Network Rail
Capacity Planning
The Quadrant
Elder Gate
Milton Keynes
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9th October 2024

Commentary on the Western & Wales Timetable Planning Rules 2025

Version 4.1
Final Rules for Subsidiary Timetable Change 2025

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

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

New or Amended text is red
~~Deleted text is green and struck through~~

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

The following is a summary of changes in content from Version 4.0 of the 2025 Timetable Planning Rules.

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1. Introduction and General Notes

1.1 Index Of Routes

No change

1.2 Sectional Appendices and Rule Book

No change

1.3 Definitions

No change

1.3.1 Train Clarification

1Axx	Amended 1Axx numbers to match existing service numbers
1Cxx	Amended 1Cxx numbers to match existing service numbers
1Kxx	Added in Cheltenham to Bath/Bristol via Kemble
5Qxx	Added new entry for class 5 of 5Qxx
CVL	Added new entry for CVL headcodes

1.3.3

	Added two new entries for class 398 and 756

2. Route Description

2.1 Planning Geography

GW103	Kennet Bridge Loop amended to Kennet Loop
GW830	At Taffs Well, added DVC in down direction

GW900	At Newport amended line codes in the down direction. And at Gaer Jn amended line codes in the Up direction

2.2 Route Opening Hours

3. Electrification

4. Rolling Stock Restrictions

5. Running Times, Margins and Allowances

5.1 Sectional Running Times

5.2 Headways

GW828	Removed passenger from Down direction values

5.3 Junction Margins and Station Planning Rules

GW103	Kennet Bridge Loop amended to Kennet Loop
GW108	Amended Saltash margins to provide more clarification and update values
GW450	Filton Abbey Wood, removed XC22x Dwell time and the note for it
GW560	Westbury, added overlap margins
GW810	Ystrad Mynach, Connectional allowance removed
GW830	Merthyr Vale, 1 minute margin amended to simultaneous
	Abercynon, Removed 1 platform end conflict
	Pontypridd, Amended margins
	Radyr, removed platform re-occupation value
	Cardiff Queen Street, Added new platform re-occupation
GW834	Mountain Ash, Amended margin to simultaneous
GW835	Various margins amended to simultaneous and amended Ystrad Rhondda dwell to be 1
GW900	Tremains Down Loop, added new margin and amended another value

5.4 Platform Lengths

5.4.1 Loop Lengths

GW103	Kennet Bridge Loop amended to Kennet Loop

5.5 Timing Allowances

5.5 Timing Allowances

5.6 Watering of Steam Locomotives

No change

6. Timetabling Considerations

No change

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

As per Condition D2.2.4 of Part D of the Network Code, following distribution of the Draft Rules and by D-54, Timetable Participants may make representations to Network Rail in respect of any changes they propose or objections they may have to the Draft Rules provided to them in accordance with D2.2.3.

Regards

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Timetable Planning Rules

Western and Wales

2025 TIMETABLE

Version 4.1

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Final Rules for Subsidiary Timetable Change 2025

9th October 2024

1 Introduction and General Notes

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

Network Rail will determine the contents of Timetable Planning Rules through consultation with Train Operators with the primary aim of achieving the optimal balance between access to the network for train operations and performance robustness of the resulting train plan. This consultation is in line with the Network Code Part D, and Train Operators have a right of appeal to Timetabling Subcommittee against the contents of the Final Timetable Planning Rules.
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Final Timetable Planning Rules are issued with timetable Access Request Information before the commencement of the development period for the Principal Change timetable to which the Rules apply and cover a 12–month period. Revised Timetable Planning Rules are issued with timetable Access Request Information before the commencement of the Subsidiary Change timetable development period and show changes applicable to the Subsidiary Change timetable period, which have been agreed since the issue of the annual Timetable Planning Rules.

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

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

1.1 Index of Routes

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

GW103	Paddington to Uffington
GW105	Uffington to Fordgate via Box
GW107	Worle to Uphill via Weston–super–Mare
GW108	Fordgate to Penzance
GW110	Old Oak Common West to South Ruislip (excl.)
GW117	Greenford East Jn to Greenford South Jn
GW130	Acton Wells Junction to Acton East Jn
GW174	West Ealing to Greenford West Junction
GW175	Greenford South Jn to Greenford
GW176	Hanwell to Drayton Green
GW178	Southall to Brentford Goods
GW180	Heathrow Airport Junction to Heathrow Terminals 4 & 5
GW182	West Drayton to Colnbrook
GW184	Slough to Windsor & Eton
GW185	Maidenhead to Marlow
GW187	Twyford to Henley–on–Thames
GW190	Reading Spur Jn to Reading New Jn
GW200	Didcot to Heyford (excl.)
GW220	Oxford Road Jn to Reading West Jn
GW225	Reading Caversham Road Jn to Oxford Road Jn (Reading feeder lines)
GW240	Didcot East Jn to Didcot North Jn
GW250	Foxhall Jn to Didcot West Curve Jn
GW260	Kennington Junction to Cowley
GW310	Wolvercote Junction to Pershore (exclusive)
GW317	Honeybourne North Junction to Long Marston
GW401	Ashchurch (incl.) to Westerleigh Junction
GW425	Berkeley Road Junction to Sharpness
GW430	Yate Middle Junction to Tytherington
GW440	Yate South Junction to Westerleigh
GW450	Stoke Gifford Junction to Bristol East Junction
GW4501	Stoke Gifford Junction to Bristol Bulk Handling Terminal
GW451	Filton Junction to Filton West Junction (Filton Chord)
GW454	Severn Beach to Narroways Hill Junction
GW456	Lawrence Hill to Barrow Road RTS
GW480	Swindon to Standish Junction
GW490	Gloucester Yard Junction to Horton Road Junction
GW500	Reading to Cogload Junction via Westbury and Frome avoiding lines (Berks. and Hants line)
GW5001	Beechgrove GF to Westbury South Junction
GW510	Westbury North Junction to Bathampton Jn
GW520	Westbury East Loop Jn to Hawkeridge Jn
GW523	Thingley Jn to Bradford Junction
GW528	North Somerset Junction to Bristol West Junction *(Great Western Railway lease from Dec 2006)*
GW530	North Somerset Jn to Dr. Days Jn (“Rhubarb Loop”)
GW540	Filton Junction to Patchway Junction
GW5401	Filton West Junction to Patchway Junction (Patchway Chord)
GW548	Parson Street Junction to Portbury Terminals
GW560	Heywood Road Junction to Fairwood Junction via Westbury
GW570	Clink Road Junction to Blatchbridge Junction via Frome
GW572	Frome North Junction to Whatley Quarry

GW580	East Somerset Junction to Cranmore
GW600	Wootton Bassett Junction to Pilning
GW606	Cowley Bridge Junction to Barnstaple
GW608	Crediton to Meldon Quarry
GW610	Crannaford L.C. (incl.) to Exeter St. David's
GW611	Exmouth Jn to Exmouth
GW618	Newton Abbot East Junction to Heathfield
GW620	Newton Abbot West Junction to Goodrington C.S.
GW628	Laira Jn to Plymouth Friary SS via Speedway Jn
GW629	Laira Jn to Mount Gould Jn
GW630	Lipson Jn to Mount Gould Jn
GW637	St. Budeaux Junction to Gunnislake
GW640	Liskeard to Looe via Coombe
GW642	Coombe (excl.) to Moorswater
GW650	Lostwithiel to Carne Point, Fowey
GW660	Par to Newquay
GW672	Burngullow to Parkandillack
GW680	Penwithers Junction to Falmouth
GW690	St. Erth to St. Ives
GW700	Gloucester Barnwood Junction to Severn Tunnel Jn
GW710	Llanwern Steelworks East Connection to Llanwern Steelworks West Connection via Service Lines (Tata Steel infrastructure)
GW720	Fifoots Point Power Station to East Usk GF
GW730	Severn Bridge Jn to Newport Maindee West Jn
GW731	Abbey Foregate to Wrexham North Jn
GW732	Abbey Foregate Jn to English Bridge Jn
GW733	Sutton Bridge Junction to Aberystwyth
GW734	Dovey Junction to Pwllheli
GW735	Shrewsbury Crewe Junction to Gresty Lane
GW740	Maindee East Jn to Maindee North Jn
GW750	Hereford Brecon Curve GF to MEB Siding
GW770	Ebbw Vale Town to Gaer Junction
GW773	Machen Quarry to Park Junction
GW780	Park Jn to Ebbw Jn
GW784	Alexandra Dock Junction to 160 miles 27 chains (boundary with ABP Newport Docks)
GW790	Pengam Junction to 4m 54ch (ABP) Cardiff Docks
GW810	Rhymney to Queen Street North Junction
GW820	Cwmbargoed to Ystrad Mynach South
GW828	Coryton to Heath Junction
GW830	Merthyr Tydfil to Barry Island via Cardiff Queen Street
GW834	Hirwaun to Abercynon
GW835	Treherbert to Pontypridd Junction
GW839	Queen Street South Junction to Cardiff Bay
GW840	Radyr Junction to Cardiff Radyr Branch Junction via City Lines
GW850	Leckwith Loop North Jn to Leckwith Loop South Jn
GW860	Penarth Curve North Jn to Penarth Curve South Jn
GW864	Cogan Junction to Penarth
GW870	Barry to Bridgend Barry Junction (Vale of Glamorgan Line)
GW874	Bridgend Llynfi Junction to Maesteg
GW875	Tondu Junction to Garw Loop
GW877	Tondu to Port Talbot Docks (Ogmore Vale Extension Line)
GW890	Court Sart Junction/Briton Ferry West Junction to Morlais Junction (Swansea District Line)
GW8901	Dynevor Junction to Jersey Marine Junction South
GW892	Cwmgwrach to Burrows Sidings

GW893	Onllwyn to Neath and Brecon Junction
GW894	Jersey Marine Junction North to Jersey Marine Junction South
GW897	Grovesend Colliery Loop Junction to Hendy Junction
GW900	Pilning to Fishguard Harbour
GW9001	Landore Junction to Swansea
GW906	Swansea Loop East Junction to Swansea Loop West Junction
GW910	Craven Arms Junction to Llandeilo Junction (Central Wales Line)
GW915	Gwaun–cae–Gurwen to Pantyffynnon
GW930	Carmarthen Station to Carmarthen Junction
GW940	Carmarthen Station to Carmarthen Bridge Junction
GW950	Whitland to Pembroke Dock
GW960	Clarbeston Road to Milford Haven
GW970	Gulf Oil Branch Junction to Waterston Gulf Oil Refinery
GW980	Herbrandston Junction to Robeston Amoco Sidings
NW3001	Saltney Jn to Holyhead
NW3007	Wrexham Central to Neston
NW3015	Llandudno Junction to Blaenau Ffestiniog
NW3017	Llandudno Junction to Llandudno

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

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

The Sectional Appendix is the sole source of information regarding the following:
Electrification limits refer to relevant Table 'A'
Permissive Working refer to relevant Table 'A', then see below.
Route Clearance refer to 'tab' associated with relevant Table 'A'

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

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

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

1.2.2 Rule Book

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

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

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RULE BOOK MODULE	SECTION	NOTES
	2.6 Enhanced permissible speed (EPS) indicators	TPR Section 5.1.2
T11 Movement of engineering trains and on–track plant under T3 arrangements	3 Movements entering the possession	When planning trains entering possessions
	7 Instructing the driver or machine controller	When planning trains entering possessions
TW1 Preparation and movement of trains General	7.1 Authority and arrangements for movements (Hauling dead traction units)	Operational principles
TW2 Preparation and movement of multiple–unit passenger trains	6.5 Carrying out a running brake test	TPR Section 5.1.2
TW3 Preparation and movement of locomotive hauled trains (including HSTs, push–pull, postal, parcels)	2.1 Locomotives running light or hauling trains (Maximum speed of);	TPR Section 5.1.2
	2.2 Maximum permitted speed of locomotive–hauled trains	TPR Section 5.1.2
	2.3 Electric–traction speed restrictions	TPR Section 5.1.2
	3.16 Carrying out a running brake test	TPR Section 5.1.2
	Section 14.1 Working trains with locomotives at both ends, when this type of working is permitted	Operational principles
Rule Book Handbook 5 Handsignalling Duties	Section 5.2 Entrance signal	When planning Temporary Block Working (TBW)
	5.3 Exit signal	When planning Temporary Block Working (TBW)
	5.4 Where TBW is divided into two sections	When planning Temporary Block Working (TBW)

1.3 Definitions

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

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

1.3.1 Train Classification

Classification	Description
1	Express passenger train; or Nominated postal or parcels train; or Breakdown or overhead line equipment train going to clear the line or returning from there (1Z99); or Traction unit going to assist a failed train (1Z99) Snow plough going to clear the line (1Z99)
9	A train formed of a Class 373 unit or other passenger train if specially authorised Elizabeth Line Services via the COS
2	Ordinary passenger train; or Breakdown or overhead line equipment train not going to clear the line (2Z99) Officers' special train (2Z01)
3	Freight train which can run at more than 75 mph; or A parcels train; or Priority Empty coaching stock; or a Network Rail Infrastructure Monitoring Train (3Qxx)
4	Freight train which can run up to 75 mph
5	Empty coaching stock train
6	Freight train which can run up to 60 mph
7	Freight train which can run up to 45 mph
8	Freight train which can run at, or is timed to run at, 35 mph or less
0	Light locomotive or locomotives

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

N.B. WoE refers to stations west of Exeter St Davids

Reporting number	Description
Class 1	
1Axx [00-40] [41-49] [50] [51-59] [60-98] General Use	 WoE/Exeter/Taunton/Weston/Bristol to Paddington via Box Bristol (via Box)/Swindon to Paddington (off-pattern services) Up 'Night Riviera' sleeper service WoE/Exeter/Taunton to Paddington via Melksham WoE/Exeter/Taunton to Paddington via Castle Cary and Bedwyn Frome/Westbury to Paddington via Bedwyn Holyhead to Euston
1Bxx	Paddington to South Wales Westbury/Bristol to South Wales WoE to Bristol TM Hereford/Newport (south Wales)/Cardiff Central to Swansea/Fishguard Harbour/Pembroke Dock/Milford Haven
1Cxx [00-40] [41-49] [50]	 Paddington to Bristol/Weston/Taunton/Exeter/WoE via Box Paddington to Swindon Down 'Night Riviera' sleeper service

Reporting number	Description
[51-59] [60-98] [99] General use	Paddington to WoE via Melksham Paddington to Taunton/Exeter/WoE via Bedwyn and Castle Cary Paddington to Newquay (GWR LTP Service) Paddington to Bristol/Weston via Box (off-pattern services) Paddington to South Wales via Bristol TM (LTP services) Bristol/Taunton/Exeter/Plymouth to Penzance Class 1 services
1Dxx	Paddington to Didcot Parkway/Oxford Bristol to Oxford WoE to Bristol Parkway Holyhead/Bangor/Llandudno/Llandudno Junction to Chester Cardiff to Chester via Shrewsbury/Wrexham General (or Crewe) Birmingham/Manchester to Llandudno/Bangor/Holyhead Liverpool to Chester/Wrexham General Wrexham General/Chester to Liverpool
1Exx [Odd numbered] [Even numbered] [Odd numbered] [Even numbered]	Destination in North East Route / East Coast Route Pembroke Dock/Fishguard Harbour/Carmarthen to Swansea Swansea to Carmarthen/Fishguard Harbour/Pembroke Dock Milford Haven to Carmarthen Carmarthen to Milford Haven
1Fxx [Odd numbered] [Even numbered]	 Cardiff Central/Bristol/Westbury to Portsmouth Portsmouth to Westbury/Bristol/Cardiff Central
1Gxx	London to Gloucester/Cheltenham Spa/Worcester via Swindon Aberystwyth/Holyhead to Birmingham New Street
1Hxx [Odd numbered] [Even numbered]	 Paddington to Bristol/Weston/Taunton/Exeter/WoE via Hullavington WoE/Exeter/Taunton/Weston/Bristol to Paddington via Hullavington Holyhead/Llandudno to Manchester
1Ixx	Aberystwyth/Holyhead/Shrewsbury to Birmingham International
1Jxx	Paddington to Westbury/Frome via Newbury WoE/Exeter/Taunton to Paddington via Castle Cary (calls at Frome) Holyhead to Shrewsbury Birmingham/Wolverhampton to Shrewsbury/Machynlleth/Aberystwyth Salisbury to Reading
1Kxx [Odd numbered] [Even numbered]	Bristol to Paddington via Westbury Holyhead/Llandudno/Llandudno Junction/Chester to Crewe Cheltenham to Bath/Bristol via Kemble Bedwyn/Newbury to Paddington Paddington to Newbury/Bedwyn
1Lxx [Low numbered] [High numbered] [Odd numbered] [Even numbered]	Destination in Anglia Route South Wales to Paddington Worcester/Cheltenham/Gloucester to Paddington via Swindon Waterloo to Exeter St Davids Exeter St Davids to Waterloo
1Mxx	Destination in East Midlands Route / North West and Central Region Paddington to Banbury
1Nxx	Oxford to Bristol Plymouth to Newquay
1Oxx	Destination to Southern Region
1Pxx	Hereford/Malvern/Worcester/Moreton to Paddington via Charlbury Oxford to Paddington

Reporting number	Description
	Didcot Parkway/Reading to Paddington Newquay to Plymouth
1Qxx	Network Rail test train (loco hauled over 75mph or HST formation)
1Rxx	Paddington to Reading Aberystwyth/Machynlleth to Shrewsbury Holyhead to Euston [morning peak services only]
1Sxx	Destination in Scotland's Railway Region Services originating from Aberystwyth and terminating at Shrewsbury
1Txx	Paddington to Heathrow Airport Bristol to Swindon via Box Plymouth to Paignton Marylebone to Oxford
1Uxx	Paddington to Bristol Parkway via Hullavington
1Vxx	Origin in another Region Holyhead to Cardiff Central/Maesteg Shrewsbury to Cardiff Central
1Wxx [1W01-1W09]	Paddington to Moreton/Worcester/Malvern via Charlbury Paddington to Hereford via Charlbury Cardiff Central to Holyhead Milford Haven/Carmarthen/Swansea/Cardiff Central to Shrewsbury/Crewe/Manchester
1Yxx	Heathrow Airport to Paddington Oxford to Marylebone
1Zxx	Special traffic additional trains Must NOT be used for WTT services
Class 2	
2Axx [Odd numbered] [Even numbered]	Windsor to Slough Frome to Westbury Penzance/Plymouth/Paignton to Newton Abbot Penzance/St Erth to St Ives St Ives to St Erth/Penzance Barry Island/Bridgend/Cardiff Central to Aberdare
2Bxx [Odd numbered] [Even numbered]	Exeter to Barnstaple Cheltenham/Gloucester to Swindon All stations between Cardiff Central and Swansea/Carmarthen All stations between Carmarthen/Swansea and Cardiff Central Marlow to Maidenhead Maidenhead to Marlow Cardiff Queen Street to Cardiff Bay
2Cxx	Waterloo to Reading Reading to Waterloo Bristol to Westbury/Frome Cardiff to Bristol Bristol to Taunton/Exeter/Plymouth/Penzance Exeter/Plymouth to Liskeard/Par/Truro/Penzance Cardiff Central/Penarth/Radyr to Coryton
2Dxx [Odd numbered] [Even numbered]	Bristol TM to Bristol PW Reading to Didcot Shrewsbury to Chester Llandudno to Llandudno Junction Llandudno Junction to Llandudno

Reporting number	Description
[Even numbered]	Llandudno to Blaenau Ffestiniog
[Odd numbered]	Blaenau Ffestiniog to Llandudno
[Even numbered]	Penarth to Bargoed
2Exx	Heathrow Terminals 2 & 3 to Heathrow Terminal 5
	Didcot/Oxford to Moreton/Evesham/Worcester/Malvern
	Malvern/Worcester/Evesham/Moreton to Oxford/Didcot
	Malvern/Worcester to Evesham
	Bristol to Gloucester/Worcester/Malvern
	Penzance/Plymouth/Paignton to Exeter St Davids
	Barnstaple/Okehampton to Exeter St Davids
	Exmouth to Exeter St Davids
	Axminster to Exeter St Davids
	Merthyr Tydfil to Bridgend
	Fishguard Harbour/Pembroke Dock to Carmarthen/Swansea
	Swansea/Carmarthen to Pembroke Dock/Fishguard Harbour
2Fxx	Heathrow Terminal 5 to Heathrow Terminals 2 & 3
	Bristol/Westbury to Warminster
	Exeter to Exmouth
	Truro to Falmouth
	Wrexham Central to Bidston
	Core Valley Lines to Cardiff Central
[Odd numbered]	Oxford to Milton Keynes Central via Bletchley High Level
[Even numbered]	Milton Keynes Central to Oxford via Bletchley High Level
2Gxx	Swindon to Gloucester/Cheltenham
	Gloucester to Worcester/Malvern
	Malvern/Worcester to Gloucester
	Cardiff to Gloucester/Cheltenham Spa
	Pwllheli to Machynlleth (that do not go beyond Machynlleth)
[Even numbered]	Paddington /West Ealing to Greenford
[Odd numbered]	Greenford to West Ealing/Paddington
[Odd numbered]	Plymouth to Gunnislake
[Even numbered]	Gunnislake to Plymouth
2Hxx	
[Even numbered]	Twyford to Henley-on-Thames
[Odd numbered]	Henley-on-Thames to Twyford
Even numbered]	Bristol TM to Filton Abbey Wood/Henbury
[Odd numbered]	Henbury/Filton Abbey Wood to Bristol TM
[Odd numbered]	Cardiff Central/Penarth to Ystrad Mynach
2Ixx	Cardiff Central to Ebbw Vale Town via Newport (S. Wales)
	Pwllheli to Machynlleth (attach to 1Ixx at Machynlleth)
2Jxx	Exeter St Davids to St James Park
	Machynlleth to Pwllheli
[Odd numbered]	Reading to Basingstoke
[Even numbered]	Basingstoke to Reading
	Aberystwyth to Machynlleth
	Machynlleth to Aberystwyth
	Bidston to Wrexham General/Wrexham Central
	Crewe to Shrewsbury
[Even numbered]	Barry Island to Pontypridd
2Kxx	Exeter to Okehampton
	Shrewsbury to Crewe
[Even numbered]	Bristol TM to Clifton Down/Avonmouth/Severn Beach

Reporting number	Description
[Odd numbered] [Even numbered] [Odd numbered]	Severn Beach/Avonmouth/Clifton Down to Bristol TM Reading to Newbury/Bedwyn Bedwyn/Newbury to Reading Newport (South Wales) to Crosskeys Barry Island/Cardiff Central to Caerphilly
2Lxx [Odd numbered] [Even numbered] [Odd numbered] [Even numbered] [Odd numbered] [Even numbered]	Exeter to Axminster Oxford/Didcot to Reading Reading/Didcot to Oxford Liskeard to Looe Looe to Liskeard Cheltenham Spa/Gloucester/Cardiff Central to Maesteg Maesteg to Cardiff Central
2Mxx	Destination in North West and Central Region (excluding Worcester area) WoE/Exeter/Taunton/Weston to Bristol TM Westbury to Swindon Swindon to Westbury Portsmouth/Southampton/Salisbury to Westbury Barry Island/Cardiff Central to Merthyr Tydfil Carmarthen/Swansea to Shrewsbury via Heart of Wales Line
2Nxx [Even numbered] [Even numbered] [Odd numbered] [01-49 Odd numbered] [51-99 Odd numbered]	Paddington to Didcot Par to Newquay From Ebbw Vale to Cardiff (direct) Newquay to Par Cardiff Central to Ebbw Vale Town not via Newport (South Wales) Newport (South Wales) to Ebbw Vale Town
2Oxx 2Oxx [01-25, odd numbered]	Destination in Southern Region Crosskeys to Newport (South Wales) Ebbw Vale Town to Cardiff Central via Newport (South Wales) Gloucester/Swindon to Salisbury/Southampton via Melksham
2Pxx	Didcot/Reading to Paddington Exeter to Plymouth Penzance/Truro/Newquay/Par/Liskeard to Plymouth Core Valley Lines/Cardiff Central to Penarth
2Rxx	Paddington to Reading Bath Spa to Filton Abbey Wood/Bristol PW via Rhubarb Loop Bristol PW/Filton Abbey Wood to Bath Spa via Rhubarb Loop Terminating services at Exeter Central Cardiff Central/Penarth to Rhymney
2Sxx [Even numbered]	Cardiff Bay to Cardiff Queen Street
2Txx [Even numbered] [Odd numbered]	Heathrow Terminals 2 & 3 to Heathrow Terminal 4 Exeter/Newton Abbot to Paignton Frome/Warminster/Westbury to Bristol TM Malvern/Worcester/Gloucester to Bristol TM Newbury to Bedwyn Bedwyn to Newbury Falmouth to Truro

Reporting number	Description
[Even numbered]	Barry Island/Cardiff Central/Penarth to Treherbert
2Uxx	Heathrow Terminal 4 to Heathrow Terminals 2 & 3 WoE/Exeter/Taunton/Weston/Bristol to Cardiff
2Vxx	Origin in another region Shrewsbury to Swansea/Carmarthen via Heart of Wales Line Coryton to Radyr
2Wxx	Slough to Windsor Exeter to Pinhoe
2Yxx	Elizabeth line to Paddington High Level Bristol TM to Weston Super-Mare Core Valley Lines/Cardiff Central to Barry Island
2Zxx	Special traffic additional trains Must NOT be used for WTT services
Class 3	
3Jxx	Network Rail Railhead Treatment Train (RHTT) diagrams that apply water-jetting only.
3Qxx	Network Rail test train (Ultrasonic Test Unit loco hauled at 75mph or below)
3Sxx	Network Rail Railhead Treatment Train (RHTT) diagrams that apply sandite
Class 5	
5Qxx	Shunt moves requiring an electrified route to/from Cardiff West (not including bi-mode traction)
Class 9	
9Cxx [Even numbered]	Elizabeth line to Gidea Park
9Hxx	Elizabeth line to Heathrow Terminal 4
9Nxx	Elizabeth line to Maidenhead
9Rxx	Elizabeth line to Reading
9Txx	Elizabeth line to Heathrow Terminal 5
9Uxx	Elizabeth line to Abbey Wood
9Wxx [Even numbered]	Elizabeth line to Shenfield

CVL Headcodes	
A	Aberdare
B	Cardiff Bay
C	Coryton
D	Bargoed
E	Bridgend (via VOG)
F	Cardiff central Term
H	Ystrad Mynach
J	Pontypridd
K	Caerphilly
M	Merthyr Tydfil
P	Penarth
R	Rhymney
S	Cardiff Queen Street
T	Treherbert
V	Radyr (via Ninian Park or Cathays)

W	Taff's Well
Y	Barry / Barry Island

Reporting Number	Description
Non Passenger (Class 0,3*,4,6,7,8)	
*Except Empty Stock Passenger, RHTT and Test Trains	
Refer to National TPR Appendix G for inter-regional headcodes	
Note: Non Passenger headcodes are determined by former British Rail regions and not Network Rail boundaries	
Former Western Region Destination Characters:	
A	Former London Area All destinations between Paddington and Lavington, Challow and Moreton in Marsh
B	Former Wales Area All destinations West of Challow and Moreton in Marsh, and North of Chippenham, Hullavington, Cam and Dursley and Severn Tunnel East
C	Former South West Area All routes West of Lavington, and South of Chippenham, Hullavington, Cam and Dursley and Severn Tunnel East
Former London Midland Region Destination Characters	
J	Former Mid Wales Area All destination between Shrewsbury and: Crewe, Wrexham General, Aberystwyth, and Pwllheli
D	Former North Wales Area Routes from Wrexham Central to Bidston, and all routes west of Saltney Jn towards Holyhead.
The above is not exhaustive and other headcodes may apply for local journeys.	

1.3.2 Days of Operation

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

Abbreviation	Description
M	Monday
T	Tuesday
W	Wednesday
Th	Thursday
F	Friday
S	Saturday
Su	Sunday
EWD	Every Week Day (Monday to Saturday)
Daily	Every day – Integrated Train Planning System (ITPS) will not accept this; there must be a separate entry for Sundays.
Suffixes	
O	Adding this indicates that the train will run only on that day or those days shown
X	Adding this indicates that the train will not run on that day or those days shown
General	
BHX	Denotes that this train does not run on a bank holiday

1.3.3 Traction and Rolling Stock

Abbreviation	Description
15X	DMU classes 150/153/155/156/158/159
17X	DMU classes 170/171/172 and 175
197	DMU Class 197
22X	DMU classes 220/221/222
230	DMU Class 230
231	DMU Class 231
398	Tram train Class 398
756	Tri mode battery/electric/diesel Class 756
80X	Bi-mode classes 800/802
Castle	“Mini HST” GWR 2+4 HST (HSTGW4)
DMU	Any diesel multiple unit (incl. GWR Castle Class (HST)) (excluding classes 180/22X)
EMU	Any electric multiple unit
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles (except for GWR (HST) Castle class)
Jumbo	‘Jumbo’ refers to a freight train formed of two or more portions
LH	A passenger or parcels train hauled or propelled by one or more locomotives
LHCV	Locomotive hauled coaching vehicles
Power	Passenger stock equipped with power operated external doors
Power Door DMU	Class 150, 153, 156, 158, 159, 165, 166, 168, 170, 171, 172, 175, 180, 220, 221, 222

1.3.4 Line Codes

Abbreviation	Description
-	Default Line Code as indicated in Section 2.1
1	Line 1
2	Line 2
3	Line 3
4	Line 4
5	Line 5
6	Line 6
A	Line A
AB	Line A to Line B
B	Line B
BAY	Bay Line
C	Line C
CL	Carriage Line
D	Line D
DB	Down Bletchley
DBL	Down Bromsgrove Loop
DF	Down Frome
DFR	Down Feeder Relief (Reading)
DGL	Down Goods Line
DH	Down Airport (Heathrow Airport Jn to T2&3 and Down T5, Heathrow T2&3 to Heathrow T5 (both for Up direction working)) Down Holyhead (for reversible running)
DHR	Down Airport Relief (Stockley Jn 8210 points) to Heathrow Tunnel Jn (for Up direction working)
DJ	Down Jericho (Oxford)
DK	Down Kemble

DL	Down Line/Loop
DM or DML	Down Main
DNL	Down Newbury Loop
DOX	Down Oxford
DPL	Down Passenger Line/Loop
DRL	Down Relief Line
DT	Down Tunnel
DW	Down Westbury
DWL	Down Westbury Line
E	Line E
ECL	Engine & Carriage Line
FVL	Festival Line (Reading)
GL	Goods Line
ML	Main Line
RCL	Reception Line
RL	Relief Line
RL1	Reception Line 1
RL2	Reception Line 2
RVL	Reversible Line
TL	Through Line
UB	Up Bletchley
UDR	Up and Down Relief
UF	Up Frome
UFM	Up Feeder Main (Reading)
UGL	Up Goods Line
UH	Up Airport (Up T5, Heathrow T5 to T2&3 and Up Airport Heathrow T2&3 to Heathrow Tunnel Jn (both for Down direction working) Up Holyhead (for reversible working)
UK	Up Kemble
UL	Up Line
UM or UML	Up Main
UOX	Up Oxford
UPL	Up Passenger Loop/Line
UR	Up Reception
URL	Up Relief Line (including Up Airport Relief Heathrow Airport Jn to Stockley Jn 8211 points for Down direction working)
UT	Up Through/Tunnel
UWC	Up West Curve
WDL	West Drayton Loop
WL	Westbury Line

1.3.5 Activity and Other Codes

Abbreviation	Description
–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 – 1st 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
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 DB Cargo
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

Activity Codes – Notes
1. Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
2. If an Activity is required that removes the 'passenger stop' Activity (T, D, U and R), then the 'passenger stop' Activity must always appear in the first Activity field (e.g. T –D would be correct, –D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first Activity field. If it does not find a 'passenger stop' Activity in the first field the time will not be extracted to appear in the NRT.
3. Up to 6 Activities may be shown for each event.
4. No two Activities may be duplicated at the same event.
At any one event, the following groups are mutually exclusive: a) D, U, T, N, S, TW, OP. b) –D, –U, –T. c) TB, TF. d) KC, KE.
6. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services). R, D and U are additionally valid with Train Categories XU and OU (unadvertised services).
7. K, KC, KE, KF, KS are only valid with Train Categories starting X or O.
8. If TF is present then none of K, KC, KE, KF, KS can be present.
9. Activity T indicates that a train stops to pick up and set down. This normally refers to passengers. Activity –T indicates that the train stops to attach and detach vehicles. At any location where a 'stop' time is shown, TPS 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.

2 Route Description

2.1 Planning Geography

Line of Route

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

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

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

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

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

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

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

Line references shown in italics e.g. *SW100* are only for reference purposes.

In the tables below, the following codes apply:

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

OFFICIAL

GW103 PADDINGTON TO UFFINGTON

TIMING POINT	DOWN	UP	CODE	NOTES
Paddington	1 2 3 4 5 6			Platform detail must be shown. Line code indicates line at Royal Oak
Royal Oak Sidings	–	–	S	
Royal Oak Junction	1 2 3 4 5	1 2 3 4 5 6		
Paddington New Yard	5 6 CRL		S	
Westbourne Park CS	–	–	S	For Elizabeth Line services to/from Paddington Crossrail
Portobello Junction	1 2 3 4 5 6 CRL	1 2 3 4 5 CRE CRW		CRE – to Crossrail Eastbound CRW – to Crossrail Westbound CRL – to Crossrail Depot Line 1
Ladbroke Grove	ML RL ECL CL A AB B D1 D2 XD2	ECL CL 1 2 3 4 5 6 D1		D1 – To Crossrail Depot Line 1 D2 – To Crossrail Depot Line 2 XD2 – To Crossrail Depot Line 1, via Depot Line 2 and Crossovers
North Pole IEP Depot	–	A AB B		
Old Oak Common Crossrail Depot Departure Signals		D1 D2 ECL		D1 - To Depot Line 1 D2 – To Depot Line 2 ECL – To Engine and Carriage Line
Old Oak Common Crossrail Depot Arrival Signals	-			
Old Oak Common East	RL	RL ECL CL		Timing point for all movements via CL and ECL. trains reversing or running round at Old Oak Common Engine Siding for pathing reasons
Old Oak Common Engine Siding	–	–	S	Timing Point for trains planned to reverse or run-around at this location.
Old Oak Common Back Line				*To and from Old Oak Common TMD*
Old Oak Common Crossrail Depot				
Old Oak Common West	RL	RL	X	
Acton Main Line	RL GL	ML RL	SX	*To/from Acton Wells Jn – GW130*
Acton TC (Yard)	GL	GL	S	
Acton West	ML RL	ML RL^ GL URL*		^For trains using Acton Diveunder *For trains using Up Relief (surface route) – Not to be applied to trains weaving ML to RL
Ealing Broadway	ML RL	ML RL	S	Platform detail must be shown
West Ealing	RL	RL		Timing point for all trains on the Relief Lines and trains to/from Greenford. Platform detail must be shown. *To/from Drayton Green – GW174*
West Ealing Loop	RL	RL	S	
West Ealing EMU Sidings	–	–	S	
Hanwell	RL UGL	RL	SX	Timing point for all stopping trains & all trains to/from Drayton Green, Hanwell Bridge Goods Loop & West Ealing Loop.

GW103 PADDINGTON TO UFFINGTON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
				Platform detail must be shown *To/from Drayton Green Jn – GW176*
Hanwell Bridge Goods Loop	RL DGL UGL	RL	S	
Southall East Junction	ML RL GL	ML RL GL	X	
Southall Depot	–		S	
Southall	ML RL GL –	ML RL GL – DML*		Platform detail must be shown including SWL and UBL *To from Brentford Goods – GW178* *If running bi-directionally
Southall Down Brentford Sidings	GL	GL –	S	
Southall West Junction	ML RL URL* GL	ML RL	X	* For down-direction services running bi-directionally via Up Relief
Hayes Up Goods Loop	GL	GL	S	
Hayes and Harlington Tarmac Sidings	GL	GL	S	
Hayes & Harlington	ML RL URL	ML RL GL DML	S X	DML - Services running bi-directionally to Southall East Junction only Platform detail must be shown Values which can be shown in the Platform Details field are: BAY – Train uses Bay Platform
Heathrow Airport Junction	ML RL URL	ML RL DML		*To/from Heathrow Tunnel Jn – GW180*
Stockley Junction	RL	ML	X	Timing point for Up ML Trains. Timing point for all Crossing Moves.
Dawley Up Goods Loop		–	S	
West Drayton ARC		RL	S	
West Drayton	ML RL WDL –	ML RL	SX	*To/from Colnbrook – GW182* WDL - Down trains to the Up Goods Loop (limit of shunt) only – Down trains to West Drayton TC/Colnbrook Platform detail must be shown
West Drayton TC		–	S	
Up Iver Loop		RL UDG	S	Trains booked to stand on the Up Goods for pathing /operational reasons to be timed here. Signal T474 (use TIPLOC WDRYUGL)
Iver	ML RL	ML RL GL	SX	Timing point for trains Up Relief to Up Goods and stopping trains Platform detail must be shown
Langley Reception Sidings	RL	RL	S	
Langley	ML RL	ML RL	S	Platform detail must be shown
Dolphin Junction	ML RL	ML RL	X	
Slough	ML RL URL	ML RL		Platform detail must be shown. *To/from Windsor & Eton Central – GW184*
Slough Estates	–	–	S	
Slough Up Goods Loop		RL	S	
Slough West	ML RL	ML RL	X	
Burnham	RL	RL	S	Platform detail must be shown

GW103 PADDINGTON TO UFFINGTON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Taplow	ML RL	ML RL	S	Platform detail must be shown
Maidenhead East	ML RL	ML RL	X	
Maidenhead	ML RL	ML RL		Platform detail must be shown. *To/from Bourne End – GW185*
Maidenhead Turnback Line		URL DRL	S	
Maidenhead Carriage Sidings		RL	S	
Ruscombe	RL	ML	X	
Twyford Signal T1635	RL	RL	S	Shunting moves only
Twyford	ML RL URL –	RL ML		URL - To Twyford West – Services going to Henley–on– Thames only Platform detail must be shown *To/from Henley–on–Thames – GW187*
Twyford West	ML RL	RL	X	
Kennet Loop	RL		S	
Kennet Bridge Jn	DML DRL URL	ML RL DRL*		* Services going to Kennet Loop to reverse
Reading New Jn	DML	–	X	*To/from Reading Spur Jn GW190*
Reading East Jn				*To/from Reading Southern Jn - GW195*
Reading	ML RL – * WL UFM DFR FVL UPL	URL, DRL, UML, DML – $		Platform detail must be shown. * Services going to Reading Train Care Depot (direct or via Entrance C) $ Services towards Reading Southern Jn *To/From Oxford Road Jn – GW500*
Reading Caversham Road Jn				*To/from Oxford Road Jn – GW225*
Reading Signal T1732		RL	X	Up Services on the Up Passenger Loop from direction of Reading West Jn or Reading Traincare Depot Entrance C to be timed here
Reading Train Care Depot Entrance A	–	UPL	S X	Services to and from Reading Train Care Depot to be timed here when entering or leaving the Depot using Entrance A
Reading Train Care Depot Entrance C	–	UPL	S X	Services to and from Reading Train Care Depot to be timed here when entering or leaving the Depot using Entrance C
Reading Train Care Depot	–	–		
Reading High Level Jn	ML FVL	ML DML* FVL		Timing point on the Main Lines and Festival Line *Up trains via the down main to Platform 8 or 9
Reading West Junction	UPL RL	UPL RL FVL		Timing point on the Relief Lines, Festival Line and Up Passenger Loop *To/from Oxford Road Jn – GW220*
Scours Lane	URL	UPL	X	Trains crossing to/from the Up Passenger Loop and Reading Traincare Depot via Entrance 'A'
Tilehurst East Junction	ML RL	RL	X	
Tilehurst	ML RL	ML RL	S	
Pangbourne	RL	RL	S	

GW103 PADDINGTON TO UFFINGTON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Goring & Streatley	ML RL	ML RL		
Cholsey	ML RL	ML RL	S	
Moreton Cutting	ML	RL	X	
Didcot East Junction	RL URL**(H)**	ML RL	X	**(H)**: Services going to Didcot Parkway Platforms 4 or 5 or reversing at Didcot East Jn for Didcot TC. *To/from Didcot North Jn – GW240* Timing point for all services using the relief lines.
Didcot TC	–	–	S	
Didcot Parkway	ML RL GL(J) URL * DOX ^ UOX ” –	ML (I) RL DRL*		Platform detail must be shown. **(I)** Up trains from Platform 3,4 and 5 running to the Up Main at Didcot East Jn must show ML line code at Didcot Parkway. If on DML at Didcot Parkway show – towards Swindon If on DRL at Didcot Parkway show RL towards Swindon **(J)**: Services going to Didcot West End only ***** If running bi–directionally ^ DOX To Didcot North Jn via Down Oxford “ UOX to Didcot North Jn via Up Oxford reversible
Didcot West End	GL		S	
Foxhall Junction	ML RL – **(K)**	ML RL GL – **(L)**	X	**(K):** Services going to Didcot Power Station only **(L):** Services going to Didcot North Jn only *To/from Didcot North Jn–GW250*
Didcot Power Station	–	–		
Didcot SB940 Signal		RL	S	Regulating point on Relief Line in Up Direction
Milton Junction	ML GL	RL	X	Timing point for all services using the relief lines.
Steventon	–	RL	X	
Wantage Road	ML RL	–		
Challow	–	ML RL		
Uffington	– UM*	–		*reversible working

GW105 UFFINGTON TO FORDGATE VIA BOX				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Uffington	– UM*	–		*reversible working
Bourton	– UM*	– DM*	X	Crossing moves under reversible working
Swindon South Marston Jn	– UM*	– DM*	X	Timing point to/from South Marston Euroterminal and *reversible working
Stratton Green Up Goods Loop (also known as Up Swindon Goods Loop)		–	S	
Highworth Junction	– GL	–	X	

GW105 UFFINGTON TO FORDGATE VIA BOX				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Swindon East Loop (also known as the Down Swindon Goods Loop)	–		S	Down direction only from Highworth Junction
Swindon Transfer	–		S	Down direction only from Highworth Junction
Swindon Rover Group Sidings	–	–	S	
Swindon Cocklebury	–	–		Timing point to / from Holding Sidings, Rover Group and Cocklebury EMU Sidings
Cocklebury EMU Sidings		–	S	
Swindon Holding Sidings		–	S	
Swindon Stores	–	–	S	
Swindon	– UM* UK#	– RCL DM*		Platform detail must be shown. *If running reversibly # If running via Up Kemble (down direction) to Rodbourne Jn *To/from Rodbourne Jn – GW480*
Swindon Signal SW1212		–	S	Trains timed to stand on the Up Main between Rushey Platt and Swindon
Wootton Bassett Junction	–	–		*To/from Hullavington – GW600*
Wootton Bassett Foster Yeoman	–	–	S	
Wootton Bassett Ground Frame	–	–		Access to Wootton Bassett Foster Yeoman
Chippenham	–	–		Platform detail must be shown.
Thingley East Jn	– UM*	– DM*		*reversible working
Thingley Junction	–	DM		Timing point for all Down services (except when running reversibly to Bathampton Jn on the Up Main) as well as up services ex the Melksham branch. *To/from Bradford Jn (via Melksham) – GW523*
Bathampton Junction	UM♣	DM♣		♣ required for reversible line working only. *To/from Bradford Jn – GW510*
Bath Spa	–	–		Platform detail must be shown.
Bath Goods Signal B175	–		X	For use when train is using Down main from Bristol direction.
Bath Goods Loop	–		S	
Bath RTS	–		S	
Oldfield Park	–	–	S	Platform detail must be shown.
Keynsham	–	–	S	Platform detail must be shown.
Bristol East Depot	–		S	
Bristol East Depot DGL	–	–	S	
North Somerset Junction	DM UM	– DM		*To/from Dr. Days Jn – GW530* *To/from Bristol West Jn – GW528 (Great Western Railway lease)*
Bristol Kingsland Road	–		S	
Bristol East Junction	DM DF UM* UF* UR DR	DM* UM UR UF		*If running bi–directionally *To/from Dr. Days Jn – GW450* The line code from Bristol East Jn to Bristol TM refers to the line when passing the East Gantry except for moves from Down Filton Main to P11/12 which should show DF if routed via 7117pts (preferred) or UM if routed via 7110pts reversed and 7119pts reversed (non-preferred.)

GW105 UFFINGTON TO FORDGATE VIA BOX				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Bristol High Level Siding	–	–	S	
Bristol Temple Meads	DM DT CL P15 UM	UM UF DM DF UR DR		Platform detail must be shown. **Planning note: The line code between Bristol Temple Meads and Bristol East Jn is the running line the train is on as it passes under Bristol East Jn signal gantry.**
Bristol Temple Meads Signal 6720		–	S	
Bristol West Junction	– ML CL	UM UR P15* DM* DT		* If running bi–directionally *To/from North Somerset Jn – GW528 (Great Western Railway lease)*
Bedminster	–	ML RL	S	
Bristol Signal 2172		RL	S	Use if train is too long to sit on Up Through at Temple Meads
Parson Street	–	ML RL		Timing point in Up direction only *To/from Ashton Jn – GW548* Platform detail must be shown.
Nailsea & Backwell	–	–	S	
Yatton	–	–	S	
Yatton Loops	–	–	S	
Worle	–	–	S	
Worle Junction	–	–		*To/from Weston–super–Mare – GW107*
Uphill Junction	–	–		*To/from Weston–super–Mare – GW107*
Highbridge & Burnham	–	–	S	
Highbridge Goods Loop	–	–	S	
Bridgwater	–	–		
Bridgwater FD		–	S	
Fordgate				*To/from Cogload Jn – GW108*

GW107 WORLE JUNCTION TO UPHILL JUNCTION VIA WESTON–SUPER–MARE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Worle Junction	–	–		*To/from Parson Street – GW105*
Weston Milton	–	–	S	
Weston Super Mare	–	–		
Uphill Junction	–	–		*To/from Bridgwater – GW105*

GW108 FORDGATE TO PENZANCE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Fordgate				*To/from Bridgwater – GW105*
Cogload Junction	–	–		*To/from Athelney – GW500*
Taunton E604 Signal	–		S	Shunting moves only
Taunton East Jn	DR	–	X	
Taunton	– UDR	– DR UR		Platform detail must be shown.
Taunton E483 Signal	–	–	S	Shunting moves only
Taunton E619 Signal		–	S	Shunting moves only
Fairwater Yard	UDR	UDR	S	
Norton Fitzwarren Junction	–	– UDR		*To/from West Somerset Railway*
Wellington	–	–	S	

GW108 FORDGATE TO PENZANCE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Whiteball Tunnel	–	–		Timing point can be omitted from a '150 TIPLOC' schedule
Tiverton Parkway	–	–		
Tiverton Loop	–	–		Timing point can be omitted from a '150 TIPLOC' schedule
Cullompton	–	–	S	
Cowley Bridge Junction	–	–		*To/from Crediton – GW606*
Exeter Riverside New Yard	–	–	S	
Exeter St.Davids Signal E664	–	–	S	Shunting moves only
Exeter St. David's	–	–		Platform detail must be shown. *To/from Exeter Central – GW610*
Exeter TMD	–	–	S	
Exeter St.Davids Signal E677	–	–	S	Shunting moves only
Exeter St.Davids Signal E679	–	–	S	Shunting moves only
Exeter St.Davids Signal E35		–	S	Shunting moves and regulating as req only
Exeter St. Thomas	–	–	S	Platform detail must be shown.
Exeter City Basin	–	–	S	
Marsh Barton	–	–	S	
Starcross	–	–	S	Platform detail must be shown.
Dawlish Warren	–	–		Platform detail must be shown.
Dawlish	–	–		Platform detail must be shown. Timing point can be omitted from a '150 TIPLOC' schedule
Teignmouth	–	–		Platform detail must be shown. Timing point can be omitted from a '150 TIPLOC' schedule
Hackney Yard	–	–	S	
Newton Abbot East Junction				*To/from Heathfield – GW618*
Newton Abbot	–	–		Platform detail must be shown.
Newton Abbot West Junction	–	–		*To/from Paignton – GW620*
Dainton Tunnel	–	–		Timing point can be omitted from a '150 TIPLOC' schedule
Totnes	–	–		Platform detail must be shown.
Rattery	–	–		Signal PH5605 in Down direction Signal PH5604 in Up direction Timing point can be omitted from a '150 TIPLOC' schedule
Aish	–	–		Signal PH5609 in Down direction Signal PH5610 in the Up direction Timing point can be omitted from a '150 TIPLOC' schedule
Ivybridge	–	–		Platform detail must be shown. Timing point can be omitted from a '150 TIPLOC' schedule
Hemerdon	–	–		Signal PH5623 in Down direction Signal PH5624 in Up direction Timing point can be omitted from a '150 TIPLOC' schedule
Tavistock Jn Signal P132	–		S	
Tavistock Jn	–	–		Timing point can be omitted from a '150 TIPLOC' schedule
Tavistock Jn Yard	–	–	S	
Tavistock Jn Down Siding	–		S	
Tavistock Jn Signal P197		–	S	

GW108 FORDGATE TO PENZANCE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Laira Junction	–	–	X	*To/from Mount Gould Jn – GW628/GW629* Track Code must be shown for DM, UM, and DGL
Lipson Junction	–	–		*To/from Mount Gould Jn – GW630*
Plymouth	–	–		Platform detail must be shown.
Devonport	–	–	S	Platform detail must be shown.
Dockyard	–	–	S	Platform detail must be shown.
Keyham	–	–	S	Platform detail must be shown.
Dockyard Junction				
St. Budeaux Junction	–	–		*To/from St Budeaux Victoria Road – GW637*
St. Budeaux Ferry Road	–	–	S	Platform detail must be shown.
Saltash	–	–		Platform detail must be shown.
St Germans	–	–		Platform detail must be shown. Timing point can be omitted from a '150 TIPLOC' schedule
Menheniot Signal UM259		–		Timing point in up direction Timing point can be omitted from a '150 TIPLOC' schedule
Menheniot Signal DM260	–			Timing point in down direction *Timing point can be omitted from a '150 TIPLOC' schedule*
Menheniot	–	–	S	Platform detail must be shown.
Liskeard	–	–		*To/from Coombe No.1 GF – GW640* Platform detail must be shown
Liskeard Signal 9		–	S	
St Pinnock Jn	–	–		
Largin Jn	–	–		
Bodmin Parkway	–	–		Platform detail must be shown
Lostwithiel Down Goods Loop	–	–	S	
Lostwithiel Up Goods Loop	–	–	S	
Lostwithiel	–	–		Platform detail must be shown.
Lostwithiel Fowey Branch Junction				*To/from Fowey Dock – GW650*
Par Down Loop	–		S	
Par Signal CL7627	–		S	
Par Liner Siding		–	S	
Par	–	–		*To/from St Blazey SB– GW660* Platform detail must be shown.
Par Chapel Siding		–	S	
Par Signal CL7626		–	S	
St. Austell Signal CL5855	–		S	
St. Austell	–	–		Platform detail must be shown
Burngullow Junction	–	–		*To/from Parkandillack – GW672*
Grampound Road Signal CL5883	–			Timing point in down direction
Probus Signal CL5884		–		Timing point in up direction
Buckshead Tunnel Signal CL5893	–			Timing point in down direction
Truro Signal CL5895	–		S	
Truro	–	–		Platform detail must be shown
Truro Yard	–		S	
Truro Signal CL5908		–	S	
Truro Signal CL5910		–	S	

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GW108 FORDGATE TO PENZANCE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Penwithers Junction	–	–		*To/from Penryn – GW680*
Chacewater Signal R14		–		Timing point in up direction
Chacewater Signal R31	–			Timing point in down direction
Redruth Signal R27	–			Timing point in down direction
Redruth	–	–	S	Platform detail must be shown
Redruth Signal R10		–		Timing point in up direction
Roskear Junction				
Camborne	–	–		Platform detail must be shown
Gwinear Road Signal R6		–		Timing point in up direction Timing point can be omitted from a '150 TIPLOC' schedule
Hayle Signal R19	–			Timing point in down direction Timing point can be omitted from a '150 TIPLOC' schedule
Hayle	–	–	S	Platform detail must be shown.
St. Erth	–	–		*To/from St. Ives – GW690* Platform detail must be shown
Long Rock	–	–		
Penzance T& RSMD	–	–	S	
Ponsandane		–	S	
Penzance		–		Platform detail must be shown.

GW110 OLD OAK COMMON WEST TO SOUTH RUISLIP (EXCL.)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Old Oak Common West	–	RL	X	*To/from Ladbroke Grove – GW103* No route between Park Royal and Old Oak Common West
Park Royal	–	–		
Park Royal Marcon	–	–	S	
Greenford East Junction	–	–		*To/from Greenford South Jn –GW117*
Greenford West Junction	–	–		*To/from Greenford South Jn – GW174*
Route Boundary 8m60ch				*To/from South Ruislip – MD705* *Refer to NW&C Timetable planning rules*

GW117 GREENFORD SOUTH JUNCTION TO GREENFORD EAST JUNCTION			
TIMING POINT	**SINGLE**	**CODE**	**NOTES**
Greenford South Junction	–		*To/from Drayton Green – GW174* *To/from Greenford West Jn – GW174*
Greenford East Junction	–		*To/from Park Royal – GW110* *To/from Greenford West Jn – GW110*

GW130 ACTON WELLS JUNCTION TO ACTON EAST JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Acton Wells Junction	–	–		*Anglia Route timing point – EA1310*
Acton East Junction				*To/from Acton Main Line – GW103* *To/from Acton Yard*

GW174 WEST EALING TO GREENFORD WEST JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
West Ealing	–	RL		*To/from Acton West – GW103*
Drayton Green	–	–		*To/from Hanwell – GW176*
Castle Bar Park	–	–	S	
South Greenford	–	–	S	
Greenford South Junction	–	–		*To/from Greenford East – GW117* *To/from Greenford – GW175*
Greenford West Junction	–	–		*To/from South Ruislip – GW110*

GW175 GREENFORD SOUTH JUNCTION TO GREENFORD			
TIMING POINT	**SINGLE**	**CODE**	**NOTES**
Greenford South Junction	–		*To/from Greenford East – GW117*
Greenford	–	S	LUL BAY

GW176 HANWELL TO DRAYTON GREEN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Hanwell	RL	–		*To/from Acton West – GW103* *To/from Southall – GW103*
Drayton Green	–	–		*To/from West Ealing – GW174* *To/from Greenford South Jn – GW174*

GW178 SOUTHALL TO BRENTFORD GOODS				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Southall	–	GL		*To/from Southall TC – GW103*
Brentford Town	–	–		
Brentford Town Day & Sons	–	–	S	
Brentford Town W RTS	–	–	S	

GW180 HEATHROW AIRPORT JUNCTION TO HEATHROW TERMINALS 4 & 5				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Heathrow Airport Jn	ML RL URL	ML RL DML		*To/from Southall – GW103*
Stockley Junction	–	ML RL DH♥		Timing point for Up trains. ♥ Line Code only applies during reversible line working operation.
Heathrow Tunnel Junction	– ♣UH	– ♣DH ♣ DHR		♣Line codes are only required when running bi–directionally.
Heathrow Terminals 2 and 3	– ♥UH	– ♣DH ◆UH		Platform detail must be shown ♥Line code only required when running bi–directionally to T5 ◆Line code only required for trains starting from this location
Heathrow Terminal 4	–	–		Platform detail must be shown.
Heathrow Terminal 5		– ♣DH		Platform detail must be shown ♣ Line code only required when running bi–directionally.

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GW182 WEST DRAYTON TO COLNBROOK

TIMING POINT	DOWN	UP	CODE	NOTES
West Drayton	–	RL		*To/from Heathrow Airport Jn – GW103*
Signal T3503	–			
Signal T3502		–		
Thorney Mill Signal T6253	–		S	For trains propelling into Thorney Mill Stone Terminal (Use THYMGF)
Thorney Mill Stone Terminal		–	S	NB. Multiple operator specific TIPLOCS
Signal T3511	–			
Signal T3512		–		
Colnbrook Logistics Centre		–	S	NB. Multiple operator specific TIPLOCS
Colnbrook Aggregates Terminal		–	S	NB. Multiple operator specific TIPLOCS
Colnbrook Oil Terminal		–	S	NB. Multiple operator specific TIPLOCS

GW184 SLOUGH TO WINDSOR & ETON

TIMING POINT	DOWN	UP	CODE	NOTES
Slough	–	ML –		*To/from Heathrow Airport Jn – GW103*
Slough Signal T3538	–	–	S	Shunting moves to/from Bay Platform 1 only
Windsor & Eton Central		–		

GW185 MAIDENHEAD TO MARLOW

TIMING POINT	DOWN	UP	CODE	NOTES
Maidenhead	–	RL		*To/from Slough – GW103*
Furze Platt	–	–	S	
Cookham	–	–	S	
Bourne End	–	–		Reverse
Marlow		–		

GW187 TWYFORD TO HENLEY-ON-THAMES

TIMING POINT	DOWN	UP	CODE	NOTES
Twyford	–	RL		*To/from Maidenhead – GW103*
Twyford T1632		–	S	Shunting moves to/from Twyford
Wargrave	–	–	S	
Shiplake	–	–	S	
Henley-on-Thames		–		

GW190 READING SPUR JUNCTION TO READING NEW JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Reading Spur Junction		–		*To/from Earley – SW210* Wessex Route timing point *Refer Wessex Timetable Planning Rules – SW210*
Reading New Junction	DML	–	X	*To/from Reading – GW103*

GW195 READING EAST JN TO READING SOUTHERN JN

TIMING POINT	DOWN	UP	CODE	NOTES
Reading Southern Jn	–	–		
Signal T1691	–		S	Down direction only

GW200 DIDCOT TO HEYFORD (EXCL.)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Didcot Parkway	DOX ^ UOX ”	–		*To/from Wantage Road – GW103* *To/from Reading West Junction – GW103* ^ DOX To Didcot North Jn via Down Oxford “ UOX to Didcot North Jn via Up Oxford reversible Platform detail must be shown.
Didcot Fuelling Point	–	–	S	
Didcot West Curve Junction	–		S	*To/from Foxhall Junction – GW250*
Didcot TC	– UOX*	–	S	* For services crossing to the Up Oxford in the down direction
Didcot North Jn	–^ UOX*	– GL		*To/from Foxhall Jn – GW103* ^ For normal direction running from Didcot North Jn * For services crossing to the Up Oxford in the down direction
Appleford LC	–	–	X	Applied in the down direction for services crossing from the Up Oxford (reversible) to the Down Oxford, and in the up direction to services crossing from the Down Oxford (reversible) to the Up Oxford. For services to/from Appleford Sidings
Appleford Sidings		–	S	
Appleford	–	–	S	Platform detail must be shown.
Culham	–	–	S	Platform detail must be shown.
Radley	–	–	S	Platform detail must be shown.
Kennington Junction	–^ UOX*	–^ DOX”		*To/from Cowley - GW260* ^ For maintaining or reverting to normal direction running * For services remaining on (at Kennington Jn), the Up Oxford in the down direction “For Up services via the Down Oxford
Kennington Goods Loop	–	–	S	
Hinksey South Jn	–	– DOX*	X	* for Up services via the Down Oxford
Hinksey Reception Lines	–	–	S	
Hinksey Sidings	–	–	S	Via Hinksey Reception lines
Hinksey North Jn	– URL UML	– DOX*		* for Up services via the Down Oxford
Oxford	DML DRL UML URL	 URL UML DML		Platform detail (including through lines) must be shown
Oxford Up Carriage Sidings		–	S	
Oxford Down Carriage Siding 1		–	S	For trains stopping in Siding 1, or passing through to Siding 2

GW200 DIDCOT TO HEYFORD (EXCL.)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Oxford Down Carriage Siding 2		–	S	Trains enter via 9161Apts if not used with Siding 1 preceding
Oxford Down Carriage Siding 3		–	S	
Oxford Down Turnback Line		–	S	
Oxford Down Headshunt		–	S	For access to/from Engineers Sidings
Oxford Engineers Sidings		–	S	
Oxford North Jn	– DRL DML UML DB UB	UML URL DML	X	Timing point in the Up Direction and for all trains to/from Oxford Parkway *To /From Oxford Parkway – Refer to NW&C Timetable Planning Rules - MD736*
Wolvercote Jn	–	UML URL DML*		*To/from Charlbury – GW310* * Applicable for services from GW310 running reversibly from Wolvercote Jn.
Tackley	–	–	S	Platform detail must be shown.
Heyford	–	–		Platform detail must be shown. *Refer NW&C Timetable Planning Rules – MD401*

GW220 OXFORD ROAD JUNCTION TO READING WEST JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Oxford Road Junction	UWC*	_		* trains running bi-directionally to Reading West Jn Up Passenger Loop. *To/from Southcote Junction – GW500* *To/from Reading – GW500*
Reading West Junction	UPL RL	_		*To/from Didcot Parkway – GW103* *To/from Reading – GW103*

GW225 READING CAVERSHAM ROAD JN to OXFORD ROAD JN (READING FEEDER LINES)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Reading Caversham Road Jn				*To/from Reading – GW103*
Reading Signal T1726		UFM	S	* Up Trains on the Up Feeder Main of less than 4400t to be timed to stop here where it would otherwise be necessary to add pathing time approaching Reading.
Reading Signal T1728		DFR	S	* Up Trains on the Down Feeder Relief of less than 4400t to be timed to stop here where it would otherwise be necessary to add pathing time approaching Reading.
Oxford Road Jn	–	DFR UFM		*To/from Southcote Jn – GW500*

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GW240 DIDCOT EAST JUNCTION TO DIDCOT NORTH JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Didcot East Junction	–	ML RL		*To/from Didcot Parkway – GW103* *To/from Reading West Junction – GW103*
Didcot North Junction	–	–		*To/from Kennington Junction – GW200*

GW250 FOXHALL JUNCTION TO DIDCOT WEST CURVE JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Foxhall Junction	– RL	–		*To/from Didcot Parkway – GW103* *To/from Wantage Road – GW103*
Didcot West Curve Junction				*To/from Didcot Parkway – GW200* *To/from Didcot North Junction – GW200*

GW260 KENNINGTON JUNCTION TO COWLEY				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Kennington Jn	–	–		*To/from Oxford – GW200*
Littlemore Sidings		–	S	
Cowley		–	S	

GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Wolvercote Junction	–	–		*To/from Oxford - GW200*
Hanborough	–	–	S	
Combe	–	–	S	
Finstock	–	–	S	
Charlbury	–	–		Platform detail must be shown.
Ascott Under Wychwood	–	–		Platform detail must be shown.
Shipton	–	–	S	Platform detail must be shown.
Kingham	–	–	S	
Moreton in Marsh	–	–		Platform detail must be shown.
Honeybourne	–	–		Platform detail must be shown.
Honeybourne North Junction	–	–	X	*To/from Long Marston – GW317*
Evesham	–	–		
Route Boundary: NW&C & Western and Wales				*Boundary at 112 miles 0 chains – To/From Pershore*

GW317 HONEYBOURNE NORTH JUNCTION TO LONG MARSTON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Honeybourne North Junction	Single			*To/from Evesham - GW310*
Honeybourne Sidings	Single		S	
Honeybourne Staff Hut	Single		S	Trains MUST stop here to collect the Staff for the single line to Long Marston
Long Marston	Single			

GW401 ASHCHURCH (INCL.) TO WESTERLEIGH JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Ashchurch	–	–		Platform detail must be shown.
Ashchurch MOD	–	–	S	
Ashchurch War Dept. G.F	–	–	S	
Ashchurch G453 Signal	–	–	S	
Cheltenham G422 Signal	–	–	S	Shunt moves crossing to the Down Main
Cheltenham High St Goods Loop	–	–	S	Up goods loop at 86miles
Alstone Level Crossing	–	–	S	Trains stop to pick up/set down token for Sharpness branch
Alstone Carriage Sidings	–	–	S	Reversal point for Cheltenham terminating trains
Cheltenham Spa	–	–		Platform detail must be shown.
Cheltenham Lansdown Loop	–	–	S	
Barnwood Junction	–	–		*To/from Horton Road Jn – GW700*
Gloucester New Yard	–	–	S	
G356 Signal	UDG		S	Recess on Up/Down Goods
G339 Signal		UDG	S	Recess on Up/Down Goods
Gloucester Yard Junction	–	–		*To/from Horton Road Jn – GW490*
Haresfield Loop	–	–	S	
Standish Junction	–	–		*To/from St Mary's Level Crossing - GW480*
Cam & Dursley	–	–	S	Platform detail must be shown.
Berkeley Road Junction	–	–	X	*To/from Sharpness GW425*
Charfield	–	–		
Yate Middle Junction				*To/from Tytherington – GW430*
Yate	– UL*	–		* for use when running bi-directionally between Yate South Jn and Westerleigh Jn
Yate South Junction				*To/from Westerleigh – GW440*
Westerleigh Junction	–	–		*To/from Bristol Parkway – GW600*

GW425 BERKELEY ROAD JUNCTION TO SHARPNESS				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Berkeley Road Junction	–	–		*To/from Standish Jn – GW401* NB Sharpness branch trains should be timed to stop at Alstone Level Crossing to pick up/set down token (refer GW401)
Berkeley N Electric Sdng	–	–	S	
Sharpness Docks	–	–	S	

GW430 YATE MIDDLE JUNCTION TO TYTHERINGTON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Yate Middle Junction				*To/from Yate – GW401* Trains to Tytherington stop to pick up/set down token
Tytherington	–	–		

GW440 YATE SOUTH JUNCTION TO WESTERLEIGH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Yate South Junction				*To/from Yate – GW401*
Yate Signal 568		–	S	Timing point for up trains only
Westerleigh Murco Oil Terminal	–		S	

GW440 YATE SOUTH JUNCTION TO WESTERLEIGH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Westerleigh Refuse Terminal	–		S	

GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Stoke Gifford Junction				*To/from Bristol Parkway – GW600*
Stoke Gifford Depot	–			*Primary Entrance*
Filton Junction	–	–		*To/from Patchway – GW540*
Filton Abbey Wood	ML RL	UF DF		Platform detail must be shown.
Horfield Junction	ML RL	ML RL		Trains to Up Bristol Loop line must run via Down Filton Relief line.
Ashley Down	RL	RL	S	
Narroways Hill Junction	RL	RL		*To/from Clifton Down – GW454* To/ From Relief Lines Only. Timing point for trains on RL only.
Stapleton Road	– RL	– RL	S	Platform detail must be shown.
Lawrence Hill	– RL	– RL	S	Platform detail must be shown.
Lawrence Hill GF	–	–	S	
Barrow Road RTS		–	S	
Dr. Days Junction	DF DR	ML RL		*To/from North Somerset Jn – GW530* *trains to North Somerset Jn or Bristol Barton Hill WRD Trains to Up Bristol Loop line must run via Down Filton Relief line.
Bristol Barton Hill WRD	–	–	S	
Bristol Signal BL1820	–			Tiploc BRST820 – Maximum 5 car turnback Trains from Bristol Signal BL1820 must not be timed at Bristol East Junction due to ARS requirements
Bristol East Junction	DM DF UM UF UR DR	UF UR		*To/from Bristol Temple Meads – GW105* The line code from Bristol East Jn to Bristol TM refers to the line when passing the East Gantry except for moves from Down Filton Main to P11/12 which should show DF if routed via 7117pts (preferred) or UM if routed via 7110pts reversed and 7119pts reversed (non-preferred.)

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GW4501 STOKE GIFFORD JUNCTION TO BRISTOL BULK HANDLING TERMINAL				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Stoke Gifford Junction				*To/from Bristol Parkway – GW600*
Filton West Junction	–	–		*To/from Patchway – GW540* *To/from Filton Abbey Wood – GW450*
Hallen Moor	–	–	S	
Hallen Marsh Junction	–	–		*To/from St Andrews Jn – GW454*
Holesmouth Junction	–	–		*To/from St Andrews Jn – GW454*
Avonmouth National Power	–	–	S	
Avonmouth BBHT		–	S	

GW451 FILTON JUNCTION TO FILTON WEST JUNCTION (FILTON CHORD)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Filton Abbey Wood	–	–		Platform detail must be shown.
Filton Junction				*To/from Filton Abbey Wood – GW540*
Filton signal 2052		–	S	
Filton West Junction	–	–		*To/from Hallen Marsh Jn – GW4501*

GW454 SEVERN BEACH TO NARROWAYS HILL JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Severn Beach	–			
Severnside SITA	–		S	
Holesmouth Junction	–	–		
Avonmouth West Wharf FLHH		–	S	
St. Andrews Road	–	–	S	
St. Andrews Junction	–	–		
Avonmouth Signal SA4	–		S	
Avonmouth	–	–		Platform detail must be shown
Portway Park and Ride	–	–	S	
Shirehampton	–	–	S	
Sea Mills	–	–	S	
Clifton Down Signal BL1847	–		S	
Clifton Down	–	–		Platform detail must be shown.
Redland	–	–	S	
Montpelier	–	–	S	
Narroways Hill Junction	–	–		*To/from Dr Days Jn – GW450*

GW480 SWINDON TO STANDISH JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Swindon	– UK*	–		*To/from Uffington – GW105* Platform detail must be shown. * trains running via the Up Kemble (down direction) between Swindon Platform 1 or 2 and Rodbourne Jn
Rodbourne Jn	–	– DK*		* trains to Swindon Platform 3 or running via the Down Kemble (up direction) to Platforms 1 or 2
Kemble	–	–		Platform detail must be shown.
St. Mary's Level Crossing	–	–		
Stroud	–	–	S	Platform detail must be shown.
Stonehouse	–	–	S	Platform detail must be shown.
Standish Junction	–	–		*To/from Gloucester Yard Jn – GW401*

GW490 GLOUCESTER YARD JUNCTION TO HORTON ROAD JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Gloucester Yard Junction	–	–		*To/from Standish Junction – GW401*
Horton Road Junction	–	–		*To/from Gloucester – GW700*

GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AND FROME AVOIDING LINES (BERKS AND HANTS LINE)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Westbury Line Junction				*To/from Reading – GW103*
Reading Triangle Sidings	–	–	S	
Reading Signal T1716		–	S	
Reading Signal T1714	–		S	Shunting moves only
Oxford Road Junction	–	– * UWC• WL DW € UFM DFR DWL$		*Trains to Reading West Jn via Down West Curve • trains running via the Up West Curve in the down direction towards the Up Passenger Loop at Reading West Jn having reversed at Reading West € trains running via the Down Westbury in the Up Direction having reversed at Reading West $ trains travelling in the up direction using 8458pts to access Platforms 3 or 7 to avoid conflict with anything at 8441pts coming to/from the Festival Line going to/from Platform 8. *To/from Reading West Jn – GW220*
Reading West	–	– DW*	S	*reversing trains running via the Down Westbury in the up direction.
Reading Signal T2804	–	– DW*	S	Shunting moves only * reversing trains running via the Down Westbury in the up direction.
Southcote Junction	–	–		*To/from Bramley - SW125* Refer to Wessex Route Timetable Planning Rules.
Theale Signal T2831	–		X	Trains for Theale terminals
Theale	–	–		

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GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AND FROME AVOIDING LINES (BERKS AND HANTS LINE)				
Theale Loop	–	–	S	
Theale Reception Lines	–	–	S	
Theale ARC	–	–	S	
Theale Lafarge	–	–	S	
Theale Foster Yeoman	–	–	S	
Theale Murco	–	–	S	
Theale Signal T2834		–	X	Trains for Theale terminals
Towney Down Loop	–		S	
Aldermaston	–	–	S	Platform detail must be shown.
Midgham	–	–	S	Platform detail must be shown.
Thatcham	–	–	S	
Newbury Racecourse Signal T6831		–	S	Shunting moves only from Up Westbury to Down Westbury or Down Newbury Loop
Newbury Racecourse C.E. Siding	–	–	S	
Newbury Racecourse	– DNL	–	SX	Platform detail must be shown
Newbury Signal T2865	–	DW	S	Shunting moves only
Newbury Signal T2867	DNL	DNL	S	Shunting moves and regulation only
Newbury	–	– DNL DW		Platform detail must be shown.
Newbury Signal T6844	–	–	S	Shunting moves only
Kintbury	–	–	S	Platform detail must be shown.
Hungerford Loop		–	S	
Hungerford	–	–		Timing point for all Up trains and Down stopping trains
Bedwyn	–	–		Platform detail must be shown.
Bedwyn Reversing Siding	–	–	S	
Pewsey	–	–		Timing point for all Down trains and Up stopping trains
Woodborough				Trains timed via the Goods Loops must show UGL or DGL in the platform detail field
Lavington	–	–		
Westbury Cement Works	–		S	
Heywood Road Junction	–	–		To/from Westbury – GW560
Fairwood Junction	–	–		To/from Westbury – GW560
Clink Road Junction	–	–		To/from Frome – GW570
Blatchbridge Junction	–	–		To/from Frome – GW570
East Somerset Junction	–	–		To/from Merehead Quarry Jn – GW580 Track code BL to be shown for trains via Branch Loop
Bruton	–	–	S	Platform detail must be shown.
Castle Cary	–	–		Platform detail must be shown. To/from Yeovil Pen Mill - SW175 Refer to Wessex Route Timetable Planning Rules.
Somerton G.F.	–	–		
Athelney LC	–	–		
Cogload Junction	–	–		To/from Taunton – GW108

OFFICIAL

GW5001 BEECHGROVE GF TO WESTBURY SOUTH JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Warminster Signal W308	–			Timing point for all Down trains *To Wilton Jn - SW170* Refer Wessex Timetable Planning Rules
Warminster Signal W301		–		Timing point for all Up trains. *To Wilton Jn - SW170* Refer Wessex Timetable Planning Rules
Beechgrove GF	–	–	S	*To/from Wilton Jn - SW170* Refer Wessex Timetable Planning Rules
Warminster MOD			S	
Warminster Signal W753		–	S	
Warminster	–	–		Platform detail must be shown
Dilton Marsh	–	–	S	Platform detail must be shown.
Westbury Signal W305		–		Timing point for all Up trains.
Westbury Signal W699		–	S	
Westbury South Junction				*To/from Westbury – GW560*

GW510 WESTBURY NORTH JUNCTION TO BATHAMPTON JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Westbury North Junction				*To/from Westbury – GW560*
Westbury Signal W722	–		S	
Westbury Down Trowbridge Siding	–		S	Shunt moves only
Hawkeridge Junction	–	–		*To/from Westbury East Loop Junction – GW520* Timing point can be omitted from a '150 TIPLOC' schedule
Trowbridge	–	–	S	
Bradford Junction	–	–		*To/from Thingley Jn (via Melksham) – GW523*
Bradford-on-Avon	–	–		All trains in the Up direction only to be timed here. Timing point can be omitted from a '150 TIPLOC' schedule
Avoncliff	–	–	S	Platform detail must be shown.
Freshford	–	–	S	Platform detail must be shown.
Signal BL1990		–		All trains in the Up Direction only to be timed here Timing point can be omitted from a '150 TIPLOC' schedule
Signal BL1995	–		S	Down Direction only
Bathampton Junction	–	–		*To/from Bath Spa – GW105*

GW520 WESTBURY EAST LOOP JUNCTION TO HAWKERIDGE JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Westbury East Loop Junction				*To/from Heywood Road Junction – GW560* *To/from Westbury – GW560*
Westbury Signal W213		–	S	Timing point for trains planned to stop on Up East Loop
Hawkeridge Junction	–	–		*To/from Westbury – GW510* *To/from Bradford Junction – GW510*

OFFICIAL

GW523 THINGLEY JUNCTION TO BRADFORD JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Thingley Junction	–	–		*To/from Chippenham – GW105*
Melksham	–	–	S	
Bradford Junction	–	–		*To/from Westbury – GW510*

GW530 NORTH SOMERSET JN TO DR. DAY'S JN ("RHUBARB LOOP")				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
North Somerset Junction	–	UBL		*To/from Bristol East Junction – GW103* *To/from Bath Spa – GW103* *To/from St.Philip's Marsh Depot - GW528*
Dr. Day's Junction	UBL DBL	–		*To/from Bristol East Junction – GW450* *To/from Narroways Hill Junction – GW450*

GW540 FILTON JUNCTION TO PATCHWAY JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Filton Abbey Wood	–	–		Platform detail must be shown.
Filton Junction				*To/from Filton Abbey Wood – GW450*
Patchway	–	–		*To/from Pilning – GW600* Platform detail must be shown.

GW5401 FILTON WEST JUNCTION TO PATCHWAY JUNCTION (PATCHWAY CHORD)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Filton West Junction	–	–		*To/from Hallen Marsh Jn – GW4501*
Patchway	–	–		*To/from Pilning – GW600* Platform detail must be shown.

GW548 PARSON STREET JUNCTION TO PORTBURY TERMINALS				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Parson Street	–	ML RL		*To/from Bristol West Jn – GW105*
Ashton Junction	–	–		Single Line
Ashton Junction Signal BL2192		–		Timing point in up direction
Portbury Dock Stop Board	–	–		
Portbury Coal Terminal *or*				
Portbury Automotive Terminal				

OFFICIAL

GW560 HEYWOOD ROAD JUNCTION TO FAIRWOOD JUNCTION VIA WESTBURY				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Heywood Road Junction	–	–		
Westbury East Loop Junction				*To/from Hawkeridge Jn – GW510*
Westbury North Junction				*To/from Bradford Junction – GW510*
Westbury Patney Siding	–		S	
Up Trowbridge Siding	–		S	
Westbury DMU Sidings		–	S	
Westbury	–	–		Platform detail must be shown.
Westbury Signal W207		–	S	
Westbury Signal W707		–	S	
Westbury Up TC	–	–	S	
Westbury Down TC	–	–	S	
Westbury South Junction				*To/from Warminster – GW5001*
Westbury Down TC Entry/Exit	–	–		Timing point for all trains to/from Westbury Down TC or Westbury Down Reception
Fairwood Junction	–	–		

GW570 CLINK ROAD JUNCTION TO BLATCHBRIDGE JUNCTION VIA FROME				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Clink Road Junction	DF UF	–		
Frome Signal W297		UF		Timing point for all trains on Up Goods Loop
Frome North Jn	–	UF UGL		*To/from Whatley Quarry – GW572*
Frome	–	–	S	
Blatchbridge Junction	–	–		

GW572 FROME NORTH JUNCTION TO WHATLEY QUARRY				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Frome North Jn	–	UF UGL		*To/from Clink Road Jn – GW500*
Whatley Quarry		–		

GW580 EAST SOMERSET JUNCTION TO CRANMORE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
East Somerset Junction	–	–		*To/from Blatchbridge Jn – GW500*
East Somerset Jn W324 Signal	–			Timing Point for down trains via Branch Loop (BL)
Merehead Quarry Junction	–	–		
Merehead Quarry	–	–	F	
Whites Crossing		–		
Cranmore		–		

GW600 WOOTTON BASSETT JUNCTION TO PILNING				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Wootton Bassett Junction	–	–		*To/from Swindon – GW105*
Hullavington	–	–		
Chipping Sodbury		–	S	
Westerleigh Junction	–	–		*To/from Yate – GW401*
Bristol Parkway	–	–		Platform detail must be shown.
Stoke Gifford Down Yard	–	–	S	
Stoke Gifford Junction				*To/from Filton Abbey Wood – GW450* *To/from Filton West Jn– GW4501*
Stoke Gifford Depot		–		Primary Exit
Stoke Gifford Patchway secondary connection				No trains to be planned unless written agreement with depot manager
Patchway	– UT	UT DT		Platform detail must be shown. *To/from Filton Jn – GW540*
Pilning	– UT	–		Platform detail must be shown. UT for bi–directional use only *To/from Severn Tunnel East Junction – GW900*

GW606 COWLEY BRIDGE JUNCTION TO BARNSTAPLE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Cowley Bridge Junction	–	–		*To/from Exeter – GW108*
Newton St. Cyres	–	–	S	
Crediton	–	–		Platform detail must be shown. *To/from Meldon Quarry – GW608*
Yeoford	–	–	S	
Copplestone	–	–	S	
Morchard Road	–	–	S	
Lapford	–	–	S	
Eggesford	–	–		Platform detail must be shown.
Kings Nympton	–	–	S	
Portsmouth Arms	–	–	S	
Umberleigh	–	–	S	
Chapleton	–	–	S	
Barnstaple	–	–		

GW608 CREDITON TO MELDON QUARRY				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Crediton	–	–		*To/from Eggesford – GW606*
Sampford Courtenay	–	–	S	
Okehampton		–		Token exchange to/from Meldon
Meldon Quarry		–		

OFFICIAL

GW610 CRANNAFORD L.C. (INCL.) TO EXETER ST. DAVID'S				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Crannaford Level Crossing				
Pinhoe	–	–		
Exmouth Jn CE Works		–	S	
Exmouth Jn Signal EJ7	–		S	
Exmouth Junction	–	–		*To/from Topsham – GW611*
St. James Park	–	–	S	Platform detail must be shown.
Exeter Central Signal E730	–	–	S	Exeter Central east end shunting moves only
Exeter Central	–	–		Platform detail must be shown.
Exeter St. Davids	–	– RVL		*To/from Cowley Bridge Jn – GW108* Platform detail must be shown

GW611 EXMOUTH JUNCTION TO EXMOUTH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Exmouth Junction	–	–		*To/from Exeter Central – GW610*
Polsloe Bridge	–	–	S	
Digby & Sowton	–	–	S	
Newcourt	–	–	S	
Topsham	–	–		
Exton	–	–	S	
Lympstone Commando	–	–	S	
Lympstone Village	–	–	S	
Exmouth		–		

GW618 NEWTON ABBOT EAST JUNCTION TO HEATHFIELD				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Newton Abbot East Junction				*To/from Newton Abbot – GW108*
Heathfield		–		

GW620 NEWTON ABBOT WEST JUNCTION TO GOODRINGTON C.S.				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Newton Abbot West Junction	–	–		*To/from Newton Abbot – GW108*
Newton Abbot Signal E190	–		S	
Edginswell	–	–		Timing point for all down trains.
Torre	–	–		Timing point for all up trains. Platform detail must be shown.
Torquay	–	–	S	
Paignton Signal 3	–		S	For shunt moves to/from Paignton only
Paignton	–	–		Platform detail must be shown.
Paignton Crossover G.F. P&DSR		–	X	*To/from Paignton & Dartmouth Steam Railway*
Goodrington Sands Carriage Siding		–		

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GW628 LAIRA JUNCTION TO PLYMOUTH FRIARY SS VIA SPEEDWAY JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Laira Junction	–	–	X	*To/from Hemerdon – GW108*
Speedway Junction				
Mount Gould Junction	–	–		
Mount Gould Platform	–	–	S	
Turnchapel Branch Junction				
Plymouth Friary SS	–	–		

GW629 LAIRA JUNCTION TO MOUNT GOULD JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Laira Junction	–	–	X	*To/from Hemerdon – GW108*
Laira T & RSMD	–	–	S	
Mount Gould Junction	–	–		*To/from Plymouth Friary SS – GW628*

GW630 LIPSON JN TO MOUNT GOULD JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Lipson Junction	–	–		*To/from Plymouth – GW108*
Speedway Junction				
Mount Gould Junction	–	–		*To/from Plymouth Friary SS – GW628*

GW637 ST BUDEAUX JUNCTION TO GUNNISLAKE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
St. Budeaux Junction	–	–		*To/from Plymouth – GW108*
St. Budeaux Victoria Road	–	–		
Ernesettle Sidings	–	–	S	
Bere Ferrers	–	–	S	
Bere Alston	–	–		
Calstock	–	–	S	
Gunnislake		–		

GW640 LISKEARD TO LOOE VIA COOMBE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Liskeard	–	–		*To/from St Germans / St Pinnock Viaduct East – GW108*
Liskeard GF	–	–	S	
Coombe No.1 GF	–	–		
Coombe Junction Halt	–	–	S	
Coombe No.2 GF				*To/from Moorswater – GW642*
St. Keyne	–	–	S	
Causeland	–	–	S	
Sandplace	–	–	S	
Looe		–		

GW642 COOMBE (EXCL.) TO MOORSWATER				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Coombe No.2 GF				*To/from Coombe No.1 GF – GW640*
Moorswater Lafarge Sidings		–		

GW650 LOSTWITHIEL TO CARNE POINT, FOWEY				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Lostwithiel	–	–		
Lostwithiel Junction				*To/from Lostwithiel – GW108*
Fowey Signal CL3782		–	S	
Fowey Signal CL3781	–		S	
Fowey Dock Carne Point		–		

GW660 PAR TO NEWQUAY				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Par	–	–		*To/from Lostwithiel – GW108* Platform detail must be shown.
St. Blazey Signal Box	–	–		
St. Blazey LIP		–	S	
St. Blazey SS		–	S	
Luxulyan	–	–	S	
Goonbarrow Junction	–	–		
Bugle	–	–	S	
Roche	–	–	S	
Goss Moor Loop	–	–		From MCM commissioning date
St. Columb Road	–	–	S	
Quintrell Downs	–	–	S	
Newquay		–		Platform detail must be shown

GW672 BURNGULLOW TO PARKANDILLACK				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Burngullow Junction	–	–		*To/from Par – GW108*
Burngullow ECC		–	S	
Treviscoe ECC Siding		–	S	
Parkandillack		–		

GW680 PENWITHERS TO FALMOUTH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Penwithers Junction	–	–		*To/from Truro – GW108*
Perranwell	–	–	S	
Penryn Down Loop	–			Down trains using the loop only
Penryn	–	–		Platform detail must be shown
Penmere	–	–	S	
Falmouth Town	–	–	S	
Falmouth Docks		–		

GW690 ST. ERTH TO ST. IVES				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
St. Erth	–	–		*To/from Long Rock – GW108*
Lelant Saltings	–	–	S	
Lelant	–	–	S	
Carbis Bay	–	–	S	
St Ives		–		

GW700 GLOUCESTER BARNWOOD JUNCTION TO SEVERN TUNNEL JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Barnwood Junction	– ML DGL	–		*To/from Cheltenham Spa – GW401*
Horton Road Junction	–	– ML UGL		*To/from Gloucester Yard Jn – GW490*
Gloucester Carriage Sidings	–	–	S	
Gloucester	– UM♣	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Platform 1 2 – Platform 2 3 – Platform 3 (Bay) 4 – Platform 4 UML – Up Main Line URL – Up Relief Line ♣ UM line-code only required when running bi–directionally to Over Jn. Any train using Platform 4 or the Up Relief when travelling towards Lydney needs to be timed at Over Junction
Gloucester Signal G419	–	–	S	
Over Jn	–		X	
Awre	–	–		
Lydney Signal 1416	–	–	S	
Lydney Down and Up Loops	–	–	S	
Lydney	–	–		
Chepstow Signal 6421	–	–	S	
Chepstow	–	–		
Caldicot	–	–	S	
Severn Tunnel Junction	ML RL	–		*To/from Llanwern West Jn – GW900*

GW710 LLANWERN STEELWORKS EAST CONNECTION TO LLANWERN WEST JUNCTION – CONNECTION VIA TATA STEEL INFRASTRUCTURE				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Steel Works East	–	RL		*To/from Severn Tunnel Jn – GW900*
Llanwern Exchange Sidings	–	–	S	
Llanwern Coal Sidings	–		S	
Llanwern Tippler Siding	–		S	
Llanwern West Junction	RL	–		*To/from Maindee West Jn – GW900*

GW720 FIFOOTS POINT POWER STATION TO EAST USK GF				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Fifoots Point Power Station	–			
East Usk Branch Birdport	–	–	S	
East Usk	–	–		*To/from Maindee East Jn – GW900*

GW730 SHREWSBURY TO NEWPORT MAINDEE WEST JN (NORTH AND WEST LINE)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Shrewsbury	– UH	–		UH from Platform 3 to English Bridge only
English Bridge Junction	–	–		*To/from Abbey Foregate Jn – GW732*
Sutton Bridge Junction	–	–		
Condover				*IBS if signal box in rear (in direction of travel) is open*
Dorrington	–	–		
Leebotwood				*IBS if signal box in rear (in direction of travel) is open*
Church Stretton	–	–	S	
Marsh Brook L.C.	–	–		
Craven Arms Up Siding		–		
Craven Arms	–	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Platform 1 2 – Platform 2 DGL – Down Goods Loop
Craven Arms Junction				*To/from Knighton – GW910*
Bromfield	–	–		
Ludlow	–	–	S	
Woofferton	–	–		
Leominster	–	–		
Moreton – on – Lugg	–	–		*To/from Moreton-on-Lugg Sidings*
Shelwick Junction	–	–		*To/from Ledbury – MD940*
Hereford Signal H47 (HEREF47)	–	–	S	
Hereford Yard	–	–		*To MEB Sidings – GW750*
Hereford	–	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Platform 1 2 – Platform 2 3 – Platform 3 4 – Platform 4 (Bay) DS1 - Sidings
Hereford Diesel Sidings	–	–		
Tram Inn	–	–		
Pontrilas	–	–		
Abergavenny Signal 38		–		Mandatory on the Up
Abergavenny	–	–		
Little Mill Junction	–	–		
Pontypool & New Inn	–	–	S	
Panteg	–	–	S	
Cwmbran	–	–	S	
Maindee North Junction	–	–		*To/from Maindee East Jn – GW740*
Maindee West Junction		–		*To/from Newport – GW900*

GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Abbey Foregate Jn	–	–		*To/from English Bridge – GW732*

GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Shrewsbury	–	–		Platform detail must be shown. *To/from Harlescott Crossing – GW735* *To/from English Bridge Jn – GW730*
Gobowen	–	–		
Chirk	–	–	S	
Chirk Kronospan	–	–	S	
Ruabon	–	–	S	
Croes Newydd North Fork	–	–	S	
Wrexham General	–	–		
Wrexham North Junction	–	–		*Start/end of single line* *To/from NW3005 Wrexham North Jn* *Please refer to NW&C edition of the Timetable Planning Rules*

GW732 ABBEY FOREGATE JUNCTION TO ENGLISH BRIDGE JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Abbey Foregate Junction	–	–		*To/from Wellington – MD801* *To/from Shrewsbury – MD801* *To/from Abbey Foregate C.S.*
English Bridge Junction	–	–		*To/from Sutton Bridge Junction – GW730* *To/from Shrewsbury – GW730*

GW733 SUTTON BRIDGE JUNCTION TO ABERYSTWYTH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Sutton Bridge Jn	–	–		*To/from Shrewsbury – GW730*
Westbury Down	–	–		Use in down direction only
Westbury Up	–	–		Use in up direction only
Welshpool	–	–		Platform detail must be shown
Fron Jn	–	–		
Newtown	–	–		Platform detail must be shown
Caersws	–	–	S	
Talerddig	–	–		
Machynlleth carriage sidings	–	–		
Machynlleth	–	–		Platform detail must be shown
Dovey Jn Down Loop	–	–		
Dovey Jn	–	–		Platform detail must be shown *To/from Tywyn – GW734*
Borth	–	–		
Pant-y-Peron	–	–		
Bow Street	–	–	S	
Llanbadarn	–	–		
Aberystwyth		–		

GW734 DOVEY JUNCTION TO PWLLHELI				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Dovey Jn	-			*To/from Machynlleth – GW733*
Penhelig	-		S	
Aberdovey	-		S	
Tywyn	-			Platform detail must be shown
Tonfanau	-		S	
Llwyngwril	-		S	
Fairbourne	-		S	
Morfa Mawddach	-		S	
Barmouth	-			Platform detail must be shown
Llanaber	-			
Talybont	-		S	
Dyffryn Ardudwy	-		S	
Llanbedr	-		S	
Pensarn	-		S	
Llandanwg	-		S	
Harlech	-			Platform detail must be shown
Tygwyn	-		S	
Talsarnau	-		S	
Llandecwyn	-		S	
Penrhyndeudraeth	-		S	
Minffordd	-		S	
Beddgelert (Welsh Highland)				
Cae Pawb Flat Crossing	-			
Porthmadog (Welsh Highland)				
Porthmadog	-			Platform detail must be shown
Criccieth	-		S	
Penychain	-			
Abererch	-		S	
Pwllheli East	-			
Pwllheli	-			
Pwllheli Station Sidings	-	-		

GW735 SHREWSBURY CREWE JUNCTION TO NANTWICH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Shrewsbury	–			Platform detail must be shown. *To/from Wellington – MD801.* *To/from English Bridge Jn – GW730*
Harlescott Crossing	–	–		
Yorton	–	–	S	
Wem	–	–		
Prees	–	–		
Whitchurch	–	–	S	
Wrenbury	–	–		
Nantwich		–		*To/from Crewe Gresty Lane Signal Box – NW1007.* Refer to NW&C Timetable Planning Rules.

GW740 MAINDEE EAST JUNCTION TO MAINDEE NORTH JUNCTION			
TIMING POINT	**SINGLE**	**CODE**	**NOTES**
Maindee East Junction	–		*To/from Llanwern West Junction – GW900* *To/from Maindee West Junction – GW900*
Maindee North Junction	–		*To/from Little Mill Junction – GW730* *To/from Maindee West Junction – GW730*

GW750 HEREFORD BRECON CURVE GF TO MEB SIDING				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Hereford Yard	–	–		*To/from Hereford – GW730*
Bulmers Sidings		–	S	
MEB Siding		–		MEB Sidings Closed

GW770 EBBW VALE TOWN TO GAER JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Ebbw Vale Town	–	–		Single line
Ebbw Vale Parkway	–			Single line
Aberbeeg Jn	–	–		
Llanhilleth	–	–	S	
Newbridge	–	–	S	
Crosskeys	–	–		Platform detail must be shown
Risca	–	–	S	Platform detail must be shown
Risca South Jn	–	–		
Rogerstone	–	–	S	Single line
Pye Corner	–	–	S	Single line
Park North Jn	DEV UEV	–		
Park Junction	–	– DEV UEV		*To/from Machen – GW773* *To/from Ebbw Jn – GW780*
Gaer Junction	DM UM	–		*To/from Newport – GW900*

GW773 MACHEN QUARRY TO PARK JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Machen Quarry	–			
Park Junction	–	–		*To/from Gaer Jn – GW770*

GW780 PARK JUNCTION TO EBBW JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Park Junction	–	–		*To/from Machen – GW733* *To/from Gaer Jn – GW770*
Ebbw Junction	ML RL	–		*To/from Newport – GW900* *To/from Marshfield – GW900*

GW784 ALEXANDRA DOCK JN TO 160M 27C, BOUNDARY WITH ABP NEWPORT DOCKS				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Alexandra Dock Junction	–	–		*To/from Newport – GW900*
ABP Newport Docks		–		

GW790 PENGAM JN TO 4M 54C, BOUNDARY WITH ABP CARDIFF DOCKS				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Pengam Junction	–	–		*To/from Marshfield – GW900*
Cardiff Tidal TC				
Cardiff Docks		–		

GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Rhymney North Ground Frame	–	–	S	
Rhymney Sidings	–	–	S	
Rhymney	–			
Rhymney South Ground Frame	–	–	S	
Pontlottyn	–	–	S	
Tir–Phil	–	–		Platform detail must be shown
Brithdir	–	–	S	
Bargoed Single Line Jn	–	–	S	Shunt moves from Bargoed Platform 2 to 1
Bargoed Viaduct Siding			S	Shunt moves to/ from Bargoed Platform 1
Bargoed	–	–		Platform detail must be shown
Gilfach Fargoed	–	–	S	
Pengam	–	–	S	
Hengoed	–	–	S	
Ystrad Mynach	–	–		Platform detail must be shown
Ystrad Mynach South	–	–	S X	*To/from Cwmbargoed – GW820* Trains timed via the Down Rhymney Loop must show DPL in the Platform Details field
Llanbradach	–	–	S	
Energlyn and Churchill Park	–	–	S	
Aber	–	–	S	
Caerphilly	–	–		Platform detail must be shown. Values which can be shown in the “Platform Details” field are: 1 – Platform 1 (Bay) 2 – Platform 2 (Down) 3 – Platform 3 (Up)
Lisvane Thornhill	–	–	S	
Llanishen	–	–	S	
Heath High Level	–	–	S	
Heath Junction	–	–		*To/from Coryton – GW828*
Queen Street North Junction				*To/from Queen Street – GW830*

GW820 CWMBARGOED TO YSTRAD MYNACH SOUTH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Cwmbargoed Opencast Colliery	–			Single Line
Cwmbargoed	–	–		Single Line
Ystrad Mynach South	–	–		*To/from Caerphilly – GW810*

GW828 CORYTON TO HEATH JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Coryton	–			
Whitchurch	–	–	S	
Rhiwbina	–	–	S	
Birch Grove	–	–	S	
Ty Glas	–	–	S	
Heath Low Level	–	–	S	
Heath Junction	–	–		*To/from Queen Street – GW810*

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Merthyr Tydfil	–			
Pentre Bach	–	–		
Troed–y–Rhiw	–	–		
Merthyr Vale	–	–		Platform detail must be shown
Quakers Yard	–	–		Platform detail must be shown
Abercynon	–	–		Platform detail must be shown *To/from Mountain Ash – GW834*
Abercynon Signal VA187		–	S	
Stormstown	–	–	S	
Pontypridd Signal VR753		–		For shunts to/from Pontypridd Station (North end)
Pontypridd Junction	–	–		*To/from Porth – GW835*
Pontypridd	–	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Platform 1 (Bay Platform) 2 – Platform 2 (Bi-directional) 3 – Platform 3 (Up Platform, A train can depart to Radyr from this platform)
Pontypridd Signal VR730	–			For shunts to/from Pontypridd Station (South end)
Trefforest	–	–	S	
Trefforest Estate	–	–	S	
Taffs Well	– DVC	–		Platform detail must be shown
Taffs Well Depot	DVC UVC	UVC DVC	S	
Radyr	–	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Platform 1 2 – Platform 2 (Bi-directional) 3 – Platform 3 (Reversible from the South (From Ninian Park/Llandaff) if going back towards Ninian Park)
Radyr Junction				*To/from Ninian Park – GW840*
Llandaf	–	–		
Cathays	–	–	S	
Queen Street North Junction				*To/from Heath Jn – GW810*

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Cardiff Queen Street	– UL	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are : 1 – Platform 1 (Bay) 2 – Platform 2 (Down Llandaff Loop) 3 – Platform 3 (Down Llandaff) 4 – Platform 4 (Up Llandaff) 5 – Platform 5 (Up Llandaff Loop)
Queen Street South Junction				*To/from Cardiff Bay – GW839*
CVL East Boundary	–	–		
Cardiff Central	– RL	– DL		*To/from Marshfield – GW900* *To/from Pontyclun – GW900* Platform detail must be shown Platforms 4/6/7/8
Cardiff Radyr Branch Junction	–	– UR DR		*To/from Penarth Curve North Jn – GW840* Mandatory for trains to/from Penarth Curve North Jn & also for trains travelling from Penarth Curve South Jn via the Up Barry Relief.
Penarth Curve South Junction	–	– RL		*To/from Penarth Curve North Jn – GW860*
Grangetown	–	–	S	
Cogan Junction	–	–		*To/from Penarth – GW864*
Cogan	–	–	S	
Eastbrook	–	–	S	
Dinas Powys	–	–	S	
Barry Docks Line Junction				*To Barry Docks ABP*
Cadoxton	–	–		*From Barry Docks ABP*
Barry Docks ABP	–	–	S	
Barry Dock		–	S	
Barry Signal CF7283	–		S	For shunt moves to/from Barry Down Siding
Barry	–	–		
Barry Tourist Railway	–	–	S	
Barry Down Siding		–	S	
Barry Junction				*To/from Aberthaw – GW870*
Barry Island		–		Single Line between Barry and Barry Island

GW834 HIRWAUN TO ABERCYNON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Tower Colliery	–			
Aberdare Platform 1	–	–		
Aberdare Platform 2		–		For Up trains only
Cwmbach	–	–	S	
Abercwmboi	–	–		Passing Loop only
Fernhill	–	–	S	
Mountain Ash	–	–		Platform detail must be shown
Penrhiwceiber	–	–	S	
Abercynon VA187 Signal	–	–	S	Turn-back moves from direction of Pontypridd
Abercynon				Platform detail must be shown. *To/from Pontypridd – GW830*

GW835 TREHERBERT TO PONTYPRIDD JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Treherbert North GF	–	–	S	
Treherbert Sidings	–	–	S	
Treherbert	–			Platform detail must be shown
Ynyswen	–	–		Platform detail must be shown
Treorchy	–	–	S	
Ton Pentre	–	–		
Ystrad Rhondda	–	–		Platform detail must be shown
Llwynpia	–	–	S	
Tonypandy	–	–	S	
Dinas Rhondda	–	–		Platform detail must be shown
Porth	–	–		
Trehafod	–	–	S	
Pontypridd Signal VR751		–		For Shunts to/from Pontypridd Station (North)
Pontypridd Junction				*To/from Pontypridd – GW830*

GW839 QUEEN STREET SOUTH JUNCTION TO CARDIFF BAY				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Queen Street South Junction				*To/from Cardiff Queen Street – GW830*
Cardiff Bay		–		

GW840 RADYR JUNCTION TO CARDIFF RADYR BRANCH JUNCTION VIA CITY LINES				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Radyr Junction				*To/from Radyr – GW830*
Danescourt	–	–	S	
Fairwater	–	–	S	
Waun–Gron Park	–	–	S	
CVL West Boundary	–	–		
Leckwith Loop Junction South				*To/from Leckwith Loop North Jn – GW850*
Ninian Park	–	–		Platform detail must be shown
Treforest Curve Signal CF2768		–	S	
Penarth Curve North Junction	–	–		*To/from Penarth Curve South Jn – GW860*
Cardiff Radyr Branch Junction	–	– DT		*To/from Cardiff Central – GW830*

GW850 LECKWITH LOOP NORTH JN TO LECKWITH LOOP SOUTH JN			
TIMING POINT	**SINGLE**	**CODE**	**NOTES**
Leckwith Loop North Junction	–		*To/from Cardiff Central – GW900* *To/from Pontyclun – GW900*
Leckwith Loop South Junction			*To/from Ninian Park – GW840* *To/from Radyr Junction – GW840*

GW860 PENARTH CURVE NORTH JN TO PENARTH CURVE SOUTH JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Penarth Curve North Junction	–	–		*To/from Ninian Park – GW840* *To/from Radyr Branch Junction – GW840*
Penarth Curve South Junction	–	–		*To/from Cardiff Central – GW830* *To/from Cogan Junction – GW830* *To Radyr Branch Junction – GW830*

GW864 COGAN JUNCTION TO PENARTH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Cogan Junction	–	–		*To/from Penarth Curve South Jn – GW830*
Dingle Road	–	–	S	
Penarth		–		

GW870 BARRY TO BRIDGEND BARRY JUNCTION (VALE OF GLAMORGAN LINE)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Barry Junction				*To/from Barry – GW830*
Barry Down Passenger Loop	–		S	
Rhoose	–	–	S	
Aberthaw Reception Sidings	–	–	S	
Aberthaw Power Station	–	–	S	
Aberthaw	–	–		
Aberthaw Cement Works Lafarge	–	–	S	
Llantwit Major	–	–		
CF3433 Signal (Down)	–			Timing point in the Down direction
CF3440 Signal (Up)		–		Timing point in the Up direction
Bridgend Ford Sidings GF	–	–	S	
Cowbridge Road	–	–		
Bridgend PT3453 Signal (Dn VOG)	–	–	S	Shunting moves only
Bridgend PT7501 (Up VOG)	–	–	S	Shunting moves only
Bridgend Barry Junction				*To/from Bridgend – GW900*
Bridgend	–	–	S	

GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Bridgend Llynfi Junction				*To/from Pontyclun – GW900*
Bridgend PT3462		–	S	For shunt moves only
Wildmill	–	–	S	
Sarn	–	–	S	
Tondu	–	–		*To/from Margam Abbey Works East Junction – GW877* *To/from Garw Loop – GW875*
Llynfi Goods Loop	–	–	S	
Garth	–	–	S	
Maesteg Ewenny Road	–	–	S	
Maesteg	–	–		

GW875 TONDU JUNCTION TO GARW LOOP				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Tondu	–	–		*To/from Maesteg – GW874* *To/from Margam Abbey Works East Junction – GW877*
Tondu Garw Loop	–	–		

GW877 TONDU TO PORT TALBOT DOCKS (OGMORE VALE EXTENSION LINE)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Tondu	–	–		*To/from Maesteg – GW874/GW875*
Parc Slip Celtic Energy	–	–	S	
Margam LIP	–	–	S	
Margam Abbey Works East Junction	– OVE	–	S	Token Exchange Point – Trains to/from direction of Tondu MUST stop *To / from Margam Moors Jn –GW900*
Margam TC (Knuckle Yard)	–	–	S	
Port Talbot Grange Siding	–	–	S	–
Margam Abbey Works West Junction	OVE	– OVE	S	
Margam East Junction	– OVE	– OVE	X	
Margam Yard Junction	–	OVE	X	*To/from Port Talbot – GW900*
Port Talbot Docks		–		

GW890 COURT SART JUNCTION / BRITON FERRY WEST JUNCTION TO MORLAIS JUNCTION (SWANSEA DISTRICT LINE)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Briton Ferry West Jn		–		*To Port Talbot – GW900* Timing point for all Up trains
Court Sart Jn	–			*From Port Talbot – GW900* Timing point for all Down trains
Dynevor Junction	–	–		*To/from Jersey Marine Jn South – GW8901*
Jersey Marine Jn North	–	–		*To/from Jersey Marine Jn South – GW894*

GW890 COURT SART JUNCTION / BRITON FERRY WEST JUNCTION TO MORLAIS JUNCTION (SWANSEA DISTRICT LINE)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Llangyfelach Tunnel East Signal PT3541	–			Timing point for all Down trains
Llangyfelach Tunnel West Signal PT3536		–		Timing point for all Up trains
Llangyfelach Tunnel West Signal PT3543	–			Timing point for all Down trains
Glanlliw Signal PT3540		–		Timing point for all Up trains
Grovesend Signal PT3544		–		Timing point for all Up trains
Grovesend Colliery Loop Junction	–	–	X	*To/from Hendy Jn – GW897*
Morlais Junction	–	–		*To/from Llandeilo Jn – GW910*

GW8901 DYNEVOR JUNCTION TO JERSEY MARINE JUNCTION SOUTH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Dynevor Jn	–	–		*To Briton Ferry West Jn (UP) / from Court Sart Jn (DOWN) – GW890*
Neath Abbey Wharf	–		S	
Neath Signal PT7594		–	S	Reversal point for Neath Abbey Wharf
Jersey Marine South Signal PT3593	–		S	
Jersey Marine Jn South	–	–		*To/from Swansea Burrows Sidings – GW892*

GW892 CWMGWRACH TO BURROWS SIDINGS				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Cwmgwrach	–			
Neath & Brecon Jn	–	–		*To/from Onllwyn – GW893*
Neath & Brecon Jn Down Loop	–			Timing point for all Down trains
Jersey Marine Jn South	–	–		*To/from Jersey Marine Jn North – GW892* *To/from Dynevor Jn – GW8901*
Signal PT3597	–			Timing point for all Down trains
Signal PT3594		–		Timing point for all Up trains
Swansea Burrows Sorting Sidings		–		

GW893 ONLLWYN TO NEATH & BRECON JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Onllwyn	–			
Brynteg Loading Pad			S	
Neath & Brecon Junction	–	–		*To/from Jersey Marine Jn South – GW892*

GW894 JERSEY MARINE JUNCTION NORTH TO JERSEY MARINE JUNCTION SOUTH				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Jersey Marine Junction North	–	–		*To/from Morlais Jn – GW890*
Jersey Marine Junction South	–	–		*To/from Signals 3594/3597 – GW892*

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GW897 GROVESEND COLLIERY LOOP JUNCTION NORTH TO HENDY JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Grovesend Colliery Loop Jn	–	–	X	*To/from Jersey Marine Jn North – GW890*
Hendy Junction	–	–		*To/from Pantyffynnon – GW910*

GW900 PILNING TO FISHGUARD HARBOUR				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Pilning	– UT	–		Platform detail must be shown. UT for bi–directional use only
Up Pilning Loop		–	S	
Severn Tunnel East	– UT	– DT UPL		DT & UT for bi–directional use only
Severn Tunnel West	– UT	– DT		DT & UT for bi–directional use only
Severn Tunnel Up Goods Loop		–	S	
Severn Tunnel Junction	ML RL	– DT		DT for bi–directional use only Platform detail must be shown *To/from Chepstow – GW700*
Signal NT1730		DRL	S	Signal for reversal on DRL
Signal NT1228		RL	S	Regulating point on Up Relief
Magor	ML RL	ML RL	X	
Steelworks East	RL	RL	X	Timing point for Exchange Sidings *To GW710*
Llanwern West Junction	ML RL	ML RL		Llanwern Exchange Sidings only accessible from RL
East Usk Junction	RL	RL	X	Timing point for East Usk Jn NY to/from Llanwern West direction Timing point to/from Uskmouth branch *To/from GW720*
East Usk Junction New Yard	–	–	S	
Maindee East Jn	ML RL – *	ML RL – $	X	*To/from Maindee North Jn – GW740* * applies to trains to Maindee N. Jn $ applies to trains to E Usk Jn N Yd
Maindee West Junction	ML RL	ML RL		*To/from Maindee North Jn – GW730*
Newport	ML UML RL	ML RL		Platform detail must be shown.
Gaer Junction	ML RL	ML DML RL	X	*To/from Park Jn – GW770* *To/from Alexandra Dock yard*
Alexandra Dock Junction	RL	RL	S	*To/from Newport Docks – GW784*
Signal NT1273	RL		S	Traincrew relief in down direction only
Ebbw Jn	ML RL	ML RL GL		*To/from Park Jn – GW780* *To/from Alexandra Dock yard*
Marshfield	ML RL	ML RL		
Wentloog Freightliner Terminal	RL	RL	S	
Rumney River Bridge Jn	ML RL	ML RL DRL	X	
Pengam Sidings	RL		S	
Pengam Junction	RL	RL DRL	X	*To/from Tidal Sidings – GW790*
Moorland Road Junction	RL URL	RL	X	
Long Dyke Junction	B C D E	ML RL DRL		

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GW900 PILNING TO FISHGUARD HARBOUR				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Cardiff Central	– D E	B C D E		*To/From Cardiff Queen St – GW830* *To/From Penarth Curve South Jn – GW870* Platform detail must be shown Platform 0/1/2/3/4
Cardiff West Jn		–	S	Platform detail must be shown. **NB:** Not to be used for Cardiff shunts.
Cardiff 2328 Signal	–	–	S	Line A 'short' shunt
Cardiff 7048 Signal	–	–	S	Line E GPL shunt
Cardiff 2342 Signal	–	–	S	Line A 'long' shunt
Cardiff Brickyard Sidings	–	–	S	
Canton 2324 Signal	–		S	
Canton T & RSMD			S	
Leckwith Loop North Junction	–	A B C		*To/from Leckwith Loop South Junction – GW850*
Cardiff 2036 Signal	–	A B C	S	For reversing moves between Leckwith Bridge Ground Frame and Cardiff Central. Reversals at this location will require to be signaled manually, and Local Operations informed.
Miskin	–	–	S	
Pontyclun	–	–		
Llanharan	–	–	S	
Pencoed	–	–	S	
Tremains Down Loop	–		S	
Barry Junction				*To/from Cowbridge Road SB – GW870*
Bridgend	–	–		Platform detail must be shown
Llynfi Junction				*To/from Tondu – GW874*
Bridgend PT3028	–	–	S	Shunt moves only
Stormy Down Loop	–			
Stormy	–	–		
Stormy Up Loop		–		
Pyle	–	–	S	
Margam Moors Junction	–	–		To/From Margam Abbey Works East Junction – GW877
Margam East Jn	– OVE	– OVE		
Margam Middle Junction	–		X	
Port Talbot PT7533	–		S	
Port Talbot East Jn	DR	– UR	X	Applies to Down trains to Down Relief and Up trains changing lines.
Port Talbot Parkway	–	– DM UR		Platform detail must be shown
Baglan	– UM	– DM	S	
Briton Ferry East Junction	– UM	–	X	*To/from Baglan Bay & Briton Ferry Sidings*
Briton Ferry West Jn		– DM		*From Dynevor Jn – GW890* Timing point for all Up trains
Briton Ferry	– UM	– DM	S	
Court Sart Jn	–			*To Dynevor Jn – GW890* Timing point for all Down trains
Neath	– UM	– DM		
Skewen	– UM	– DM	S	
Llansamlet	– UM	– DM	S	
Landore East Junction	– UM	– DM	X	*To/from Swansea Loop East Jn– GW9001* Mandatory for trains not using GW9001 (Swansea Stn.)

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GW900 PILNING TO FISHGUARD HARBOUR				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Swansea PT7573	– UM		S	Reversals on Up Main at Landore Jn
Swansea PT7571	– UM		S	Reversals on Down Main at Landore Jn
Landore TMD		–	S	
Swansea Loop West Junction	–	–		*To/from Swansea Loop East Jn – GW906* Mandatory unless reversing at PT7592
Swansea PT7592		–	S	Reversals on Down Main at Swansea Loop West Jn
Cockett West		–		Timing point in the Up direction only
Gowerton	–	–	S*	Timing point in the Down direction only * applies in the Up direction
Duffryn West		–		Timing point in the Up direction only
Llandeilo Junction	–	–		*To/from Morlais Jn – GW915*
Llandeilo Jn Down Goods Loop	–	–	S	
Llandeilo Jn Down Sidings	–	–	S	
Llandeilo Jn Up Goods Loop	–	–	S	
Llandeilo West Junction	–	–	S	
Llandeilo Jn Up Reception	–	–	S	
Llanelli Dock Jn East	–	–	X	
Llanelli Dock Sidings		–	S	
Llanelli Signal PT3701		–	S	For shunt moves only
Llanelli	–	–		Platform detail to be shown
Pembrey & Burry Port	–	–		
Kidwelly	–	–		Platform detail to be shown
Ferryside	–	–		
Carmarthen Junction	–	–		*To/from Carmarthen – GW930*
Carmarthen Bridge Junction	–	–		*To/from Carmarthen – GW940*
Sarnau	–	–		
St Clears LC	–	–		
Whitland	–	–		Platform detail must be shown *To/from Tenby – GW950*
Clunderwen	–	–		
Clarbeston Road	–	–		
Clarbeston Road Junction				*To/from Haverfordwest – GW960*
Fishguard & Goodwick	–	–	S	
Fishguard Harbour		–		

GW9001 LANDORE JUNCTION TO SWANSEA				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Landore East Junction	–	–	X	*To/from Neath – GW900*
Swansea PT7573 (UM)	– UM		S	Reversals on Up Main at Landore Jn
Swansea PT7571 (DM)	– UM		S	Reversals on Down Main at Landore Jn
Landore West Junction				
Swansea Loop East Junction	– UM*	– DM		*To/from Swansea Loop West Jn – GW906* * Only to be used if train has come from Landore Jn, not from Swansea Loop West
Swansea PT3163 (CL)	–		S	Reversals on Carriage Line
Swansea Maliphant IEP Depot	MR WR	MR WR		
Swansea		– DM		Platform detail must be shown.

GW906 SWANSEA LOOP EAST JUNCTION TO SWANSEA LOOP WEST JN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Swansea Loop East Jn	–	–		*To/from Swansea – GW9001*
Swansea Loop West Jn	–	–		*To Gowerton/from Cockett West – GW900*
Swansea PT7592 (DM)		–	S	Reversals on Down Main at Swansea Loop West Jn

GW910 CRAVEN ARMS JUNCTION TO LLANDEILO JUNCTION (CENTRAL WALES LINE)				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Craven Arms Junction		–		*To/from Craven Arms – GW730*
Broome	–	–	S	
Hopton Heath	–	–	S	
Bucknell	–	–	S	
Knighton	–	–		
Knucklas	–	–	S	
Llangunllo	–	–	S	
Llanbister Road	–	–	S	
Dolau	–	–	S	
Pen–y–bont	–	–	S	
Llandrindod Crossing	–	–		
Llandrindod	–	–		
Builth Road	–	–	S	
Cilmeri	–	–	S	
Garth	–	–	S	
Llangammarch	–	–	S	
Llanwrtyd	–	–		
Sugar Loaf	–	–	S	
Cynghordy	–	–	S	
Llandovery	–	–		
Llanwrda	–	–	S	
Llangadog	–	–	S	
Llandeilo	–	–		
Ffairfach	–	–	S	
Llandybie	–	–	S	
Ammanford	–	–	S	
Pantyffynnon	–	–		*To/from Gwaun–cae–Gurwen – GW915*
Pontarddulais	–	–	S	
Hendy Junction	–	–		*To/from Grovesend Colliery Loop Jn – GW897*
Morlais Junction	–	–		*To/from Grovesend Colliery Loop Jn – GW890*
Llangennech	–	–	S	
Bynea	–	–	S	
Genwen Jn	DGL	–	X	
Trostre Works Junction	GL	UGL		Timing point for all trains on DG, UG or GL
Trostre Works	–		S	
Llandeilo Junction	–	GL –		*To/from Llanelli – GW900*

GW915 GWAUN-CAE-GURWEN TO PANTYFFYNNON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Gwaun–cae–Gurwen	–			
Pantyffynnon	–	–		*To/from Hendy Jn – GW910*

GW930 CARMARTHEN STATION TO CARMARTHEN JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Carmarthen	–	–		Platform detail must be shown *To/from Carmarthen Bridge Jn – GW940*
Carmarthen Junction	–	–		*To/from Whitland – GW900*

GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Carmarthen	–	–		Platform detail must be shown *To/from Carmarthen Jn – GW930*
Carmarthen Bridge Junction	–	–		*To/from Whitland – GW900*

GW950 WHITLAND TO PEMBROKE DOCK				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Whitland	–	–		Platform detail must be shown *To/from Carmarthen Bridge Jn / Carmarthen Jn – GW900*
Whitland Down Sidings	–		S	
Whitland Signal W34		–	S	
Narberth	–	–	S	
Kilgetty	–	–	S	
Saundersfoot	–	–	S	
Tenby	–	–		
Penally	–	–	S	
Manorbier	–	–	S	
Lamphey	–	–	S	
Pembroke	–	–	S	
Pembroke Dock		–		

GW960 CLARBESTON ROAD TO MILFORD HAVEN				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Clarbeston Road Junction				*To/from Clarbeston Road – GW900*
Haverfordwest	–	–		Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Platform 1 (Up Main) 2 – Platform 2 (Down Main)
Johnston	–	–		
Gulf Oil Branch Junction				*To/from Waterston – GW970*
Herbrandston Jn	–	–		*To/from Robeston – GW980*
Milford Haven		–		

GW970 GULF OIL BRANCH JUNCTION TO WATERSTON GULF OIL REFINERY				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Gulf Oil Branch Junction				*To/from Johnston – GW960*
Waterston Sidings		–		

GW980 HERBRANDSTON JUNCTION TO ROBESTON AMOCO SIDINGS				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Herbrandston Junction	–	–		*To/from Johnston – GW960*
Robeston Sidings		–		

NW3001 SALTNEY JUNCTION TO HOLYHEAD				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Shotton (Low Level)	– UH	– DH		*To/from Saltney Jn – NW3001* *Please refer to NW&C edition of the Timetable Planning Rules*
Flint Jn	– UH	– DH	X	
Flint	– UH	– DH		
Mostyn East Junction	– UH UL	– DH		
Mostyn Docks	–	–	F	
Mostyn West Junction	– UH	– DH UL	X	
Prestatyn	– UH	– DH		
Rhyl Jn	– UH	– DH	X	
Rhyl Signal 2	–	–	S	
Rhyl	–	–		Down platform is on Down Passenger Loop Platform detail must be shown
Abergele & Pensarn	–	–		
Colwyn Bay	–	–		
Llandudno Junction	–	–		Platform detail must be shown *To/from Tal–y–Cafn – NW3015* *To/from Llandudno – NW3017*
Llandudno Jn Signal 70		–	S	
Llandudno Jn Signal 260		–	S	
Conwy	–	–	S	
Penmaenmawr Quarry	–	–	S	
Penmaenmawr	–	–		
Llanfairfechan	–	–	S	
Bangor (Gwynedd)	–	–		Platforms are on Passenger Loops
Bangor Signal BR32	–	–	S	
Menai Bridge	–	–		Single line across Britannia Bridge
Llanfairpwll	–	–		Single line across Britannia Bridge
Gaerwen	–	–		
Bodorgan	–	–	S	
Ty Croes	–	–	S	
Rhosneigr	–	–	S	
Valley	–	–		
Holyhead Signal H86	–	–	S	
Holyhead		–		Platform detail must be shown

NW3001 SALTNEY JUNCTION TO HOLYHEAD				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Holyhead Car M.D	–	–	S	

NW3007 WREXHAM CENTRAL TO BIDSTON				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Wrexham Central	–			
Wrexham General	–	–		*To/from NW3005*
Wrexham Exchange Junction	–	–		For trains timed to reverse here only
Gwersyllt	–	–	S	
Cefn–y–Bedd	–	–	S	
Caergwrle	–	–	S	
Hope (Flintshire)	–	–	S	
Penyffordd	–	–		
Penyffordd Cement Works G.F.	–	–	S	For trains to Penyffordd Cement Works only OP stop required
Buckley	–	–	S	
Hawarden	–	–	S	
Shotton (High Level)	–	–	S	
Hawarden Bridge	–	–	S	
Signal DM19		–	S	
Dee Marsh Junction	–	–		
Neston	–	–	S	*To/from NW3007* *Please refer to NW&C edition of the Timetable Planning Rules*

NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Llandudno Junction	–	– UL		Platform detail must be shown *To/from Penmaenmawr – NW3001* *To/from Llandudno – NW3017*
Glan Conwy	–	–	S	
Tal–y–Cafn	–	–		Show "OP" for trains which do not stop to pick up/set down passengers
Tal–y–Cafn Level Crossing				*Stop Board in both directions*
Dolgarrog	–	–	S	
Llanrwst North	–	–		Passing Loop. Show "TW" for trains which do not stop to pick up or set down passengers
Llanrwst	–	–	S	
Betws–y–Coed	–	–	S	
Pont–y–Pant	–	–	S	
Dolwyddelan	–	–	S	
Roman Bridge	–	–	S	
Blaenau Ffestiniog No. 2 Ground Frame	–	–		Only for trains reversing into or out of the siding
Blaenau Ffestiniog	–	–		Siding (run–round loop)
Blaenau Ffestiniog No. 3 Ground Frame	–	–		Only for trains reversing into or out of the siding. Note: Beyond Blaenau Ffestiniog GF No. 3 is out of use

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NW3017 LLANDUDNO JUNCTION TO LLANDUDNO				
TIMING POINT	**DOWN**	**UP**	**CODE**	**NOTES**
Llandudno Junction	–	–		Platform detail must be shown *To/from Colwyn Bay – NW3001* *To/from Tal–y–Cafn – NW3015*
Llandudno Jn Signal 74		–	S	
Deganwy	–	–	S	
Llandudno		–		Platform detail must be shown

2.2 Route Opening Hours

Line of Route

Subject to constraints imposed by the Engineering Access Statement all routes are open continuously, except as shown below. The hours shown reflect the contractual opening hours. The actual opening hours may vary from those shown. For a complete listing of current signal box opening hours please refer to the "Compendium of Signal Box Opening Hours" under the "Operational Rules" section which can be found on the Network Rail website - https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/ If there is doubt about a signal box's opening hours check with the appropriate Network Rail Operations Manager.

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

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

PLT denotes passage of last train.

GW103 PADDINGTON TO UFFINGTON
Note: Acton Canal Wharf Signal Box is closed between 07:00 and 19:00 hrs on Sundays. The following routes are not available during these periods: Trains linking with the West Coast Main line via EA1310, EA1360 and MD170 (via Acton Canal Wharf Junction cannot run during this period; Links to the Midland Mainline in both directions via EA1310 and EA1360 to and from both Brent Curve Junction and Cricklewood Junction are also unavailable at the same time).

GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Wolvercote Junction to Ascott - under - Wychwood	FSX 0505 – 0010 FO 0505 – 0000	0000 – 0010 (Sun)	0900 - 0010
Ascott - under - Wychwood to Moreton in Marsh	FSX 0515 – 0010 FO 0505 – 0000	0000 – 0010 (Sun)	0900 - 2355
Moreton in Marsh to Evesham SB	0515 – 0010	0515 – 0010	0900 - 0010
Evesham SB to Norton Junction	0515 – 0010	0515 – 0010	0900 - 0010

GW317 HONEYBOURNE NORTH JUNCTION TO LONG MARSTON~~S~~			
ROUTE SECTION	**SX**	**SO**	**SUN**
Honeybourne North Jn to Honeybourne Staff Hut (Start of One Train Working)	0515 – 0010	05:15 – 0010	0900 – 0010
Honeybourne Staff Hut (Start of One Train Working) to Long Marston	0800 – 1730*	Closed*	Closed*
	* Outside these hours the FOC bidding for the train must agree with the terminal operator that the train can access the terminal yard and confirm to NR that these arrangements are in place.		

GW4501 STOKE GIFFORD JUNCTION TO BRISTOL BULK HANDLING TERMINAL			
ROUTE SECTION	**SX**	**SO**	**SUN**
Stoke Gifford Junction to Bristol Bulk Handling Terminal	0000 - 2400	0000 - 2200	0600 – 2400

GW451 FILTON JUNCTION TO FILTON WEST JUNCTION (FILTON CHORD)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Filton Junction to Filton West Junction	0000 - 2400	0000 - 2400	06:00 – 00:00

GW454 SEVERN BEACH TO NARROWAYS HILL JUNCTION			
ROUTE SECTION	**SX**	**SO**	**SUN**
Clifton Down to Severn Beach	0000 - 2400	0000 – 0100 Sun	06:00-00:00

GW540 FILTON WEST JUNCTION TO PATCHWAY JUNCTION (PATCHWAY CHORD)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Filton West Junction to Patchway Junction	0000 - 2400	0000 - 2200	0600 - 2400

GW580 EAST SOMERSET JUNCTION TO CRANMORE			
ROUTE SECTION	**SX**	**SO**	**SUN**
Whites Crossing to Cranmore	Open as required by East Somerset Railway	Open as required by East Somerset Railway	Open as required by East Somerset Railway

GW606 COWLEY BRIDGE JUNCTION TO BARNSTAPLE			
ROUTE SECTION	**SX**	**SO**	**SUN**
Cowley Bridge Junction to Barnstaple	0545 – 2300 FSX 0545 – 0000 FO	0000 - 0100 0545 - 2300	0840 -2240

GW608 CREDITON TO COLEFORD (MELDON LINE)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Crediton to Coleford	0545 - 2300	0545 - 2300	0900 - 2240

GW620 NEWTON ABBOT WEST JUNCTION TO GOODRINGTON C.S.			
ROUTE SECTION	**SX**	**SO**	**SUN**
Newton Abbot West Junction to Paignton	0540 - 0005	0550 - 2245	0900 – 2330

GW660 PAR TO NEWQUAY			
ROUTE SECTION	**SX**	**SO**	**SUN**
Par to St. Blazey	00:00 – 2400	00:00 –2400	00:00 – 2400
St. Blazey to Goonbarrow	0550 - 2240	0635 - 2235	1000 – 1830 (Winter) 0850 – 2105 (Summer)
Goonbarrow to Newquay	0550 - 2240	0635 - 2235	1000 – 1830 (Winter) 0850 – 2105 (Summer)

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GW690 ST. ERTH TO ST. IVES			
ROUTE SECTION	**SX**	**SO**	**SUN**
St. Erth to St. Ives	0630 - 2230	0630 - 2230	0830 – 2230 Summer 1130 – 2030 Winter

GW720 FIFOOTS POINT POWER STATION TO EAST USK GF			
ROUTE SECTION	**SX**	**SO**	**SUN**
Fifoots Point Power Station to East Usk	Open when required.	Open when required.	Open when required.

GW730 SHREWSBURY, SUTTON BRIDGE JUNCTION (EXCL.) TO MAINDEE WEST JUNCTION (NORTH AND WEST LINE)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Sutton Bridge Junction to Marsh Brook L.C.	Open Continuously	0000 - 2330	0930 - 2400
Marsh Brook L.C. to Craven Arms	Open Continuously	0000 - 2300	0930 - 2400
Craven Arms to Onibury	Open Continuously	0000 - 2230	0930 - 2400
Onibury to Bromfield	Open Continuously	0000 - 2230	0930 - 2400
Bromfield to Woofferton	Open Continuously	0000 – 0600 Sun	0930 - 2400
Woofferton to Moreton- on- Lugg	Open Continuously	0000 – 0600 Sun	0930 - 2400
Moreton- on- Lugg to Shelwick Junction	Open Continuously	0000 – 0600 Sun	0930 - 2400
Shelwick Junction to Hereford	Open Continuously	0000 – 0600 Sun	0800 - 2400
Hereford to Tram Inn	Open Continuously	0000 – 0600 Sun	0800 - 2400
Tram Inn to Abergavenny	Open Continuously	0000 – 0600 Sun	0830 - 2400
Abergavenny to Little Mill Junction	Open Continuously	Open Continuously	0830 - 2400
Little Mill Junction to Maindee North Junction	Open Continuously	Open Continuously	0830 - 2400
The following signal boxes are equipped to be switched-out, opening hours are:			
Sutton Bridge			Switches in at 1000 on a Sunday.
Dorrington	0540 - 2300	0540 - 2300	1200 - 2045
Pontrilas	0515 – 2315	0515 - 1800	1400 – 2200

GW731 ABBEY FOREGATE JUNCTION TO CROES NEWYDD NORTH FORK			
ROUTE SECTION	**SX**	**SO**	**SUN**
Severn Bridge Jn to Crewe Jn	Open Continuously	Open until 0100 Sun	Open from 0700

GW732 ABBEY FOREGATE JUNCTION TO ENGLISH BRIDGE JUNCTION			
ROUTE SECTION	**SX**	**SO**	**SUN**
Abbey Foregate to English Bridge Jn	Open Continuously	Open until 0200 Sun	Open from 0800

GW733 SUTTON BRIDGE JUNCTION TO ABERYSTWYTH			
ROUTE SECTION	**SX**	**SO**	**SUN**
Sutton Bridge Jn *	0540 – 2220	0540 – 2220	1000 – 2200
* No access to Cambrian lines when Sutton Bridge Jn switched-out			

GW734 DOVEY JUNCTION TO PWLLHELI			
ROUTE SECTION	**SX**	**SO**	**SUN**
Llwyn Cadgwan	0630 – 2215	0630 – 2215	1430 – 2000

GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG			
ROUTE SECTION	**SX**	**SO**	**SUN**
Tondu to Maesteg	0630-2400	0630-2400	CLOSED

GW877 TONDU TO PORT TALBOT DOCKS (OGMORE VALE EXTENSION LINE)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Tondu to Newlands Jn	0630-2400	0630-2400	CLOSED

GW892 CWMGWRACH TO BURROWS SIDINGS			
ROUTE SECTION	**SX**	**SO**	**SUN**
Cwmgwrach to Neath and Brecon Junction	0000 - 2400	0530-2230	1800 - 2400
Neath and Brecon Junction to Jersey Marine South Junction	0000 - 2400	0530-2230	1800 - 2400

GW893 ONLLWYN TO NEATH & BRECON JUNCTION			
ROUTE SECTION	**SX**	**SO**	**SUN**
Onllwyn to Neath and Brecon Junction	0000 - 2400	0530-2230	1800 - 2400

GW910 CRAVEN ARMS JUNCTION TO LLANDEILO JUNCTION (CENTRAL WALES LINE)			
ROUTE SECTION	**SX**	**SO**	**SUN**
Craven Arms to Pantyffynnon	0500 - 2130	0500 - 2130	1100 - 2200
Pantyffynnon to Morlais Junction	0500 - 2130	0500 - 2130	1100 - 2200

GW915 GWAUN-CAE-GURWEN TO PANTYFFYNNON			
ROUTE SECTION	**SX**	**SO**	**SUN**
Gwaun - Cae - Gurwen to Pantyffynnon	0500-2130*	0500-2130*	CLOSED
* Level Crossings on this route shall normally only be operated between 0930 hours and 1500 hours Monday to Friday when trains have cause to pass. Where, in exceptional circumstance, it is necessary for the crossing to be operated at other times, such additional precautions as are necessary shall be taken to ensure the safety of crossing users.			

NW3001 SALTNEY JUNCTION TO HOLYHEAD			
ROUTE SECTION	**SX**	**SO**	**SUN**
Saltney Junction to Llandudno Junction	Open continuously	Open continuously	Open continuously from May to September & until 0550 and from 1000 from December to May & from September to December
Llandudno Junction to Bangor	Open continuously	Open continuously	Open continuously from May to September & until 0550 and from 0900 from December to May & from September to December
Bangor to Holyhead	Open continuously	Open continuously	Open continuously from May to September & until 0550 and from 1000 from December to May & from September to December

NW3007 WREXHAM CENTRAL TO NESTON			
ROUTE SECTION	**SX**	**SO**	**SUN**
The following signal box is equipped to be switched–out. Opening hours are:			
	SX	**SO**	**SUN**
Penyffordd	0630 – 2130	0630 – 2130	1200 – 2000 for TfW enhanced service to operate

NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG			
ROUTE SECTION	**SX**	**SO**	**SUN**
Llandudno Junction to Blaenau Ffestiniog	0530 – 2130	0530 – 2130	1005 – 1855 (May to September) only

NW3017 LLANDUDNO JUNCTION TO LLANDUDNO			
ROUTE SECTION	**SX**	**SO**	**SUN**
Llandudno Junction to Llandudno	0600 – 2200	0600 – 2200	1100 – 1750 Easter to May 1000 – 1905 May to September Closed outside these periods

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 Sectional Appendix to the Working Timetables, issued by Network Rail. Refer to Table A, and select Route Clearance.

4.2 Passenger Stock Restrictions

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

4.3 Freight Wagon Restrictions

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

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

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

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

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

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

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

4.6 Engineers' Trains Restrictions

Some On Track Machines (OTMs) do not reliably activate track circuits. These OTMs must use one of the following special reporting numbers 6Z09, 7Z09 or 8Z09*. Because these OTMs do not reliably activate track circuits it is not possible to apply the headways and junction margins as outlined in Timetable Planning Rules consistently and it is therefore not possible for Capacity Planning to provide timings for these movements.
* *Source GE/RT 8000–OTM*

5 Running Times, Margins and Allowances

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

5.1 Sectional Running Times

The definition for Sectional Running Times (SRTs) is listed in Section 6.4 of the National TPRs.

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is BPlan.

5.1.2 Method of Calculation

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

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

Network Rail will reflect the methodology and assumptions described in Section 6 of the National TPRs when calculating TPR proposals, unless and to the extent documented otherwise in respect of any given proposal. Timetable participants are encouraged to submit change proposals for review and consultation in line with the national methodology, or in line with such alternative methodology and assumptions as favoured by the proposer. NR will not seek to reject any proposal on the exclusive basis of the methodology employed, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

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

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

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

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

5.1.3 New and Revised Sectional Running Times

New and revised SRTs are revised by Train Operators and Network Rail on an individual basis. These should be supplied by applying the methodology described in Section 6 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 Capacity Planning.

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 Capacity Planning must apply to the relevant Track Engineer and Operations Manager for confirmation of these requirements in writing. Capacity Planning must pass these responses to Operations Publications. Capacity Planning 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 6.5 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 TCB areas, the value “x” including the time taken to reset the route, clear the signal on entry to the section and sight the signal. Where there is an intermediate block signal, the absolute block section concerned shall be between this signal and the next block post in advance.

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

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

‘ETB’ indicates Electric Token Block, and ‘TB’ indicates Tokenless Block for single lines.

‘RB’ indicates Radio Signalling where ‘Long Section Tokens’ can be issued between certain block posts during times of low traffic volume.
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.

REDUCED HEADWAY FOR A TRAIN FOLLOWING FROM A STAND			
Route Section	Margin		
First train speed passing the loop	50 – 55 mph	60 – 95 mph	100 – 125 mph
Headway			
2	1.5	1.5	1.0
3	2.5	2.0	1.5
4	3.0	2.5	2.0
5	4.0	3.0	2.5
6	4.5	4.0	3.0
7	5.5	4.5	3.5
8	6.0	5.0	4.0
9	7.0	5.5	4.5
10	7.5	6.0	5.0
Note this does not apply in absolute block areas.			
Note the normal headway applies at the next mandatory timing point.			
Note this shall not apply where the preceding train has an intermediate calling point before the next mandatory timing point.			

GW103 PADDINGTON TO UFFINGTON			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Paddington to Ladbroke Grove	2*	2	*trains from lines 3-5 merging onto Down Relief at Ladbroke Grove require headway at Portobello Jn
Ladbroke Grove to Acton West (incl.)	2 Main*	2½ Main*	***Down** 2½ minutes following stopping services 3½ minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower ***UP** 3½ minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower
	2 Relief*	2 Relief*	***DOWN** 2½ minutes following stopping services 3 minutes following Freight class 4 or 6 3½ minutes following Freight class 7 or slower ***UP** 2½ minutes following stopping services 2½ minutes following Freight class 4 or 6 3½ minutes following Freight class 7 or slower
Acton West (excl.) to Heathrow Airport Jn (incl.)	2 Main*	2 Main*	***DOWN** 2½ minutes following stopping services 3½ minutes following Freight class 4 or 6; or class 7 up to 602m/94SLU 4½ minutes following Freight class 7 over 602m/94SLU (jumbo formations), or slower ***UP** 2½ minutes following stopping services 3½ minutes following Freight class 4 or 6; or class 7 up to 602m/94SLU 4½ minutes following Freight class 7 over 602m/94SLU (jumbo formations), or slower Note the Heathrow Airport Junction Signalling Restrictions stated in Section 5.3 when preceding train calls at Hayes and Harlington
	2 Relief*	2 Relief*	***DOWN** 2½ minutes following stopping services 3 minutes following Freight class 4 or 6; or class 7 up to 602m/94SLU 3½ minutes following Freight class 7 over 602m/94SLU (jumbo formations), or slower ***UP** 2½ minutes following stopping services 2½ minutes following Freight class 4 or 6; or class 7 up to 602m/94SLU 3½ minutes following Freight class 7 over 602m/94SLU (jumbo formations), or slower Note the Heathrow Airport Junction Signalling Restrictions stated in Section 5.3 when preceding train calls at Hayes and Harlington
Heathrow Airport Jn (excl.) to Twyford (excl.)	2 Main*	2 Main*	***DOWN** 3 minutes following stopping services 3½ minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower

GW103 PADDINGTON TO UFFINGTON			
TIMING POINT	**DOWN**	**UP**	**NOTES**
			***UP** 3 minutes following stopping services 3½ minutes following Freight class 4 or 6 5 minutes following Freight class 7 or slower
	2½ Relief*	2½ Relief*	***DOWN** 3 minutes following stopping services 3# minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower ***UP** 3 minutes following stopping services 3# minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower # 3½ applies at Maidenhead
Twyford (incl.) to Reading High Level Jn (Main Line) or Reading West Junction (Relief Line)	2 Main*	2 Main*	***DOWN** 3 minutes following stopping services 3½ minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower ***UP** 3 minutes following stopping services 4 minutes following Freight class 4 or 6 6 minutes following Freight class 7 or slower
	2½ Relief*	2 Relief*	***DOWN** 3½ minutes following stopping service 3 minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower ***UP** 3 minutes following stopping services 3 minutes following Freight class 4 or 6 4½ minutes following Freight class 7 or slower
Reading High Level Jn (Main Line) or Reading West Junction (Relief Line) to Didcot Parkway	3*	3*	***DOWN and UP** 3½ minutes following stopping services 4 minutes following Freight
Didcot Parkway to Uffington	4	4	

GW105 UFFINGTON TO FORDGATE (VIA BOX)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Uffington to Bathampton Jn	4	4	
Bathampton Jn to Bath Spa	3*	3*	*4 minutes following freight class 6 or slower
Bath Spa to North Somerset Jn	4	4	
North Somerset Jn to Fordgate	3*	3*	*4 minutes following stopping/freight

GW107 WORLE JUNCTION TO UPHILL JUNCTION VIA WESTON-SUPER-MARE			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Worle Junction to Weston-super-Mare	AB+1	AB+1	Single line
Weston-super-Mare to Uphill Junction	AB+1	AB+1	Single line

GW108 FORDGATE TO PENZANCE			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Fordgate to Cogload Jn	3*	3*	*4 minutes following stopping/freight
Cogload Jn to Dawlish Warren (exclusive)	4	4	
Dawlish Warren (inclusive) to Newton Abbot West Jn	3*	3*	*4 minutes following stopping/freight
Newton Abbot West Jn to Totnes	6	6	
The following to be applied until Devon Resignalling is commissioned			
Totnes to Ivybridge	8	10	
Ivybridge to Hemerdon	8	8	
Hemerdon to Tavistock Jn	7	8*	*An up freight train can follow a passenger train from Tavistock Jn after 4 minutes
The following to be applied <u>after</u> Devon Resignalling is commissioned			
Totnes to Rattery	AB+1	AB+1*	*Based on preceding train arrive/pass Totnes
Rattery to Aish	AB+1	AB+1	
Aish to Ivybridge	AB+1*	AB+1	*Based on preceding train arrive/pass Ivybridge
Ivybridge to Hemerdon	AB+0	AB+0*	*Based on preceding train arrive/pass Ivybridge
Hemerdon to Tavistock Jn	AB+2	AB+1	
Tavistock Jn to St. Budeaux Jn	4	4	
From St. Budeaux Junction to Penzance down and up directions are described separately.			
St.Budeaux Jn to Saltash (dep)	AB+2		Single line. AB section based on first train passing/departing Saltash. If second train calls at St Budeaux Ferry Road, AB section applies to departure from Ferry Road
Saltash to St. Germans	AB+2		
St. Germans to Menheniot Signal DM260	AB+2		
Menheniot Signal DM260 to Liskeard	AB+2		
Liskeard to St. Pinnock Jn	AB+2		
St. Pinnock Jn to Bodmin Parkway	AB+1*		* Based on preceding train depart/pass Bodmin Parkway
Bodmin Parkway to Lostwithiel	AB+1*		*Based on preceding train arrive/pass Lostwithiel or arrive Lostwithiel DGL
Lostwithiel to Par	4*		*5 minutes following freight
Par to St Austell	AB+1*		*Based on preceding train arrive/pass St Austell
St Austell to Burngullow Jn	AB+1½		

GW108 FORDGATE TO PENZANCE			
Burngullow to Grampound Road Signal CL5883	AB+1		
Grampound Road Signal CL5883 to Buckshead Tunnel Signal CL5893	AB+1		
Buckshead Tunnel Signal CL5893 to Truro	AB+1*		*Based on preceding train arrive/pass Truro
Truro to Penwithers Junction	AB+1		
Penwithers Jn to Chacewater Signal R31	AB+2		
Chacewater Signal R31 to Redruth Signal R27	AB+2		
Redruth Signal R27 to Camborne	AB+2*		*Based on preceding train arrive/pass Camborne
Camborne to Hayle Signal R19	AB+2		
Hayle Signal R19 to St Erth	AB+2*		*Based on preceding train depart/pass St Erth
St. Erth to Penzance	AB+2		Does not affect trains between Penzance and Penzance TMD on Depot Reception lines
Penzance to Long Rock		AB+2	At Long Rock it is possible for an up train to clear the single line standing at signal PZ64. Does not affect trains between Penzance and Penzance TMD on Depot Reception lines
Long Rock to St. Erth		AB+2	Absolute Block to apply based on departure from St. Erth.
St Erth to Gwinear Road Signal R6		AB+2	
Gwinear Road Signal R6 to Camborne		AB+2	Absolute Block to apply based on departure from Camborne
Camborne to Redruth Signal R10		AB+2	
Redruth Signal R10 to Chacewater Signal R14		AB+2	
Chacewater Sig R14 to Penwithers Jn		AB+1	
Penwithers Jn to Truro		AB+2*	*Based on preceding train depart/pass Truro
Truro to Probus Signal CL5884		AB+1	
Probus Signal CL5884 to Burngullow Junction		AB+½	
Burngullow Jn to St Austell		AB+1*	*Based on preceding train depart/pass St Austell
St Austell to Par		AB+1*	*Based on preceding train arrive/pass Par
Par to Lostwithiel		4*	*5 minutes following freight
Lostwithiel to Bodmin Parkway		AB+0	*Based on preceding train depart/pass Bodmin Parkway
Bodmin Parkway to Largin Jn		AB+1	
Largin Jn to Liskeard		AB+2*	*Based on preceding train depart/pass Liskeard
Liskeard to Menheniot Signal UM259		AB+2	
Menheniot Signal UM259 to St. Germans		AB+2	
St. Germans to Saltash		AB+2	

GW108 FORDGATE TO PENZANCE			
Saltash to St. Budeaux Junction		AB+2	Single line

GW110 OLD OAK COMMON WEST TO SOUTH RUISLIP (EXCL.)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Park Royal to South Ruislip	6	6	Contains some single line

GW117 GREENFORD SOUTH JUNCTION TO GREENFORD EAST JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Greenford South Jn to Greenford East Jn	AB+2*	AB+2*	*Single line, TCB but timed as AB

GW130 ACTON WELLS JUNCTION TO ACTON EAST JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Acton Wells Junction to Acton East Junction	AB+2*	AB+2*	* Only one signal at either end of Down and Up Poplar. AB to apply

GW174 WEST EALING TO GREENFORD WEST JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
West Ealing to Greenford South Jn	6	6	Contains single line between West Ealing and Drayton Green
Greenford South Jn to Greenford West Jn	One train working		Single Line

GW175 GREENFORD SOUTH JUNCTION TO GREENFORD			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Greenford South Junction to Greenford	One train working		Single Line

GW176 HANWELL TO DRAYTON GREEN			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Hanwell to Drayton Green	AB+2*	AB+2*	Contains single line *TCB but timed as AB

GW178 SOUTHALL TO BRENTFORD GOODS			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Southall to Brentford Goods	AB+2*	AB+2*	*Single Line, timed as AB. Only one train may operate on Single Line at any one time. Only two trains may be sent to or be at Brentford Goods at any one time. No shunting may take place within Brentford Sidings until all movements on the Single Line have stopped.

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GW180 HEATHROW AIRPORT JUNCTION TO HEATHROW TERMINALS 4 & 5			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Heathrow Airport Jn to Heathrow Tunnel Jn	2	2	
Heathrow Tunnel Jn to Heathrow Terminals 2-3	2	2	
Heathrow Terminals 2-3 to Heathrow Terminal 4	4	4	Heathrow Terminal 4 exclusive and Heathrow Terminals 2 and 3 exclusive single line
Heathrow Terminals 2-3 to Heathrow Terminal 5	2	2	

GW182 WEST DRAYTON TO COLNBROOK			
TIMING POINT	**DOWN**	**UP**	**NOTES**
West Drayton to Signals T3502/T3503	AB*	AB*	*Single Line, timed as AB. One train in section.
Signals T3502/T3503 to Colnbrook Oil Terminal	AB*	AB*	*Single Line, timed as AB. One train in section. One freight train can be 'shut in' at all terminals, following train cannot enter section until this has occurred.

GW184 SLOUGH TO WINDSOR & ETON			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Slough to Windsor & Eton	One train working		Single Line

GW185 MAIDENHEAD TO MARLOW			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Maidenhead to Bourne End and Bourne End to Marlow	One train working		Two sections, Single Line with one train working in each section.

GW187 TWYFORD TO HENLEY-ON-THAMES			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Twyford to Henley - on - Thames	One train working		Single Line

GW190 READING SPUR JUNCTION TO READING NEW JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Reading Spur Jn to Reading New Jn	AB+2	AB+2	

GW200 DIDCOT TO HEYFORD (EXCL.)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Didcot Parkway to Wolvercote Junction (Inclusive)	3 4"	3 4"	" Following stopping passenger
Wolvercote Junction (Exclusive) to Heyford	6	6	
	4*	4*	From Completion of Level Crossing Risk Mitigation works * 5 at Heyford if first train is stopping

GW220 OXFORD ROAD JN TO READING WEST JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Oxford Road Jn Reading West Jn	AB+2*	AB+2*	*TCB but timed as AB

GW240 DIDCOT EAST JN TO DIDCOT NORTH JN			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Didcot East Jn to Didcot North Jn	3*	3*	* only one train in section in each direction

GW250 FOXHALL JN TO DIDCOT WEST CURVE JN			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Foxhall Jn to Didcot West Curve Jn (timed as Didcot North Jn)	AB*	AB*	* only one train in section in each direction

GW260 KENNINGTON JUNCTION TO MORRIS COWLEY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Kennington Jn to Morris Cowley	One train working		Single line

GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)			
LOCATION	**DOWN**	**UP**	**NOTES**
Wolvercote Junction to Charlbury	AB+2*	AB+2*	*Single Line, TCB but timed as AB
Charlbury to Ascott – under - Wychwood	AB+2*	AB+2*	* TCB timed as AB+2
Ascott – under – Wychwood to Moreton in Marsh	AB+2¥	AB+2	¥ Based on Moreton departure.
Moreton in Marsh to Honeybourne	AB+2	AB+2¥	¥ Based on Moreton departure.
Honeybourne to Evesham	AB+2*	AB+2*	* TCB timed as AB+2.
Evesham to Norton Junction	AB+2*	AB+2*	*Single Line, TCB but timed as AB

GW317 HONEYBOURNE NORTH JUNCTION TO LONG MARSTON			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Honeybourne North Jn to Honeybourne Staff Hut	One train working		Single line
Honeybourne Staff Hut to Long Marston	One train working		Single line – With Train Staff.

GW401 ASHCHURCH (INCL.) TO WESTERLEIGH JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Ashchurch to Westerleigh Junction	3*	3*	*4 minutes following stopping/freight

GW425 BERKELEY ROAD JUNCTION TO SHARPNESS			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Berkeley Road to Sharpness	One train working		Single Line with staff obtained from Alstone Level Crossing ‘box.

GW430 YATE MIDDLE JUNCTION TO TYTHERINGTON			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Yate Middle Jn to Tytherington	One train working		Single Line with staff obtained from Yate Middle.

GW440 YATE SOUTH TO WESTERLEIGH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Yate South to Westerleigh	One train working		Single line

GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Stoke Gifford Junction to Bristol East Junction	3*	3*	*4 minutes following stopping/freight

GW4501 STOKE GIFFORD JUNCTION TO BRISTOL BULK HANDLING TERMINAL			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Stoke Gifford Junction to Bristol Bulk Handling Terminal	6	6	Contains some single line

GW451 FILTON JUNCTION TO FILTON WEST JUNCTION (FILTON CHORD)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Filton Jn to Filton West Jn	6*	6*	*Single line

GW454 SEVERN BEACH TO NARROWAYS HILL JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Severn Beach to Holesmouth Jn	One train working		Single line without staff
Holesmouth Jn to Avonmouth	AB+2 *	AB+2 *	
Avonmouth to Clifton Down	AB+2 *	AB+2 *	Contains Single Line * TCB but timed as AB
Clifton Down to Narroways Hill Jn	AB+1 *	AB+1 *	Contains Single Line * TCB but timed as AB

GW456 LAWRENCE HILL TO BARROW ROAD RTS			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Lawrence Hill to Barrow Road RTS	Single Line		Siding (out of use until further notice)

GW480 SWINDON TO STANDISH JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Swindon to Rodbourne Jn	4	4	
Rodbourne Jn to Standish Jn	6	6	

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GW490 GLOUCESTER YARD JUNCTION TO HORTON ROAD			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Gloucester Yard Junction to Horton Road Junction	AB+2	AB+2	

GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AND FROME AVOIDING LINES (BERKS. AND HANTS)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Reading to Southcote Junction (inclusive)	3	3	
Southcote Junction (exclusive) to Newbury (exclusive)	3*	3*	***DOWN AND UP** 4 minutes following freight class 4 or 6 5 minutes following freight class 7 or slower
Newbury to Bedwyn	3½*	3½*	***DOWN** 4 minutes following stopping passenger 5 minutes following freight Applies inclusive of Newbury and Bedwyn ***UP** 4 minutes following stopping passenger or freight class 4 or 6 5 minutes following class 7 or slower Applies exclusive of Bedwyn and inclusive of Newbury
Bedwyn to Heywood Road Jn	3½*	3½*	***DOWN** 4 minutes following stopping passenger or freight class 4 or 6 5 minutes following freight class 7 In down direction headway applies exclusive of Bedwyn ***UP** 4 minutes following stopping passenger 5 minutes following freight In up direction headway applies inclusive of Bedwyn
Heywood Road Jn to Fairwood Jn	AB+1	AB+1	*Via the avoiding line* TCB timed as AB
Fairwood Junction to Clink Road Junction	3½*	3½*	***DOWN AND UP** 5 minutes following freight class 4 or 6 6 minutes following freight class 7 or slower
Clink Road Junction to Blatchbridge Jn	AB+2	AB+2	TCB timed as AB
Blatchbridge Jn to Castle Cary	3½*	3½*	***DOWN AND UP** 4 minutes following stopping passenger 5 minutes following freight class 4 or 6 6 minutes following freight class 7 or slower
Castle Cary to Somerton G.F.	AB+1		
Somerton GF to Athelney	AB+2		
Athelney to Cogload Jn	AB+2		
Cogload Jn to Athelney		4*	*5 minutes following freight class 7 or slower
Athelney to Somerton GF		AB+2	
Somerton GF to Castle Cary		AB+2	

GW5001 BEECHGROVE GF TO WESTBURY SOUTH JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Warminster Signal W301 to Warminster		AB+2½*	*Based on first train passing/departing Warminster TCB timed as AB
Warminster to Westbury Signal W305		AB+1*	*Based on first train passing/departing Westbury Signal W305 TCB timed as AB
Westbury Signal W305 to Westbury		*	*Refer to Westbury and Westbury Down TC Entry/Exit Junction Margins
Westbury to Warminster	AB+0		TCB timed as AB
Warminster to Warminster Signal W308	AB+2*		*Based on first train passing/departing Warminster Signal W308 TCB timed as AB

GW510 WESTBURY NORTH JUNCTION TO BATHAMPTON JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Westbury to Hawkeridge Jn	AB+2	AB+2	TCB timed as AB
Hawkeridge Jn to Bradford Jn	4	4	
Bradford Junction to Bathampton Junction	6		
Bathampton Jn to Signal BL1990		AB+1*	*TCB planned as AB
Signal BL1990 to Bradford-on-Avon		AB+2*	*Based on previous train pass / depart Bradford-on-Avon. TCB planned as AB
Bradford-on-Avon to Bradford Jn		AB+2*	*TCB planned as AB

GW520 WESTBURY EAST LOOP JN TO HAWKERIDGE JN			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Westbury East Loop Jn to Hawkeridge Jn	AB+2*	AB+2*	* TCB but timed as AB

GW523 THINGLEY JUNCTION TO BRADFORD JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Thingley Jn to Bradford Jn	AB+2	AB+2	Single Line. TCB timed as AB

GW528 BRISTOL, NORTH SOMERSET JUNCTION TO BRISTOL WEST JUNCTION VIA ST. PHILIP'S MARSH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
North Somerset Junction to Bristol West Junction	10 *	10	
North Somerset Junction to St Philips Marsh HSTD	AB+0*	10#	* TCB but timed AB # For Depot departures
St Philips Marsh HSTD to Bristol West Jn	AB+2*	20#	* TCB but timed as AB # Minimum time between arrivals. Refer to GWR Depot Capability Rules.

GW530 NORTH SOMERSET JN TO DR. DAY'S JN ("RHUBARB LOOP")			
TIMING POINT	**DOWN**	**UP**	**NOTES**
North Somerset Jn to Dr. Days Jn	AB+2*	AB+2*	* TCB but timed as AB

GW540 FILTON JUNCTION TO PATCHWAY JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Filton Jn to Patchway Jn	4	4	

GW5401 FILTON WEST JUNCTION TO PATCHWAY JUNCTION (PATCHWAY CHORD)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Filton West Jn to Patchway Jn	AB+2	AB+2	Single Line. TCB timed as AB

GW548 PARSON STREET JUNCTION TO PORTBURY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Ashton Junction to Portbury Dock Stop Board	AB+2*		* TCB but timed as AB
Portbury Dock Stop Board to Signal BL2192		AB+2*	* TCB but timed as AB
Signal BL2192 to Parson Street		AB+2*	* TCB but timed as AB
Beyond Portbury Dock Stop Board			

GW560 HEYWOOD ROAD JUNCTION TO FAIRWOOD JUNCTION VIA WESTBURY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Heywood Road Junction to Westbury	AB+1	AB+1	TCB timed as AB
Westbury to Fairwood Junction	3½*	3½*	***DOWN AND UP** 5 minutes following freight

GW570 CLINK ROAD JUNCTION TO BLATCHBRIDGE JUNCTION VIA FROME			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Clink Road Jn to Frome North Jn	AB+2	AB+2	TCB timed as AB
Frome North Jn to Blatchbridge Jn	AB+2	AB+2	Single Line TCB timed as AB

GW572 FROME NORTH JUNCTION TO WHATLEY QUARRY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Frome North Jn to Whatley Quarry	AB+2	AB+2	Single Line

GW580 EAST SOMERSET JUNCTION TO CRANMORE			
TIMING POINT	**DOWN**	**UP**	**NOTES**
East Somerset Jn to Merehead Quarry Jn	AB+2	AB+2	Single Line. TCB timed as AB. See Section 5.3 for exceptions to AB.
Merehead Quarry Jn to Whites Crossing	AB+2	AB+2	Single Line. TCB timed as AB
Whites Crossing to Cranmore	AB+2	AB+2	Single Line. Token section.

GW600 WOOTTON BASSETT JUNCTION TO PILNING			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Wootton Bassett Jn to Westerleigh Jn	4	4	
Westerleigh Jn to Bristol Parkway	3	3	
Bristol Parkway to Pilning	4	4	

GW606 COWLEY BRIDGE JUNCTION TO BARNSTAPLE			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Cowley Bridge Jn to Crediton	AB+2	AB+2	Single Line
Crediton to Eggesford	AB+2	AB+2	Single Line
Eggesford to Barnstaple	One train working		Single Line

GW608 CREDITON TO MELDON QUARRY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Crediton to Okehampton	One train working		Single line
Okehampton to Meldon Quarry	One train working		Single line

GW610 CRANNAFORD L.C. (INCL.) TO EXETER ST DAVIDS			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Feniton to Pinhoe	AB+1*		*Single Line, timed as AB+1
Pinhoe to Exmouth Junction	AB+2	AB+2	
Exmouth Jn to Exeter Central	AB+1	AB+1	
Exeter Central to Exeter St Davids	3	3	For successive moves from Exeter St. Davids to Exeter Central and beyond over the same line (either up line or reversible), a minimum of 2 minutes must elapse after the first train has departed Exeter Central before the second train can depart Exeter St. Davids.

GW611 EXMOUTH JUNCTION TO EXMOUTH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Exmouth Junction to Topsham	AB+2*		*Single Line, timed as AB+2
Topsham to Exmouth	One train working		Single Line

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GW618 NEWTON ABBOT EAST JUNCTION TO HEATHFIELD			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Newton Abbot to Heathfield	One train working		Single Line

GW620 NEWTON ABBOT WEST JUNCTION TO GOODRINGTON C.S.			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Newton Abbot West Jn to Edginswell	AB+2*		TCB planned as AB. Based on first train passing/ departing Edginswell. * Second train can pass Newton Abbot West Jn to Signal E190 before the first train has cleared the section ahead. Second train can depart Signal E190 a minimum of 1 minute after first train passes/ departs Edginswell.
Edginswell to Paignton	5		
Paignton to Torre		6	
Torre to Newton Abbot West Jn		AB+2	TCB planned at AB. Based on first train passing/departing Newton Abbot West Jn

GW628 LAIRA JUNCTION TO PLYMOUTH FRIARY SS VIA SPEEDWAY JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Laira Junction to Mount Gould Jn	AB+1	AB+1	
Mount Gould Jn to Mount Gould Platform	AB+1	AB+1	

GW637 ST BUDEAUX JUNCTION TO GUNNISLAKE			
TIMING POINT	**DOWN**	**UP**	**NOTES**
St.Budeaux Jn to Gunnislake	One train working		Single Line

GW640 LISKEARD TO LOOE (VIA COOMBE)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Liskeard to Coombe Junction	AB+5*	AB+5	*Based on first train departing towards Looe Single Line – Electric token
Coombe Junction to Looe	One train working		Single Line – Staff

GW642 COOMBE (EXCL.) TO MOORSWATER			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Coombe to Moorswater	One train working		Single Line

GW650 LOSTWITHIEL GOODS LOOPS TO CARNE POINT, FOWEY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Lostwithiel to Carne Point, Fowey	One train working		Single Line

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GW660 PAR TO NEWQUAY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Par to St Blazey Signal Box	AB+2	AB+2	TCB timed as AB
St Blazey Signal Box to Goonbarrow Junction	AB+2	AB+2	Single line, TCB timed as AB
Goonbarrow Junction to Goss Moor Loop	AB+2	AB+2	Single line, TCB timed as AB
Goss Moor Loop to Newquay	AB+2	AB+2	Single line, TCB timed as AB

GW672 BURNGULLOW JN TO PARKANDILLACK			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Burngullow Jn to Parkandillack	One train working		Single Line - Staff

GW680 PENWITHERS JUNCTION TO FALMOUTH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Penwithers Jn to Penryn	AB+2	AB+2	Single Line – Tokenless block
Penryn to Falmouth Docks	One train working		Single Line – Tokenless block

GW690 ST. ERTH TO ST. IVES			
TIMING POINT	**DOWN**	**UP**	**NOTES**
St. Erth to St.Ives	One train working		Single Line – Staff

GW700 GLOUCESTER BARNWOOD JUNCTION TO SEVERN TUNNEL JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Gloucester Barnwood Junction to Horton Road Junction	AB+1*	AB+1*	*TCB planned as AB
Horton Road Junction to Gloucester	AB+1*	AB+1*	*TCB planned as AB Refer to Junction Margins and Station Planning Rules
Gloucester to Severn Tunnel Junction	4	4	

GW710 LLANWERN STEELWORKS EAST CONNECTION TO LLANWERN WORKS WEST CONNECTION VIA TATA STEEL SERVICE LINES			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Llanwern Works East Connection to Llanwern Works West Connection via Tata Steel Service Lines	TCB	TCB	

GW720 FIFOOTS POINT POWER STATION TO EAST USK GF			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Fifoots Point Power Station to East Usk GF	One train working		Single Line

GW730 SHREWSBURY SUTTON BRIDGE JUNCTION (EXCL.) TO NEWPORT MAINDEE WEST JUNCTION (NORTH AND WEST LINE)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Sutton Bridge Jn to Dorrington	AB+2	AB+2	When Dorrington 'box is switched out Absolute Block to apply between Sutton Bridge Jn and Marsh Brook When Sutton Bridge Jn 'box and Dorrington 'box are both switched out Absolute Block to apply between English Bridge Jn and Marsh Brook
Dorrington to Marsh Brook	AB+2	AB+2	
Marsh Brook L.C. to Craven Arms	AB+2	AB+2	
Craven Arms to Bromfield	AB+2	AB+2	
Bromfield to Woofferton	AB+2	AB+2	
Woofferton to Leominster	AB+2	AB+2	
Leominster to Moreton on Lugg	AB+½	AB+2	
Moreton on Lugg to Shelwick Jn	AB+2	AB+2	
Shelwick Jn to Hereford	AB+2	AB+2	See 'Note' MD940 for Ledbury to Shelwick Junction'
Hereford to Tram Inn	AB+2	AB+2	
Tram Inn to Pontrilas	AB+2¥	AB+2	¥ When Pontrilas 'box is switched out Absolute Block to apply between Tram Inn and Abergavenny in the down direction
Pontrilas to Abergavenny	AB+2	AB+2*§	*IBS Abergavenny Signal 38 in the Up Direction § When Pontrilas 'box is switched out Absolute Block to apply between Abergavenny Signal 38 and Tram Inn in the up direction
Abergavenny to Little Mill Junction	AB+2	AB+2	
Little Mill Jn to Maindee West Jn	5	5	

GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Abbey Foregate Jn to Shrewsbury (inclusive)	AB+2	AB+2	
Shrewsbury (exclusive) to Gobowen	11	11	
Gobowen to Croes Newydd North Fork	AB+2	AB+2	
Croes Newydd North Fork to Wrexham North Junction	4	4	

GW732 ABBEY FOREGATE JUNCTION TO ENGLISH BRIDGE JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Abbey Foregate to English Bridge Junction	AB+2	AB+2	

OFFICIAL

GW733 SUTTON BRIDGE JUNCTION TO ABERYSTWYTH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Sutton Bridge Jn to Welshpool	AB+2*	AB+2*	* ERTMS but timed as AB
Welshpool to Fron Jn	AB+2*	AB+2*	
Fron Jn to Newtown	AB+2*	AB+2*	
Newtown to Talerddig	AB+2*	AB+2*	
Talerddig to Machynlleth	AB+2*	AB+2*	
Machynlleth to Dovey Jn	3	3	
Dovey Jn to Borth	AB+2*	AB+2*	
Borth to Aberystwyth	AB+2*	AB+2*	

GW734 DOVEY JUNCTION TO PWLLHELI			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Dovey Jn to Tywyn	AB+2*	AB+2*	* ERTMS but timed as AB
Tywyn to Barmouth	AB+2*	AB+2*	
Barmouth to Llanaber	AB+2*	AB+2*	
Llanaber to Harlech	AB+2*	AB+2*	
Harlech to Porthmadog	AB+2*	AB+2*	
Porthmadog to Penychain	AB+2*	AB+2*	
Penychain to Pwllheli	AB+2*	AB+2*	

GW735 SHREWSBURY CREWE JUNCTION TO NANTWICH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Shrewsbury to Harlescott Crossing	AB+2*	AB+2*	*TCB but timed as AB
Harlescott Crossing to Wem	AB+2*	AB+2*	
Wem to Prees	AB+2*	AB+2*	
Prees to Wrenbury	AB+2*	AB+2*	
Wrenbury to Nantwich	AB+2*	AB+2*	

GW740 MAINDEE EAST JUNCTION TO MAINDEE NORTH JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Maindee East to Maindee North	One train working		Single Line

GW750 HEREFORD BRECON CURVE GF TO MEB SIDING			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Hereford Brecon Curve GF to MEB Siding	One train working		Single Line

OFFICIAL

GW770 EBBW VALE TOWN TO GAER JUNCTION (WESTERN VALLEY LINE)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Ebbw Vale Town to Aberbeeg Jn	One train working		Single Line A train can be reversed at Aberbeeg Jn behind PJ1915 whilst a train is in the section PJ1914 to Ebbw Vale Town.
Aberbeeg Jn to Risca South Jn	8	8	
Risca South Jn to Park North Jn	AB+2		Single line TCB but timed as AB+2
Park North Jn to Park Jn	4	4	
Park Jn to Gaer Jn	AB+2		Single line TCB but timed as AB+2

GW773 MACHEN QUARRY TO PARK JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Machen Quarry to Park Junction	One train working		Single Line

GW780 PARK JUNCTION TO EBBW JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Park Junction to Ebbw Junction	AB+2*	AB+2*	* TCB but timed as AB

GW784 ALEXANDRA DOCK JN TO 160M 27C (BOUNDARY WITH ABP NEWPORT DOCKS)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Alexandra Dock Junction to Boundary with Newport Docks	Single Line		Lines are worked under the control of a person in charge. See section C2 Sectional Appendix

GW790 PENGAM JN TO 4M 54C (ABP) CARDIFF DOCKS			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Pengam Junction to Boundary with Cardiff Docks	Single Line		Lines are worked under the control of a person in charge. See section C2 Sectional Appendix

GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Rhymney to Tir-Phil	AB+2*	AB+2*	*TCB but timed as AB+2, single line
Tir-Phil to Bargoed	AB+2*	AB+2*	*TCB but timed as AB+2, single line
Bargoed to Ystrad Mynach	5	5½	
Ystrad Mynach to Caerphilly	5	5	
Caerphilly to Heath Junction	6	6	
Heath Junction to Queen Street North Junction	3	3	

GW820 CWMBARGOED TO YSTRAD MYNACH SOUTH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Cwbargoed to Ystrad Mynach South	Single Line		Tokenless block*. *'lock in' facility at Cwmbargoed permitting a second train to be admitted onto the branch

GW828 CORYTON TO HEATH JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Coryton to Heath Junction	Single Line		One train working without staff

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Merthyr Tydfil to Abercynon	4½	4½	
Abercynon to Pontypridd	Passenger 3 Freight 7	3	
Pontypridd to Radyr	Passenger 3½ Freight 7	3	
Radyr to Cardiff Queen Street North Junction	3½	3½	
Cardiff Queen Street North Junction to Barry	3	3	
Barry to Barry Island	Single Line		One train working without staff

GW834 HIRWAUN TO ABERCYNON			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Hirwaun to Aberdare	Single line		One train working
Aberdare to Abercynon	Passenger 5½ Freight 6½	Passenger 5 Freight 7	

GW835 TREHERBERT TO PONTYPRIDD			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Treherbert to Pontypridd	5½	5½	

GW839 QUEEN STREET SOUTH JUNCTION TO CARDIFF BAY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Queen Street South Junction to Cardiff Bay	Single Line		One train working without staff

GW840 RADYR JUNCTION TO CARDIFF RADYR BRANCH JUNCTION VIA CITY LINES			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Radyr Junction to Ninian Park	4	4	
Ninian Park to Cardiff Radyr Branch Jn	5	5	

GW864 COGAN JUNCTION TO PENARTH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Cogan Junction to Penarth	Single Line		One train working without staff

GW870 BARRY TO BRIDGEND BARRY JUNCTION (VALE OF GLAMORGAM LINE)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Barry to Aberthaw	5	5	
Aberthaw to CF3433 Signal	AB+2*		* TCB but timed as AB+2
CF3433 Signal to Cowbridge Road	AB+2*		
Aberthaw to Llantwit Major #		AB+2*	# CF3430 Signal, *TCB but timed as AB
Llantwit Major # to CF3440 Signal		AB+2*	# CF3430 Signal, *TCB but timed as AB
CF3440 Signal to Cowbridge Road		AB+2*	*TCB but timed as AB
Cowbridge Rd to Bridgend Barry Jcn	AB+2*	AB+2*	*TCB but timed as AB
Cowbridge Rd to Bridgend Barry Jcn	3	3	

GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Bridgend Llynfi Jn to Tondu	Single Line		
Tondu to Maesteg	One train working.		Single Line

GW877 TONDU TO PORT TALBOT DOCKS (OGMORE VALE EXTENSION LINE)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Tondu to Port Talbot Docks	AB+2*		*Single line, timed as AB

GW890 COURT SART JUNCTION / UP FLYING LOOP JUNCTION TO MORLAIS JUNCTION (SWANSEA DISTRICT LINE)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Court Sart Jn to Signal 3541 (exclusive)	4		
Signal 3541 (inclusive) to Signal 3543	AB+2		TCB timed as AB+2
Signal 3543 to Morlais Jn	5		
Morlais Jn to Signal 3544		5	
Signal 3544 to Signal 3540		AB+2	TCB timed as AB+2
Signal 3540 to Signal 3536		AB+2	TCB timed as AB+2
Signal 3536 to Briton Ferry West Jn		4	

GW8901 DYNEVOR JUNCTION TO JERSEY MARINE JUNCTION SOUTH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Dynevor Jn to Jersey Marine Jn South	AB+2	AB+2	TCB timed as AB+2 Refer to Section 5.3 for movements

GW892 CWMGWRACH TO BURROWS SIDINGS			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Cwmgwrach to Neath and Brecon Junction	*	*	*One train working
Neath and Brecon Junction to Jersey Marine South	AB+2	AB+2	Single line
Jersey Marine South to Burrows Sidings	AB+2	AB+2	Single line

GW893 ONLLWYN TO NEATH AND BRECON JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Onllwyn to Neath and Brecon Jn	One train working		Single Line

GW894 JERSEY MARINE JUNCTION NORTH TO JERSEY MARINE JUNCTION SOUTH			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Jersey Marine Junction North and Jersey Marine Junction South	AB+2*	AB+2*	* TCB but timed as AB+2

GW897 GROVESEND COLLIERY LOOP JUNCTION TO HENDY JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Grovesend Colliery Loop Junction to Hendy Junction	AB+2*	AB+2*	* TCB but timed as AB+2

GW900 PILNING TO FISHGUARD HARBOUR			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Pilning to Severn Tunnel East	4	4	

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GW900 PILNING TO FISHGUARD HARBOUR			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Severn Tunnel East to Severn Tunnel West	AB+2	AB+2	
Severn Tunnel West to Severn Tunnel Jn (exclusive)	4	4	
Severn Tunnel Jn (inclusive) to Maindee West Jn (exclusive)	3# Main 5 Relief	3# Main 5 Relief	# 4 if following freight
Maindee West Jn (inclusive) to Ebbw Jn (inclusive)	3	3	
Ebbw Jn (exclusive) to Long Dyke Jn (exclusive)	3# Main 4 Relief	3# Main 4 Relief	# 4 if following freight
Long Dyke Jn (inclusive) to Leckwith Loop North Jn (inclusive)	3	3	
Leckwith Loop North Jn (exclusive) to Briton Ferry West Jn (inclusive)		4	
Briton Ferry West Jn (exclusive) to Swansea Loop West Jn		5	
Leckwith Loop North Jn (exclusive) to Court Sart Jn (inclusive)	4		
Court Sart Junction (exclusive) to Swansea Loop West Junction	5		
Llanelli to Duffryn West		4	
Duffryn West to Cockett West		AB+1	
Cockett West to Swansea Loop West Junction		AB+1	
Swansea Loop West Junction to Gowerton	6		
Gowerton to Llanelli	4		
Llanelli to Pembrey	AB+2	AB+2	
Pembrey to Kidwelly	AB+2	AB+2	
Kidwelly to Ferryside	AB+2	AB+2	
Ferryside to Carmarthen Junction	AB+2	AB+2	
Carmarthen Junction to Carmarthen Bridge Jn	AB+2	AB+2	
Carmarthen Bridge Jn to Sarnau	AB+2	AB+2	
Sarnau to St Clears LC	AB+2	AB+2	
St Clears LC to Whitland	AB+2	AB+2	
Whitland to Clunderwen	AB+2	AB+2	
Clunderwen to Clarbeston Road	AB+2	AB+2	
Clarbeston Road to Fishguard Harbour	AB+2	AB+2	One train working Subject to trains shunting into the loop at Letterston

GW9001 LANDORE JUNCTION TO SWANSEA			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Landore Junction to Swansea	5	5	

OFFICIAL

GW906 SWANSEA LOOP EAST JUNCTION TO SWANSEA LOOP WEST JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Swansea Loop East Junction to Swansea Loop West Junction	AB+2*	AB+2*	* TCB but timed as AB

GW910 CRAVEN ARMS JUNCTION TO LLANDEILO JUNCTION (CENTRAL WALES LINE)			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Craven Arms to Knighton	Single Line		
Knighton to Llandrindod	Single Line		
Llandrindod to Llanwrtyd	Single Line		
Llanwrtyd to Llandovery	Single Line		
Llandovery to Llandeilo	Single Line		
Llandeilo to Pantyffynnon	Single Line		
Pantyffynnon to Morlais Jn	Single Line		
Morlais Jn to Llandeilo Jn	5	AB+2	TCB timed as AB
Genwen Jn to Trostre Works Jn	AB+2	AB+2	TCB timed as AB
Trostre Works Jn to Llandeilo West Jn	AB+2		TCB timed as AB. Single Line. See Section 5.3 for restrictions
Llandeilo Jn to Trostre Works Jn		AB+2	TCB timed as AB

GW915 GWAUN-CAE-GURWEN TO PANTYFFYNNON			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Gwaun - Cae - Gurwen to Pantyffynnon	One train working		Single Line

GW930 CARMARTHEN JUNCTION TO CARMARTHEN STATION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Carmarthen Junction to Carmarthen Station	AB+2*		*Single line, timed as AB

GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Carmarthen Station to Carmarthen Bridge Junction	AB+2*		*Single line, timed as AB

GW950 WHITLAND TO PEMBROKE DOCK			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Whitland to Tenby	Single Line		
Tenby to Pembroke Dock	One train working		Single Line

GW960 CLARBESTON ROAD TO MILFORD HAVEN			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Clarbeston Road to Milford Haven	AB+2*		*Single line, TCB but timed as AB+2

GW970 GULF OIL BRANCH JUNCTION TO WATERSTON GULF OIL REFINERY			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Gulf Oil Branch Junction to Waterston	Single Line		Lines are worked under the control of a person in charge (Clarbeston Road Jn Signaller). See section C2 Sectional Appendix

GW980 HERBRANDSTON JUNCTION TO ROBESTON AMOCO SIDINGS			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Herbrandston Junction to Robeston Amoco Sidings	Single Line		Lines are worked under the control of a person in charge (Clarbeston Road Jn Signaller). See section C2 Sectional Appendix

NW3001 SALTNEY JUNCTION TO HOLYHEAD			
TIMING POINT	**DOWN**	**UP**	**NOTES**
NB: Between Saltney Jn and Colwyn Bay, where modelling has driven a review of headways, the first location (in either direction) stated should be taken as exclusive, and the second location should be taken as inclusive.			
Saltney Jn to Shotton (Low Level)	4	4	
Shotton (Low Level) to Colwyn Bay	5½ 7	5½ 7	*Following a non-stop passenger* *Following a freight or stopping passenger*
Colwyn Bay and Signals LJ71 (Down)/LJ76 (Up)	4	4	*Following a non-stop passenger* *Following a freight or stopping passenger*
Llandudno Junction Signals LJ71 (Down)/LJ76 (Up) and Penmaenmawr	AB+2	AB+2	When Penmaenmawr SB is closed, AB applies between Bangor SB and Llandudno Junction SB.
Penmaenmawr and Bangor	AB+2	AB+2	
Bangor and Menai Bridge South Junction	AB+2*	AB+2*	TCB but timed as AB
Menai Bridge South Junction and Menai Bridge North Junction	AB+2*	AB+2*	*Single Line, TCB, but timed as AB
Menai Bridge North Junction and Gaerwen	AB+2	AB+2	
Gaerwen and Valley	AB+2	AB+2	
Valley and Holyhead	AB+2	AB+2	

NW3007 WREXHAM CENTRAL TO NESTON			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Wrexham Central to Wrexham Exchange Junction	Single Line		One train In Section (OTS)
Wrexham Exchange Junction to Penyffordd	AB+2	AB+2	When Penyffordd box is switched out Absolute Block to apply between Wrexham Exchange Junction (CN51/75 signals) and Dee Marsh Junction (DM3/23 signals).
Penyffordd to Dee Marsh Junction Signal Box	AB+2	AB+2	
Dee Marsh Junction Signal Box to Bidston West Junction	AB+2*	AB+2*	* TCB planned as AB+2

NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Llandudno Junction to Llanrwst SB	Single Line		ETB
Llanrwst Signal Box to Blaenau Ffestiniog No. 4 Ground Frame	Single Line		No Signalman Token System (NST)

NW3017 LLANDUDNO JUNCTION TO LLANDUDNO			
TIMING POINT	**DOWN**	**UP**	**NOTES**
Llandudno Junction to Deganwy	AB+2	AB+2	
Deganwy to Llandudno	AB+2	AB+2	

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 Engineering Access Statement.

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

Network Rail intends to restrict planned usage to 90% of capacity, according to the following criteria:

(a) Headways used are strict minimum headways.

(b) Period of time measured is a minimum of half an hour.

(c) Capacity is measured over a signal block section, through a junction, through a platform or on a single line section.

EXCEPTIONS :-

(i) Where usage already exceeds 90% capacity, businesses will be permitted to retain existing paths but will be encouraged to move trains away from the critical period where there are acceptable cost/customer considerations. If a business relinquishes a path in the critical period, other businesses would not be able to re- occupy the path (see ii).

(ii) If a business wishes to run an additional train/s in the critical period, that request will be tabled for discussion. Normally, additional trains that breach the 90% level will not be accepted, but in exceptional circumstances it may be agreed provided all parties acknowledge the performance risks.

These restrictions will apply on the following route sections :-

GW103 PADDINGTON TO UFFINGTON
Between Paddington and Reading in both directions.

GW105 UFFINGTON TO FORDGATE VIA BOX
Between Bathampton Jn and Bristol Temple Meads in both directions.

GW900 PILNING TO FISHGUARD HARBOUR
Between Pilning and Severn Tunnel Junction.

NW3001 SALTNEY JUNCTION TO HOLYHEAD
Steam Hauled services must be timed over Conwy Tubular Bridge 30 minutes prior to a booked service to allow a full inspection of the structure to take place prior to the passage of the next booked service.

5.3 Junction Margins and Station Planning Rules

The definition for Junction Margins and Station Planning Rules is listed in Section 6.6 - 6.10 of the National TPRs.

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

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

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

STANDARD VALUES – MINIMUM	
Adjustment to Sectional Running Times A ½ minute adjustment should be included in all trains* approaching the termination point, where otherwise the terminating time would include an odd half-minute. *Except at London Paddington to allow trains to run at 2½ minute headways if required, and except at Twyford and Henley (for self-contained Henley Branch services ONLY), to enable a half-hourly service frequency. **Brake Testing** Great Western Railway 80X services require a {½}-minute running brake test allowance to be included in each schedule timed using 802-E or 802-D timing loads, at the first practical opportunity that a running speed of 40mph or higher is achievable, or prior to the first stop (whichever occurs first.) This is a mandatory allowance, to apply at the start of each journey, after any driver change, change to train formation or any reversal en-route. It is not to be applied during local shunt moves or ECS moves on/off depots. Where doubt exists, please request advice from the Train Operator	
Trains originating on whole minutes CrossCountry* and Freight^ schedules must depart from origin on a whole minute. (This is due to limitations with IT system requirements – *Integrale, ^TOPS)	
Entering an occupied Platform	{1}
Attachment of Locomotives/Units - GW routes	
22x	7
DMU (15x)	5
DMU (Cardiff Valleys 150)	3
DMU (159)	2
DMU (170)	4
DMU (175)	6
DMU (165 / 166)	5
(D)EMU (387)	7 (if loaded passenger trains) 5 (if ECS trains coupling together)
Class 80X (5 car)	6 (8 at Bristol Temple Meads only)
Class 197	5*
Class 57 LH passenger	10
*If 2 drivers are present	
Attachment of Locomotives/Units - NW routes	

STANDARD VALUES – MINIMUM	
22X	7
DMU	6
TFW DMU	5
Locomotive	10 15 if Class 57/3 attaching to Class 390
Connectional Allowance	5 minutes
Detachment of Locomotives/Units – GW routes	
22x	7
DMU (150 to 170)	4
TfW 158	6
DMU (159)	2
DMU (175 & 180)	5
DMU (165 / 166)	5c
(D)EMU (387)	5 #
Class 80X (5 car)	8
Class 197	5*
Class 57 LH passenger	10
c – Can be reduced to 3, if a second driver is present in the rear unit	
# - value may be revised for this stock type following operational experience	
*If 2 drivers are present	
Detachment of Locomotives/Units – NW routes	
TfW 158	6
22X	7
DMU (Excluding TfW 158)	5
DMU (165 & 166)	5c (not including bay or terminal platforms)
Locomotive	10 including detaching Class 57/3 from Class 390
c – Can be reduced to 3, if a second driver is present in the rear unit	
Minimum allowance for the second Class 165/6 unit to depart after detaching under D.O.O. operation	
Second train departs after first	5 minutes
Dwell Time – GW routes	
22x	1
GWR Short Form HST (HSTGW4)	1
DMU (15x & 230)	½
DMU (170)	45 seconds (alternate 30 seconds and 1 minute dwells on stopping services)
GWR Class 16x	½
DMU (175)	½
DMU (197)	45 seconds (alternate 30 seconds and 1 minute dwells on stopping services) not including Request Stops
DMU (150,153)	½ (Cardiff Valley Line Stations)
EMU 345	½
(D)EMU (387)	½ (DOO operation) 1 (non-DOO operation)
Class 80X	1
GWR Night Riviera Sleeper	1½*
LH	1
*Any proposed reduction in Sleeper dwell times compared to the Access Proposal or Timetable Variation must be reviewed with GWR prior to offer	

STANDARD VALUES – MINIMUM

Dwell Time – NW routes	
22X	1½
390	2
DMU/EMU	½
DMU (197)	45 seconds (alternate 30 seconds and 1 minute dwells on stopping services) not including Request Stops
LH	1

Minimum Passenger to ECS Dwell Time – GWR Services	
150/158/16x – West Country only (Not LTV)	2

Minimum Passenger to ECS dwell time – SWR Services	
Trains formed of 1 to 6 cars	2
Trains formed of 7 or more cars	4

Junction Margin – NW routes		
First Movement	**Second Movement**	**Margin**
Arrival	Conflicting departure	1
Departure	Conflicting arrival	3
All other conflicting movements, except: Where second move is a crossing move		3 2

Junction Margin – GW routes

Allowances are shown in a matrix giving the time required for the second train to cross after the first train using a junction on a conflicting move has passed, unless otherwise stated in 5.3. Elements used in the construction of the margin are signal spacing, junction resetting time and speed of the junction turnout (see table below).
Note: if first train is a pass/arrive and second train a conflicting departure, 1 minute may be applied as per platform end margins (when trains are travelling in opposite directions).

STANDARD VALUES - MINIMUM

First Train	**Transit speed**													
Length	**5**	**10**	**15**	**20**	**25**	**30**	**40**	**60**	**70**	**75**	**90**	**100**	**110**	**125**
Single Loco	4	3½	**3**	**3**	2½	2½	2½	2½	2½	2½				
2 Car	4½	3½	**3**	**3**	**3**	2½	2½	2½	2½	2½	2½			
3 Car	4½	3½	**3**	**3**	**3**	2½	2½	2½	2½	2½	2½			
4 Car	5	3½	**3**	**3**	**3**	2½	2½	2½	2½	2½	2½	2½	2½	2½
5/6 Car (GWR Short Form HST (HSTGW4)**)**	5	3½	3½	**3**	**3**	**3**	2½	2½	2½	2½	2½	2½	2½	2½
8/9 Car / D245	5½	4	3½	**3**	**3**	**3**	2½	2½	2½	2½	2½	2½	2½	2½
10 Car, / HST8	5½	4	3½	**3**	**3**	**3**	2½	2½	2½	2½	2½	2½	2½	2½
Freights														
Up to 40 SLUs	6	4½	3½	3½	**3**	**3**	**3**	2½	2½	2½	2½			
Up to 50 SLUs	6½	4½	4	3½	**3**	**3**	**3**	2½	2½	2½	2½			
Up to 60 SLUs	7	5	4	3½	3½	**3**	**3**	2½	2½	2½	2½			
Up to 80 SLUs	8½	5½	4½	4	3½	3½	**3**	**3**	**3**	2½	2½			
Over 80 SLUs	9½	6	4½	4	4	3½	**3**	**3**	**3**	3	2½			

STANDARD VALUES – MINIMUM		
Times shown are for the second movement		
Platform End Conflicts – GW routes		
First Move	**Second Move**	**Margin**
Between all moves except as below		3
Arrive or Pass	Conflicting Departure (in opposite direction)	1*
*Except for Westbury (east end), Exeter St David's and Plymouth where 2 minutesapplies. Unless otherwise stated in 5.3		
Loco Change Allowance	12	
Locomotive Run Round – GW routes		
Passenger	10	
Freight	20	
Locomotive Run Round – NW routes		
Passenger	15	
Freight	20	
CrossCountry Class 170 Safety Check Unit (SCU) Allowances – Minimum platform standing allowance between passenger train arrival and ECS departure to depot		
1 x 170	5	
2 x 170	10	
CrossCountry Class 170 Safety Check Unit (SCU) Allowances <u>which includes an attachment</u> – minimum platform standing allowance between passenger train arrival and ECS departure to depot		
When the second arrival is 1 x 170	9	
When the second arrival is 2 x 170	14	
CrossCountry 22x & 170 Train Preparation Allowances – minimum platform standing allowance between ECS <u>arrival from depot</u> and passenger train departure		
170	5	
1 x 22x	15	
2 x 22x	20	
By exception, allowances for 'Train Preparation' (above) may be reduced after discussion and agreement between CrossCountry and Network Rail		
CrossCountry 22x Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS <u>departure to depot</u>		
1 x 22x departing in same direction as arrival	8	
1 x 22x departing in reverse direction to arrival	10	
2 x 22x departing in same direction as arrival	15	
2 x 22x departing in reverse direction to arrival	20	
Pathing Rule – GW routes		

STANDARD VALUES – MINIMUM

Where pathing time of more than 2 minutes is unavoidably imposed between stopping points due to conflict at a junction a restart allowance must be inserted in the timing section after the conflict point as shown in the table below.

Note:- Pathing time must not be applied approaching ARS controlled junctions where a restart allowance would be incurred as it will be ignored by ARS. This causes the route to be set too early creating delay to any preceding train planned ahead on minimum junction margin. Any pathing required should be inserted at the preceding dwell point.

	Restart allowance in minutes					
Line Speed	**< 80 mph**	**80 mph**	**90 mph**	**100 mph**	**110 mph**	**125 mph**
Pathing time $						
< 2	0	0	0	0	0	0
2	0	0	0	0	0	1
2 ½	0	0	0	½	1	2
3	0	0	½	½	1½	2
3 ½	0	½	1½	1½	2½	3
≥4	½	1	2	2	3	3½

$ Aggregated pathing time including engineering box time and any other allowances after the last stopping point

Platform Re–occupation – NW routes	
Following EMU/DMU in same direction	3
Following EMU/DMU in opposite direction	5
Following LH/HST in same direction	4
Following LH/HST in opposite direction	6
Reversal – GW routes	
22x	5
22x formed of 2 sets	6
22x formed of 3 sets	10
230	4
GWR West DMU (150-166)	3 for up to and including 3 coaches. 4 for 4 coaches or above (may be reduced to 3 if a second driver is diagrammed)
DMU (15x) – (non GWR)	3
TfW 158 2 car	5
TFW 158 4+ car	6
SWR 15x 2 car formation	3
SWR 15x 3 car formation	4
SWR 15x 4 - 6 car formation	5
SWR 15x 7 - 9 car formation	6
SWR 15x 10 car formation	7
DMU (165/166 2 - 3 car formation)	3
DMU (165/166 4 - 6 car formation)	4 May be reduced to 3 if a second driver is diagrammed
DMU (165/166 7 - 9 car formation)	5 May be reduced to 3 if a second driver is diagrammed
170 and 175	4
XC 170	4 (2-4 cars), 5 (5-6 cars), 7 (7-9 cars)
197	3 (2 cars) 4 (3 car and above)
Class 387 – 4 cars (platformed)	4
Class 387 – 4 cars (non-platformed)	5
Class 387 – 8 cars (platformed)	5
Class 387 – 8 cars (non-platformed)	7
Class 387 – 12 cars (platformed)	6
Class 387 – 12 cars (non-platformed)	9
Cl. 80X (5 Cars)	6$ (in platform) – 7$ (not in platform)

STANDARD VALUES – MINIMUM	
Cl. 80X (9/10 cars)	8$ (in platform) - 15$ (not in platform)
GWR Short Form HST (HSTGW4)	6 (On a platform) 8 (Not in platform)
New Measurement Train	7
Light locomotive only	2
Class 67 and Mk.4 Coaches TfW	10
345	7
$ - Class 80x minimum reversal time (5, 9 or 10 car) can be reduced to 5 mins if two drivers are provided. This specially reduced value may only be used with prior agreement from GWR that two drivers are to be diagrammed. An individual agreement is required for each schedule to be timed in this manner. The 5-minute value may not be used under any other circumstances	
Minimum allowance for freight movements	
Reversal before/after propelling movement	2
Reversal – NW routes	
197	3 (2 car) 4 (3 car and above)
22X	5
230	4
390	8
DMU/EMU	4
New Measurement Train	7
DVT	8* Only applies to services operating in DVT mode. * can be reduced to 5 if a change of traincrew is involved
Freight Train Crew Change Allowance	2
Turnround Allowances in General – GW routes	
At each stage of timetable development, turnrounds will not be planned for a shorter time than the minimum times shown here unless agreed by the Network Rail Operational Planning Project Manager and appropriate Business Manager. Where an Operator wishes to specify a turnround at a location where no minimum is specified in this document, this shall be subject to the agreement of the Route Operational Planning Manager and appropriate Business Manager	
Turnround Allowances On Branch Lines – GW routes	
The turnround margins at either end of the branches listed below must be a minimum of 3 minutes. In the branch working however there must be no more than three consecutive 3-minute turnrounds. • Falmouth Branch • Gunnislake Branch • Looe Branch • Severn Beach Branch • St. Ives Branch • Maesteg Branch	
Turnround – NW routes	
Minimum Turnround	10
LH	15 For new services, a turnround time of 10 minutes per hour of journey time should be taken as a guide.
MU	4 But no more than 3 successive 4 minutes turnrounds followed by an additional 10 minutes.(10 minutes applies to diagrams and not stations) For new services, a turnround time of 10 minutes per hour of journey time should be taken as a guide.

STANDARD VALUES – MINIMUM	
Avanti West Coast Services	60 At Holyhead (for Class 390) 30 At Holyhead (other than class 390) 20 At all locations for train entering passenger service after an ECS move or an ECS move following a train leaving passenger service.

THE FOLLOWING PAGES SHOW THE EXCEPTIONS TO THESE STANDARD VALUES

GW103 PADDINGTON TO UFFINGTON

Paddington

Connectional Allowance	15

Adjustment to Sectional Running Time (to be shown on the approach to Paddington)

Movement	Reason	Timing Load	Value
Trains that are planned to enter a platform that is already occupied		All traffic	+ {1}

Pathing approaching Paddington

Pathing time must not be applied approaching Paddington, when providing a margin with a conflicting departure. ARS will not read the pathing time, and a conflict will be created. Pathing time should be inserted approaching Royal Oak Jn to achieve such a margin.

Platform End Conflict Margins

First Movement	Second Movement	Margin
Arrival	Conflicting Departure	1
Departure	Conflicting Arrival	4 – giving a margin of 2 minutes at Royal Oak Jn

Paddington Terminal Allowances: -

Inbound train (In passenger service)	Margin before departure to Depot
80x (9/10 car)	10 minutes
80X (5 car)	7 minutes
L/H	15 minutes
DMU	5 minutes
EMU	5 minutes #

7 minutes for an 8 or 9 car EMU unless a replacement driver is provided.

Inbound train Depot	Margin before departure from Paddington (in passenger service)
80x (9/10 car)	15 minutes $
80x (5 car)	10 minutes
L/H	15 minutes
DMU	10 minutes
EMU	5 minutes #

7 minutes for an 8 or 9 car EMU unless a replacement driver is provided.

$ Can be reduced to 10 minutes on agreement with GWR

The above minimum times are acceptable to Network Rail; individual Train Operating Companies may require longer periods to achieve commercial objectives, subject to a maximum of 45 minutes at peak times & 60 minutes at off peak times. These maximum times may not be exceeded unless agreed to in writing by the Network Rail Operational Planning Project Manager.
Peak times at Paddington are defined as 07.30 to 11.00 and 16.00 to 19.30 Mondays to Fridays.
Note: These maximum times do not apply to Sleeper services to & from Penzance.

Minimum Turnround

	L/H	Power door DMU	EMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Banbury		20		15	15
From Bristol and Weston-super-Mare	25			15	15
From Cardiff	25			15	15
From Cheltenham	25			15	15
From Didcot to Twyford (inclusive)		7	7	10	15

From Exeter and Taunton	25			15	20
From Great Malvern	25			15	15
From Greenford		3			
From Heathrow Terminals			7§		
From Hereford	25			15	15
From Maidenhead to Acton Main Line (inclusive)				10	15
From Moreton-In-Marsh				15	15
From Newbury		10	10	10	15
From North Pole				10	15
To North Pole				7	10
From Bedwyn		10		10	15
From Oxford		10		10	15
From Paignton	35			20	25
From Penzance	45			20	25
From Plymouth	35			20	25
From Swansea	25			20	25
From West of Swansea	35			20	25
From Westbury				15	15
From Worcester	25			15	15
# 4 minutes permitted with a change of Driver					
§ Can be reduced to 5 minutes for a 4 or 5 car train or for an 8 or 9 car train with a change of driver					
Platform Re-occupation					
Platforms 1 to 11 inclusive	5 (Can be reduced to 4 by agreement from OPPM)				
Platforms 12 & 14	4				
Two DMU, 80x-5 or electric trains arriving in the same platform must be timed to arrive four minutes or more apart except when both trains are booked to run relief line from west of Ealing Broadway the minimum space between arrival of the first and second trains may be reduced to three minutes.					
When two DMU, 80x 5 car DOO or electric trains are booked to depart from the same platform in the same direction the second **must** not be timed to depart less than five minutes after the first train to enable DOO procedure to be carried out; see, also, section 5.4.6. If the second train forms an empty working this minimum may be reduced to four minutes.					
Number of Turbo cars-Length of Inner train when a second train to be admitted to same platform					
Platform 1		7 cars			
Platform 2		7 cars			
Platform 3		7 cars			
Platform 4		6 cars			
Platform 5		6 cars			
Platform 6		6 cars			
Platform 7		6 cars			
Platform 8		6 cars			
Platform 9		7 cars			
Platform 10		7 cars			
Platform 11		7 cars			
Platform 12		3 cars			
Platform 14		3 cars			
Station Working Rules					
All Platforms: Trains reversing in Paddington Station must have different T.I.D.s for the inward & outward movements to or from the station. Note: A.R.S. (Automatic Route Setting) will not route trains attempting to reverse in Paddington using the same T.I.D.					
Platforms 6 and 7 are intended primarily for use by Heathrow Express and the use of these platforms by other stock is restricted to rights under Access Agreements. Class 345s are prohibited from Platforms 6 and 7.					

Platforms 4 and 5: It is prohibited for two class 80x units to attach, detach or platform-share in platform 4 and 5 at Paddington due to insufficient length and SPAD risk.

Royal Oak Sidings, Paddington

ARS assumes Siding 1 for up trains if vacant

Stabling of trains at Royal Oak has not been practiced for several years, due to environmental complaints from the local authority. In view of the sensitivity of the noise pollution issue, the planned use of Royal Oak for stabling of trains is considered most undesirable. Any Train Operator considering such use **must**, therefore, consult with Network Rail before submitting a bid. Royal Oak Sidings are available in an emergency, subject to driver compliance with noise abatement, as detailed in the Sectional Appendix. This does not apply to electric trains. Bi mode trains must be AC mode only.

Royal Oak Junction

A margin of 2 minutes applies to conflicting moves

Portobello Jn

Signalling Limitations

Trains from the Crossrail Central Operating Section may contain no more than {½} approaching Portobello Jn as there are no intermediate CBTC/signal berths after passing or departing from Westbourne Park CS

Simultaneous Moves Not Permitted

Consecutive Down trains from Portobello Jn via Lines 3, 4 or 5 which converge towards the Down Relief at Ladbroke Grove must also have headway applied at Portobello Jn.

Ladbroke Grove

Junction Margin *(applies for moves to and from the Carriage Lines via 8096 and or 8097 points)*

First Movement	Second Movement	Margin
Up train passing Ladbroke Grove	Down train to Carriage Lines	2
Down train towards Carriage Lines	Up train passing Ladbroke Grove	3
Up train passing Ladbroke Grove	Up train from Carriage Lines	2

Simultaneous Moves Not Permitted

Consecutive Up trains towards Portobello Jn via Crossrail Depot Line 1 and Line 6, which conflict at Portobello Jn, must also have headway applied at Ladbroke Grove

North Pole IEP Depot

Depot Acceptance

Trains arriving at this location must be timed 10 minutes apart. - Use of adjustment allowances between North Pole and Ladbroke Grove (either direction) is permitted for the purpose of maintaining 10-min depot intervals and optimising pathing at Ladbroke Grove, provided no schedule conflicts are created

Trains departing this location must be timed 10 minutes apart.

Old Oak Common East Jn

Junction Margins

First Movement	Second Movement	Margin
Down train pass Old Oak Common East Jn from Carriage Line or Engine Siding towards Down Relief	Up train pass Ladbroke Grove on Up Relief	4½
Up train pass Ladbroke Grove on Up Relief	Down train pass Old Oak Common East Jn from Carriage Line or Engine Siding towards Down Relief	1½

Planning Note

Trains planned to cross at Old Oak Common East towards the Down Relief should include a 'dot stop' at Old Oak Common East Jn, if they do not already stop there and do not stop again prior to Southall. This is to enable correct regulation in ARS. Any such trains can be treated as passing Old Oak Common East Jn for the purposes of the above junction margins.

Acton Main Line

NB: trains from Acton Wells Jn to the Down Goods that are booked to change traincrew at Acton Main Line stop adjacent to SN182 signal on the Down Goods. It is not possible to route a second down train from Acton Wells Jn towards the Down Goods or Down Relief or Acton TC until the first train has drawn forward to SN197 signal at Acton West.

Acton West

Adjustments to Sectional Running Times

Movement	Reason	Timing Loads	Value
Down passenger Pass from RL to ML (not stopping at Acton Main Line or Ealing Broadway)	Slow speed junction	80x, 387, 16x & 345	½ approaching next timing point
Up Passenger Pass from ML to RL (not stopping at Ealing Broadway)	Slow speed junction	80x, 387, 16x & 345	{½}

Planning Note

No adjustment time is required for freight to/from GL as this is included in the Acton West-West Ealing SRT.

Junction Margins

First Movement	Second Movement	Margin
Down Pass on RL	Down Class 0,1,2,3,5 or 9 Pass from Acton Yard or Goods Lines to RL	3½
Down Pass on RL	Down Class 4,6,7 or 8 Pass from Acton Yard or Goods Lines to RL	4½
Down Pass from Acton Yard or Goods Line	Down Pass on RL	3
Down Pass from Acton Yard or Up Goods Line	Up Pass to Acton Yard or GL	3 %
Down Pass from Acton Yard or Goods Line	Up Pass on RL (not via Acton Dive-Under)	3 %
Up Pass on RL (not via Acton Dive-Under)	Down Pass from Acton Yard of Goods Lines to RL	3½

% Increase by ½ when first train is 80SLU or greater

Ealing Broadway

Connectional Allowance	3

Dwell Time

Class 165/6	1
EMU	1

Platform Reoccupation

First Movement	Second Movement	Margin
Departure from Platform 3 which does not stop at West Ealing	EMU Arrival at Platform 3	2
Departure from platform 4	EMU Arrival at platform 4	2

West Ealing

Adjustments to Sectional Running Times

Movement	Reason	Value
Down pass to Drayton Green or West Ealing Loop and	Approach control	{1}

Sidings		
Down arrive (routed to Drayton Green or West Ealing Loop and Sidings)	Approach control	{½}
Up pass from Drayton Green or West Ealing Loop and sidings	Acceleration	{1} Approaching next timing point
Arriving at West Ealing Platform 5	Slow 20 mph turnout	{½}

Connectional Allowance	3

Platform Re-occupation	
Platform 5	4

Junction Margins

First Movement	Second Movement	Margin
Pass/arrive platform 4 from Drayton Green	Pass/depart to Drayton Green	2*
Arrive platform 5	Pass/depart to Drayton Green	1

*Increase to 3 if first movement is freight

Hanwell

Adjustments to Sectional Running Times

Movement	Reason	Value
Pass Hanwell from Hanwell Bridge Loop towards Drayton Green	Slow Crossover	{1}
Pass Hanwell from Hanwell Bridge Loop towards to West Ealing Loop	Slow Crossover	{1}

Junction margin

First Movement	Second Movement	Margin
Down Arrive/Pass from Drayton Green or West Ealing Loop	Up Pass/Arrive West Ealing on Up Relief (not stopping or crossing at Hanwell)	3
Down Arrive/Pass from Drayton Green or West Ealing Loop	Up Arrive/Pass on Up Relief	2½
Up Pass/Depart on Up Relief	Down Arrive/Pass from Drayton Green or West Ealing Loop	2½
Up pass/Arrive West Ealing on Up Relief (not stopping or crossing at Hanwell	Down Arrive/Pass from Drayton Green or West Ealing Loop	1½*
Down Pass to Hanwell Bridge Goods Loop	Up Pass/Arrive West Ealing on Up Relief (not stopping or crossing at Hanwell)	4½
Down Pass to Hanwell Bridge Goods Loop	Up Pass/Arrive on Up Relief	4
Up Pass/Arrive on Up Relief	Down Pass to Hanwell Bridge Goods Loop	2^
Up Pass/Arrive West Ealing on Up Relief (not stopping or crossing at Hanwell)	Down Pass to Hanwell Bridge Goods Loop	1^

*If the first train is 280m or less and has pathing time approaching West Ealing, the junction margin can be reduced by the value of the pathing time.

^ Can be reduced by 1 minute if second train has minimum 1 minute pathing time approaching Hanwell

Hanwell Bridge Loops

Detachment Allowances

First Movement	Second Movement	Value
Up 'Jumbo' train arrive	First portion depart (in Up direction)	15
Up 'Jumbo' train arrive	First portion depart (in Down direction)	20
First portion depart (in Up direction)	Second portion depart (in Up direction)	15

First portion depart (in Up direction)	Second portion depart (in Down direction)	6
First portion depart (in Down direction)	Second portion depart (in Up direction)	6
'Jumbo' refers to a train formed of two portions		

Southall East Jn

Signalling Limitations

It is not possible to add pathing time in the up direction between Southall and Southall East Jn to trains timed ML, DML or GL as there are no intermediate signals. Pathing time must be added approaching Southall, or in the case of trains timed GL, with extended dwell time at Southall

Crossing and conflicting moves

First Movement	Second Movement	Margin
Passing Southall East Jn crossing to the Down Main, SWL or DBL at Southall from the Down Relief or Hanwell Bridge Goods Loop	A conflicting train in the up direction passes or arrives at Southall.	Standard jn margin to apply to the second movement*
A train on the down relief passes or arrives at Southall	Passing Southall East Jn crossing to the Up Relief or Hanwell Bridge Goods Loop from the Up Main, SWL or DBL at Southall	Standard jn margin to apply based on passing time or arrival time at Southall of second movement*
Pass Southall station on the DML	From DRL to SWL or DBL at Southall	2
Pass Southall station on the UML	From DRL to SWL or DBL at Southall	2
Pass from DRL to SWL or DBL at Southall	Pass Southall station on DML	3½
Pass from DRL to SWL or DBL at Southall	Pass Southall station on the UML	3½

For Southall West Jn, the correct Junction Margin to be applied is to be based on the slowest set of crossovers which the first train will travel over.

***Trains running Up Main or Up the Down Main cannot arrive or pass Southall whilst a conflicting crossing move is taking place at Southall East Junction**
Trains running Up Relief can arrive at Southall whilst a conflicting move is taking place at Southall East Junction (but cannot depart the station)

Southall

Dwell Time

Class 165/6	½* #
Class 387	½ *

* 1 minute for Up services calling 0615 – 0930 and 1630 – 2000 Monday to Friday

1 minute in the Down direction all day

Platform Reoccupation	2 (Up and Down Relief Lines only)

Southall West Jn

Crossing and conflicting moves

First Movement	Second Movement	Margin
Passing Southall West Jn crossing to the Up Main, SWL or DBL at Southall from the Up Relief, Up Main or Hayes Goods Loop	A train in the Down direction passes or arrives at Southall.	Standard jn margin to apply To be applied before the next

		TIPLOC west of Southall*
A train in the Down direction from SWL or DBL at Southall or Southall Down Brentford Sidings crossing to the Down Main or Down Relief.	Conflicting train in the Up direction passes or arrives at Southall	Standard jn margin to apply based +1 minute on passing time or arrival time at Southall of second movement
A train in the Down direction passes or departs from Southall	A train in the Down direction from SWL or DBL at Southall or Down Brentford Sidings crossing to the Down Main or Down Relief.	Standard jn margin to apply between departure or passing time at Southall of first movement, and departure or passing time at Southall or Down Brentford Sidings of second movement.

For Southall West Jn, the correct Junction Margin to be applied is to be based on the slowest set of crossovers which the first train will travel over.

***Trains can arrive and depart from Southall Station whilst a conflicting move is taking place at Southall West Junction, a junction margin time should be applied before the next TIPLOC in the down direction if a conflicting move will occur as Southall West Junction is not a mandatory timing point in the down direction**

There should be no pathing added between Southall and Southall West in the down direction

Hayes & Harlington

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
Trains arriving at Platform 5	Approach control	345 All others	{1½} {1}
Trains departing from Platform 5	Slow crossover	345	{½} approaching next timing point
Up freight to Hayes Tarmac Terminal	Slow speed access via Position Light signal	Freight	{1}
Up train to Hayes Goods Loop	Approach control	All	{½}

Connectional Allowance	3

Dwell Time

Class 165/6	1
EMU	1
345	1

Platform Reoccupation

First Movement	Second Movement	Margin

Departure from Platform 4	Arrival into Platform 4 in the Up direction	2
Departure from Platform 3	Arrival into Platform 3	2

Turnround allowances	
Class 165/6	5*
EMU - 8 car (from Paddington)	5^
EMU - 4 car (from Paddington)	4
* units up to 3-cars may be reduced to 3 minutes, if not sequential	
^ may be reduced to 4, if a relief driver is diagrammed	

Junction Margins

First Movement	Second Movement	Margin
Up Depart Platform 4 or 5	Down Arrive Platform 4 or 5 from Southall	4
Up Depart Platform 4 or 5	Down depart Up Goods Loop	2
Up Pass Airport Jn on RL (not stopping Hayes and Harlington)	Down depart Up Goods Loop	2
Up non-stopping EMU passes Heathrow Airport Jn or up stopping EMU departs Hayes and Harlington via Hayes East ML crossover	Down ML non-stopping EMU passes Heathrow Airport Jn or down stopping service arrives Hayes and Harlington	4
Up non-stopping EMU passes Heathrow Airport Jn or up stopping EMU departs Hayes and Harlington via Hayes East ML crossover	Down ML non -stopping service passes Heathrow Airport Jn towards Slough	3½
Down train arrive platform 5	Up stopping train arrive platform 4	2½
Down train arrive platform 5	Up non-stop train on RL pass Heathrow Airport Jn	2
Up freight to Hayes Tarmac Terminal pass/depart platform 4	Up stopping train arrive platform 4	5½
Up freight to Hayes Tarmac Terminal pass/depart platform 4	Up non-stop train on RL pass Heathrow Airport Jn	5
Up train to Hayes Goods Loop pass/depart platform 4	Up stopping train arrive platform 4	4
Up train to Hayes Goods Loop pass/depart platform 4	Up non-stop train on RL pass Heathrow Airport Jn	3½
Down train from Hayes Goods Loop or Hayes Tarmac Terminal pass/depart	Up stopping train arrive Platform 4	4
Down train from Hayes Goods Loop or Hayes Tarmac Terminal pass/depart	Up non-stop train on RL pass Heathrow Airport Jn	3½

Planning Note
Hayes Tarmac Sidings can accommodate only one train at a time.
See junction margin at Heathrow Airport Jn when train is being followed by a freight towards Hayes Goods Loop or Tarmac Sidings

Heathrow Airport Junction

Adjustment to Sectional Running Times

Movement	Reason	Timing Load	Value
A down train from Southall towards Heathrow Airport (Down Main only)	Not crossing Heathrow Airport Jn at linespeed	387/110	+{½}
Up Trains crossing from RL to ML at Stockley Jn that do not call at Hayes and Harlington	Acceleration	80x 9/10 car	1 approaching next timing point
Up Trains crossing from RL to ML at Stockley Jn that do not call at Hayes and Harlington	Acceleration	16x / 387 / 80x 5 car 75-57210/75-57280/75-57350	½ approaching next timing point

OFFICIAL

Up train from Heathrow Airport Jn having come from Heathrow Airport (Up Main only)	Acceleration	387/110	½ approaching next timing point

These adjustments are not required:

- On the relief lines in either direction
- When running bi-directionally at Hayes & Harlington, or,
- When using 387/90 or 387/100 timing loads

Signalling Limitations

It is not possible to add pathing time to trains timed at Hayes and Harlington between Heathrow Airport Jn and Hayes and Harlington (both directions) as there are no intermediate signals.

Where the leading train calls at Hayes and Harlington, the headway margin is offset, applying between departure of the leading train from Hayes and Harlington and following train at Heathrow Airport Jn, as yellow signals will be shown at Heathrow Airport Jn till Hayes and Harlington is clear.

Where a train is planned from Heathrow Airport to run ahead of a train from Slough direction and both booked via ML, any pathing should be applied to the second train approaching Heathrow Airport Jn and not at Stockley Jn. This is due to ARS requirements.

Junction Margins

First Movement	Second Movement	Margin	Reason
Train departs Hayes and Harlington in the Up direction	Train passes Heathrow Airport Jn towards Hayes Goods Loop or Tarmac Sidings	1½	Freight trains will be decelerating to approach 15mph crossover 8197 and so will be unaffected by receiving yellow signals at Airport Jn
Down RL train pass towards Heathrow Terminals	Down RL train pass towards West Drayton	2	Signal can reset as soon as Heathrow bound service diverges onto Heathrow lines

Stockley Junction

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
Up trains crossing from Up Relief to Up Main.	Acceleration	All	+{½} approaching next timing point
Down trains crossing from Down Main to Down Relief.	Slow crossovers/ Deceleration	All	+{½}

Junction Margins

First Movement	Second Movement	Margin
Pass Heathrow Airport Jn on Down Relief	Cross Stockley Jn from Up Relief to Up Main	3
Cross Stockley Jn from Up Relief to Up Main	Pass Heathrow Airport Jn on Down Relief	2

West Drayton ARC

Planning Restrictions

Up trains routed to West Drayton ARC Terminal should arrive in Dawley Up Goods Loop before propelling into the terminal.

Down Trains routed to West Drayton ARC Terminal must run via the URL from Hayes And Harlington to Dawley Up Goods Loop. They must then complete a run round in Dawley Loop before propelling into the terminal. Consideration should be given to capacity on the URL to allow the run round move to take place. Alternatively, trains can run beyond Dawley UGL, run round and approach in the Up Direction.

West Drayton

Dwell Time

Class 165/166/387 (Down Direction)	½
Class 165/166/387 (Up Direction)	1

Adjustments to Sectional Running Times

Movement	Reason	Value
Train arriving or passing through Platform 5 from London.	Slow Speed crossover	{1}
Up trains from Colnbrook Branch passing West Drayton	Slow speed off branch	{1} Approaching next timing point

Planning Restriction

Trains longer than 71SLU planned to dwell in West Drayton Loop/Platform 5 in the down direction will foul the Relief lines. Therefore if a train longer than 71 SLU is planned, junction margins must be based on the trains departure time from West Drayton, not its arrival time.

Junction Margins

First Movement	Second Movement	Value
Up train depart West Drayton on Relief Lines	Down train from Relief Lines to West Drayton Loop or Colnbrook Branch	2
Up non stop train pass/depart Slough on Relief Lines	Down train from Relief Lines to West Drayton Loop or Colnbrook Branch	5½ *
Down train from Relief Lines to West Drayton Loop or Colnbrook Branch	Up stopping train depart West Drayton on Relief lines	2 if first train is freight 1 if first train is passenger
Down train from Relief Lines to West Drayton Loop or Colnbrook Branch	Up non stop train pass/depart Slough on Relief Lines	Same Time $
Down train from Relief Lines to Colnbrook Branch	Up train via Up Iver Loop and West Drayton Loop pass/arrive	4½
Down train from Relief Lines to Colnbrook Branch	Up train via Up Relief and West Drayton Loop pass/arrive	5½
Up train from West Drayton Loop or Colnbrook Branch	Down train from Relief Lines to West Drayton Loop or Colnbrook Branch	4½

*Applies to EMU/DMU/HST/80x. Increase by 2 minutes if Up train is Freight/LH

$ Applies to EMU/DMU/HST/80x. Freight/LH services can pass Slough 2 minutes before the first movement.

Iver

Dwell Time

Class 165/6	½

Langley Reception Sidings

Junction Margins

First Movement	Second Movement	Margin
Up train departing Slough (if passing Langley station on RL)	Down freight arriving in Reception Sidings	5
Up train departing Langley station on RL	Down freight arriving in Reception Sidings	4½
Down freight arriving in Reception Sidings	Up train departing Slough	Simultaneous

Down freight arriving in Reception Sidings	Up train departing Langley station on RL	½

Langley

Dwell Time	
Class 165/6	½

Dolphin Junction

Adjustment to Sectional Running Time (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Heathrow Airport Junction to Dolphin Junction running ML Pass to Pass	Margin applied during two track timetable operation for Great Western Railway only	HST	+{½}

Junction Margins

First movement	Second Movement	Margin
Pass Slough on Down Relief	Cross Dolphin Jn from Up Relief to Up Main	1½
Arrive Slough on Down Relief	Cross Dolphin Jn from Up Relief to Up Main	1
Cross Dolphin Jn from Up Relief to Up Main	Passenger/ECS pass Slough on Down Relief	3½
Cross Dolphin Jn from Up Relief to Up Main	Passenger/ECS arrive Slough on Down Relief	4
Cross Dolphin Jn from Up Relief to Up Main	Freight pass Slough on Down Relief	4
Passenger/ECS pass Slough on Up Main	Cross Dolphin Jn from Down Main to Down Relief	3
Passenger/ECS depart Slough on Up Main	Cross Dolphin Jn from Down Main to Down Relief	3½
Cross Dolphin Jn from Down Main to Down Relief	Passenger/ECS pass Slough on Up Main	2
Cross Dolphin Jn from Down Main to Down Relief	Passenger/ECS depart Slough on Up Main	1½

Slough

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
Crossing from DRL to DML at Dolphin Jn	Not passing Slough at linespeed	HST / 80x	{1} to be shown after Slough
Slough to Maidenhead pass to pass and after crossing DRL to DML at Dolphin Jn	Train will not have reached linespeed by Maidenhead	HST	{½} to be shown after Maidenhead
From down direction into Platforms 5	Slow turnout and approach control	16x / 387 / 80x	{1}
Train from Slough Up Goods Loop	Not at linespeed passing Slough	Freight Up to 2600T	{1}*
Train from Slough Up Goods Loop	Not at linespeed passing Slough	Freight above 2600T	{1½}*

*Applied approaching next timing point

Dwell Time	
LH / 80x	1½
Class 220 & 221	1
Class 165/6	1
Class 345	1

Turnround Allowances (From Paddington)	
DMU	5
Class 387	5
Class 80X (5 car)	6
Class 80X (9/10 Car)	8

Junction Margins		
First Movement	**Second Movement**	**Margin**
Down train pass on Up Relief to Up Goods Loop	Up train pass/arrive Platform 5	5

Slough Up Goods Loop

Adjustment to Sectional Running Time			
Movement	**Reason**	**Timing Load**	**Value**
Crossing into the loop from the down direction	Slow turnout speed into the loop (25mph)	All traffic	{1}

Burnham

Dwell Time	
Class 165/6	½

Taplow

Dwell Time	
Class 165/6	½

Maidenhead East Jn

Junction Margins		
First movement	**Second Movement**	**Margin**
Passenger/ECS pass Maidenhead on Up Main	Passenger/ECS cross Maidenhead East Jn from Down Main to Down Relief	2½
Passenger/ECS cross Maidenhead East Jn from Down Main to Down Relief	Passenger/ECS pass Maidenhead on Up Main	2

Planning Note
It is not possible to add timing allowances between Maidenhead East Jn and Maidenhead as there are no intermediate signals, though {1} for permissive platform arrivals remains required. If an engineering allowance is required in a Down train approaching Maidenhead (see Section 5.5), and the train is also timed at Maidenhead East Jn, then the allowance should instead be applied at Maidenhead East Jn.

Maidenhead

Connectional Allowance	3

Dwell Time	
80x	1½
Class 165/6	1
Class 387	1
Class 345	1*
* 2 Minutes for a train terminating then running ECS in the same direction	

Turnround allowances	16X/387	Class 80X (5 Car)	Class 80X (9/10 Car)

From Paddington	5	6	8
From Marlow/Bourne End	4		

Signalled Moves

It is not possible for a train to be signalled into Platform 5 from the Down Main or Down Relief Line, via Maidenhead East Junction, when a train is arriving into platform 4 in the up direction

Class 16X services arriving into Platform 5 from the east, should be no more than **5** vehicles in length.
This is due to the presence of an intermediate Stop-Car Marker, which ensures that services from Marlow can be routed permissively into Platform 5, even when the London end of the platform is occupied.

Trains may not be signalled permissively into any platform from the Up Relief due to signalling restrictions

Platform Reoccupation

First Movement	Second Movement	Margin
Up freight pass either Platform 4 or Platform 5	Up arrival into either Platform 4 or Platform 5	3
Down Class 7/8 freight pass Platform 3	Down arrival into Platform 3 continuing towards Twyford	3½
Down freight pass Platform 3	Down arrival into Platform 3 continuing towards Reversing Siding	3

Twyford

Adjustment to Sectional Running Time (shown approaching this location)

Movement	Reason	Timing Load	Value
From Down Relief into Platform 4 (Up Relief line platform)	Slow turnout & approach control	16x 387	{1}

Connectional Allowance	3

Dwell Time	
Class 165/6	1
Class 387	1
80x	1½

Junction Margins

First Movement	Second Movement	Margin
Depart or pass Platform 4 in the Up direction	Arrive or pass Platform 4 in the Down direction	4
Depart or pass Platform 4 in the Down direction	Arrive or pass Platform 4 in the Up direction	5

Platform Re-occupation

First Movement	Second Movement	Margin
Freight pass Platform 4	Arrive into Platform 4	3
Freight pass Platform 3	Arrive into Platform 3	3

Turnround Allowances (From Paddington)

Class 80X (5 car)	6
Class 80X (9/10 Car)	8
Class 387	7

Kennet Loop

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value

Kennet Loop			
Down depart Kennet Loop towards Down Main to pass Reading	Not at line speed passing Kennet Bridge Junction	All	{½} #
# Applies after Kennet Bridge Jn			

Kennet Bridge Jn

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
Down pass from ML to DRL or URL	Flashing aspects / slow junction speed	345	{½}
		Other Passenger	{1}
		Freight	{½}
Down pass from RL to URL%	Flashing aspects / slow junction speed	Passenger (except 345)	{1}
		Freight	{½}
Down pass from RL to DML%	Flashing aspects / slow junction speed	Passenger (except 345)	{1}
		80X	{1} *and* {½}*
		Freight	{½}
Up pass from UML to URL	Approach control / slow junction speed	Passenger	{½}$ *and* {½}*
		Freight	{½} *and*: {½}* 1600T or less {1}* 1800T {1½}* 2000T {2}* 2200T or greater
Up pass from URL or DRL to UML	Approach control / slow junction speed	Passenger	{½} *and* {½}*
		Freight	{½} *and:* {½}* 1600T or less {1}* 1800T {1½}* 2000T {2}* 2200T or greater
Up pass from DML to UML or URL	Slow junction speed	Passenger	{½}*
		Freight	{½} *and:* {½}* 1600T or less {1}* 1800T {1½}* 2000T {2}* 2200T or greater
Up pass to Kennet Loop	Approach control	All	{½}

$ Increase to {1} if train has not stopped at Reading
* Approaching next timing point
% does not apply if coming from Kennet Loop

Reading

Adjustment to Sectional Running Time (to be shown approaching this location)

Movement	Reason	Timing Load	Value
Trains that are planned to enter a platform that is already occupied	Approach control	All traffic	{1}
Passing Platform 11	Lower linespeed through Platform	80x 387	{½}

Reading			
		16x	
Arriving Platform 14 from Down Relief or Arriving Platform 13 from Up Relief (in Down Direction)	Approach Control	All Traffic Except 345 and 345-T	{½}
Approaching Platform 3 from Reading High Level Jn	Approach control	15x / 16x / 22x 387	{1}
Approaching platforms 1, 2, and 3 from Oxford Road Jn having passed Reading West	Approach control and slow speed into platform	15x / 16x / 22x 387	{1}
Up pass Platforms 9, 13 or 14	Lower linespeed through Platform	All traffic Except 345	{½}*
Up depart via UML	Not at line speed passing Kennet Bridge Junction	Class 4	{½} #
		Class 6 1400T, 1600T and 1800T	{½} #
		Class 6 2000T	{1} #
		Class 6 2200T and 2400T	{1½} #
Up depart via URL/DML/DRL	Not at line speed passing Kennet Bridge Junction	Class 4 and 6 1200T, 1400T and 1600T	{½} #
		Class 6 1800T	{1} #
		Class 6 2000T	{1½} #
		Class 6 2200T and 2400T	{2} #
Down DML to pass platform 7 or 8	Lower linespeed through platform	Class 4 Freight Class 6 Freight	{½} {1}
Down DML to pass platform 10	Lower linespeed through platform	Class 4 Freight Class 6 Freight	{1} {½}
Down DRL to pass platform 14	Approach Control	Class 4 Freight Class 6 Freight	{1}
Down URL to pass platform 13	Approach Control	Class 4 Freight Class 6 Freight	{1}
*approaching next timing point			
# applies after Kennet Bridge Jn			

Connectional allowance	7* * 12 mins to be allowed for connections between train and scheduled Rail Replacement bus services
Dwell Time	
LH / 80x	2 3 minutes for Down West of England Summer Saturday trains (Periods E, F and G) via GW500 until 1300 4 Down/Up Sleepers
Class 220 & 221	2
Class 165/6 & 387/345	1 2 minutes applies during peak hours of 07.00 - 09.00 and 16.00 - 19.00 Mondays to Fridays
Platform re-occupation	**Margin**
All platforms following moves	3
Platforms 7-12 & 15 opposing direction moves	4

Reading

Platforms 13 & 14 opposing direction moves	4 (can be reduced to 3 when the second train has a minimum of (1) pathing time approaching Reading)

Planning notes

It is not possible to share a platform with a 9 car class 345.

Trains approaching Reading that are standing at T1728 on the Reading Feeder Relief that are longer than 429 metres/67 SLU (exclusive of stand-back allowance) will foul Oxford Road Jn (8803 pts). Therefore junction margins at Oxford Road Jn must be based on train's pass/arrival time at Reading if over length (e.g. when application of pathing time between Oxford Road Jn and Reading will result in trains being held on the Feeder line).
Trains approaching Reading that are standing at T1726 on the Reading Feeder Main that are longer than 376 metres/58 SLU (exclusive of stand-back allowance) will foul Oxford Road Jn (8807 pts). Therefore junction margins at Oxford Road Jn must be based on train's pass/arrival time at Reading if over length (e.g. when application of pathing time between Oxford Road Jn and Reading will result in trains being held on the Feeder line).

Signalling Limitations

There is no down signalled route into Platform 11 from Kennet Bridge Jn as up ML is not reversible
There is no down signalled route into Platform 10 on the Up Main Line from Kennet Bridge Jn as up ML is not reversible.
No additional allowance is to be added to freight schedules over 4400t approaching Reading coming from Oxford Road Jn on the Feeder Relief Line. This is due to the curvature and incline. All additional time to be added as pathing approaching Southcote Jn or Oxford Road Jn or to be added as a dwell in Reading Station.

Turnround Allowances	L/H	Class 387/345	Power door DMU	Class 80X (5 Car)	Class 80X (9/10 Car)
From Banbury		5	5	6	8
From North of Banbury	30		15 20 minutes for class 22X		
From Bedwyn/Newbury/ Oxford		5	5	6	8
From Hereford/Worcester			15	15	15
From Didcot/Henley/ Basingstoke		5	5		
From South of Basingstoke			10		
From South of Wokingham			10 See Wessex Route Timetable Planning Rules for details of turn-round allowances for Platforms 4,5 and 6		
From Paddington		7	7	6	8

Prior to submitting a bid, Train Operators must discuss with Network Rail any service with a proposed through platform dwell time of longer than 10 minutes beyond the minimum for the type of service concerned.

Platform End Conflict Margin

First Movement	Second Movement	Margin
A down train from Platforms 1, 2, 3 or 7 towards Oxford Road Jn	An Up train to platforms 1, 2, 3 and 7 from Oxford Road Jn via a conflicting route	3 minutes
A down train from Platforms 8 towards Oxford Road Jn greater than 80 SLU	An Up train to Platforms 1,2,3,7 or 8 from Oxford Road Jn	6 minutes

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Reading		
A down train from Platforms 8 towards Oxford Road Jn less than 80 SLU	An Up train to Platforms 1,2,3,7 or 8 from Oxford Road Jn	5 minutes
A down train from Platforms 7 or 8 towards Southcote Jn	A down train from Platforms 3 or 7 towards High Level Jn	3 minutes
A down train from Platforms 3 or 7 towards the Festival Line	A down train from Platforms 7 or 8 towards Southcote Jn	3 minutes
An up train from Oxford Road Jn or Reading Triangle Sidings towards Platform 1-3	A down train towards Oxford Road Jn from Platforms 7 or 8	1 minute
An up train from High Level Jn to Platform 3 or 7	A conflicting down train towards Oxford Road Jn from Platforms 7 or 8	1 minute
Depart/Pass Platform 3, 7 or 8 to Reading Festival Line	Arrive/Pass Platform 3, 7 or 8 from Oxford Road Jn	3½ minutes
An up departure from Platforms 7 or 8 towards Reading New Jn / Kennet Bridge Jn	A down arrival at Platforms 7-9 from Reading New Jn / Kennet Bridge Jn	Standard Jn Margin matrix to apply at Kennet Bridge Jn / Reading New Jn
A down train from Kennet Bridge Jn or Reading New Jn to Platform 9	An up train from Platforms 7 or 8 to Reading New Jn or Kennet Bridge Jn	1 minute
A down train from Platform 12 towards Reading West Jn on Down Relief	An Up train from Down Feeder Relief towards Platform 15	4½ minutes
A down train from Platform 13 towards Reading West Jn	An up train from Reading West Jn arriving at Platforms 12/13	4 minutes
A down train from Platform 14 towards Reading West Jn	An up train from Reading West Jn arriving at Platforms 12 -14	4 minutes
A down train from Platform 15 towards Reading West Jn	An up train from Reading West Jn arriving at Platforms 12 -15	4 minutes
A down train from Platforms 13-15 to Reading Traincare Depot	An up train from Reading West Jn to Platforms 13-15	4 minutes
An up train from Platforms 12-15 towards Kennet Bridge Jn	A down train from Kennet Bridge Jn to Platform 15	Standard Jn Margin matrix to apply at Kennet Bridge Jn
An up train from Platforms 15 towards Kennet Bridge Jn	A down train from Reading Southern Jn to Platforms 13-15	4 minutes
An up train from Platforms 14 towards Kennet Bridge Jn via Up Relief Line	A down train from Kennet Bridge Jn to Platforms 14/15 or Reading Southern Jn to Platforms 13-15	4 minutes
An up train from Platforms 13 towards Kennet Bridge Jn via Up Relief Line	A down train from Kennet Bridge Jn or Reading Southern Jn to Platforms 13-15	4 minutes
An up train from Platforms 12 towards Kennet Bridge Jn	A down train from Kennet Bridge Jn to Platform 12	Standard Jn Margin matrix to apply at Kennet Bridge Jn
An up train from Platforms 13-15 towards Reading Southern Jn	A down train from Kennet Bridge Jn to Platform 15	4 minutes
An up train from Platforms 13/14 towards Reading Southern Jn	A down train from Kennet Bridge Jn to Platform 14	4 minutes
A down train from Kennet Bridge Jn to Platforms 13/14 via Down Relief	An up train from Platform 12 to Kennet Bridge Jn	1 minute
A down train from Kennet Bridge Jn or Reading Southern Jn to Platform 15	An up train from Platform 13/14 to Kennet Bridge Jn via Up Relief	1 minute

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Reading

Overlap Restrictions

First Movement	Second Movement	Margin
Arrive/Depart Platform 3	Down Arrive Platform 7	3*
Down Arrive Platform 7	Arrive Platform 3	3*
Down Arrive Platform 7	Depart Platform 3	1*

*Can be simultaneous if arrival at Platform 7 has minimum of:
{1} approaching Kennet Bridge Jn and {1} approaching Reading (80x / LH Passenger only)
{½} approaching Kennet Bridge Jn and {½} approaching Reading (All other timing loads)

Reading High Level Jn

Adjustment to Sectional Running Time (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing from Up Main to Down Main or Festival Line	Slower speed junction	80x / 387 / 22x / 16x / Class 4 freight	{½}

Adjustment to Sectional Running Time (to be shown after this location)

Movement	Reason	Timing Load	Value
Reading to Reading High Level Junction (ML or FVL) – having stopped at Reading	Not at line speed passing Reading High Level Junction	Class 4 and 6 1000t and 1200T	{½}
		Class 4 and 6 1400T and 1600T	{1}
		Class 6 1800T and 2000T	{1½}
		Class 6 2200T and 2400T	{2}

Reading West Junction

Adjustment to Sectional Running Time (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing from the Up Relief to Festival Line	Slower speed junction	All traffic	{½}
Crossing from the Up Relief to Up West Curve	Approach control	All passenger traffic	{1}
Crossing from the Up Relief to Up West Curve	Approach Control	All Class 4 and 6 trains	{1½}
Crossing from the Down Relief to the Up Passenger Loop	Approach control	All traffic	{1}

Adjustment to Sectional Running Time (to be shown after this location)

Movement	Reason	Timing Load	Value
Reading to Reading West Junction RL – having stopped at Reading	Not at line speed passing Reading West Junction	Class 4 and 6 1000T Class 4 and 6 1200T Class 4 and 6 1400T and 1600T Class 6 1800T Class 6 2000T and 2200T Class 6 2400T	{½} {1} {1½} {2} {2½} {3}

Crossing from the Up or Down West Curve or Festival Line	Acceleration	All traffic	{½}*
Crossing from Reading West Curve and crossing at Tilehurst East Junction.	Acceleration	All Class 4 traffic Class 4 1600T All Class 6 traffic	{½} approaching Tilehurst East Jn {½} after Tilehurst East Jn (additional to the above). {½} approaching Tilehurst East Jn and {½} after Tilehurst East Jn
Crossing from Reading West Curve and running RL	Acceleration	All Class 4 and 6 traffic	{1} approaching Goring and Streatley
*Does not apply to 22x when using the Festival Line			
Planning note			
Trains standing at T1753 on the Up Reading West Curve that are longer than 774 metres/121 SLU (exclusive of stand-back allowance) will foul Oxford Road Jn (8804 pts). Therefore junction margins at Oxford Road Jn must be based on train's pass/departure time at Reading West Jn if over length. Trains standing at T1751 on the Down Reading West Curve that are longer than 787 metres/123 SLU (exclusive of stand-back allowance) will foul Oxford Road Jn (8806 pts). Therefore junction margins at Oxford Road Jn must be based on train's pass/departure time at Reading West Jn if over length.			

Tilehurst East Junction

Crossing and conflicting moves

First Movement	Second Movement	Margin
An Up train on the main line crossing to the Up relief at Tilehurst East Junction	An Up train on the relief line following	Headway plus 1 minute
An Up train on the relief line	An Up train on the main line crossing to the Up relief at Tilehurst East Junction	Headway plus 2 minutes
A down train from Scours Lane	An Up relief line service	Junction margin matrix for the particular train plus 1 minute

Adjustment to Sectional Running Time (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing to the UPL at Scours Lane Junction	Approach Control	All Class 4 and 6 trains	{1}

Adjustment to Sectional Running Times (to be shown after this location)

Movement	Reason	Timing Load	Value
Crossing from the URL having come from Scours Lane Junction	Acceleration	Class 4 and 6 1400T Class 4 and 6 1600T Class 6 1800T and 2000T Class 6 2200T and 2400T	{½} having stopped at Scours Lane {1} having stopped at Scours Lane {1½} having stopped at Scours Lane {2} having stopped at Scours Lane

Tilehurst

Crossing and conflicting moves

First Movement	Second Movement	Margin

Departure from Tilehurst down relief platform up direction (reversing move)	Arrival into Tilehurst down relief platform or down main platform having crossed down relief to down main at Tilehurst East Jn	5 minutes

Turnround Allowances (From Paddington)	
Class 80X (5 car)	6
Class 80X (9/10 Car)	8
Class 16x/387	7

Moreton Cutting

Adjustment to Sectional Running Times (to be shown after this location)

Movement	Reason	Timing Load	Value
Crossing at Moreton Cutting having stopped at Didcot East Junction	Acceleration	Class 4 600T and 800T	{½}
		Class 6 1000T and 1200T	{½}
		Class 4 1000T	{1}
		Class 6 1400T	{1}
		Class 4 1200T and 1400T	{1½}
		Class 6 1600T and 1800T	{1½}
		Class 4 1400T	{2}
		Class 6 2000T	{2}
		Class 4 1600T	{2½}
		Class 6 2200T	{2½}
		Class 6 2400T	{3}

Didcot East Junction

Adjustment to Sectional Running Times

Movement	Reason	Timing Load	Value
Train on Up Main or Up Relief that has departed Didcot Yard	Acceleration	All freight	{5} approaching next timing point
Pass to platform 4 or 5 at Didcot from ML or RL	Approach Control	All	{1½}

Crossing and conflicting moves

First Movement	Second Movement	Margin
A down train crossing from the down main to down relief or down avoider passes Didcot East Jn	An up main service from the direction of Wantage Road passes Didcot Parkway	2
A down train crossing from the down main to down relief or down avoider passes Didcot East Jn	An up main service from the direction of Wantage Road departs Didcot Parkway	1
A down train crossing from the down relief to the down avoider	A down train from the down relief passes Didcot East Jn	3
Up Relief to Up Main line services having stopped at Didcot Parkway	Down Relief line services to down Didcot Avoiding line	4½

Signalling Limitations

It is not possible to add pathing time between Didcot Parkway Platforms 3,4 or 5 and Didcot East Jn because the protecting signal for Didcot East Jn is at the east platform end at Didcot Parkway. Pathing time or increased dwell time should be added at Didcot Parkway instead.

Didcot Parkway

Adjustment to Sectional Running Times

Movement	Reason	Timing Load	Value
Pass Didcot Parkway platform 3 towards Didcot North Junction	Approach control	Passenger Freight	{½} {1}
Pass Didcot Parkway platform 3 towards Didcot Goods Loop	Approach control	Passenger Freight	{½} {1}

Dwell Time

80x, L/H, 220 & 221	1½
80x, L/H, 220 & 221 Up direction between 07:00 and 09:30 - Monday to Friday	2
80x, L/H, 220 & 221 Down direction between 16:45 and 19:45 - Monday to Friday	2
Class 165/6	1
Class 387	1

Overlap Restrictions

First movement	Second movement	Margin
Train from Up Oxford arrive Platform 4	Train depart platform 3 to Didcot Goods Loop	1
Train depart platform 3 to Didcot Goods Loop	Train from Up Oxford arrive Platform 4	3½
Train depart platform 3 towards Didcot Goods Loop	Train from Up Oxford pass Platform 4	4
Train from Up Oxford arrive Platform 4	Train depart Didcot Goods Loop to Platform 3	1
Train depart Didcot Goods Loop to Platform 3	Train from Up Oxford arrive Platform 4	3½
Train depart Didcot Goods Loop to Platform 3	Train from Up Oxford pass Platform 4	4

The above margins are applicable because when 8556 catch points on the Didcot Goods Loop are set in reverse, the interlocking prevents the route into platform 4 from Up Oxford being set.

Platform Re-occupation	Margin
Main Line Platform for following moves	4
Relief Line Platform for following moves	3

Planning Restrictions

Trains held in the down direction at Platform 3 that are longer than 562m (exclusive of stand-back allowance) will foul Didcot East Jn. Therefore, junction margins at Didcot East Jn must be based on trains' departure time at Didcot Parkway if over length.

Turnround Allowances	DMU	Class 80X (5)	Class 80X (9/10)	Class 387
From Paddington	7	6	8 (9 car only*)	7*
From Hereford / Worcester	7	6	8 (9 car only*)	
From Bicester/Reading/Oxford/ Banbury	5♣			5♣

♣: 3 minutes acceptable, if not sequential.

*A 10-car Class 80X cannot reverse in any platform at Didcot Parkway due to being overlength

*A 9-car Class 80X can only reverse in platform 5 at Didcot Parkway due to length

*A 12-car Class 387 cannot reverse in any platform at Didcot Parkway due to being overlength.

*Overlength formations should be timed ECS to/from Didcot West End prior to next working.

Foxhall Junction

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing from Up Main to Down Didcot West Curve, Relief line or Goods loop	Approach control/Slow turnout speed	80x	{2}
Crossing from Didcot Relief Line to Down Didcot West Curve	Approach control/slow turnout speed	80x	{1}
Adjustment to Sectional Running Times (to be shown after location)			
Movement	**Reason**	**Timing Load**	**Value**
Crossing from Up Didcot West Curve to Down Main	Slow turnout speed/acceleration	80x	{1½}
Crossing from Down Relief Line or Goods Loop to Down Main	Slow turnout speed/acceleration	80x	{1½}
Crossing from Up Didcot West Curve to Didcot Relief Line	Slow turnout speed/acceleration	80x	{½}

Milton Junction

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing from Up Main to Didcot Relief Line	Slow turnout speed	80x	{1½}

Adjustment to Sectional Running Times (to be shown after location)

Movement	Reason	Timing Load	Value
Crossing from Didcot Relief Line to Down Main	Slow turnout speed/acceleration	80x	{1}

Steventon

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing from Up Main to Relief Line	Slow turnout speed	80x	{1½}

Wantage Road

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing from Down Main to Down Relief	Slow turnout speed	80x	{½}
Didcot Parkway to Wantage Road Pass to Pass	Crossing from RL to ML at Foxhall Junction	D455	{1}

Adjustment to Sectional Running Times (to be shown after location)

Movement	Reason	Timing Load	Value
Crossing from Up Relief to Up Main	Slow turnout speed	80x	{1½}

Challow

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	Reason	Timing Load	Value
Crossing from Up Main to Up Relief	Slow turnout speed	80x	{½}
Up reversible trains that crossed from the Down Main at Uffington	Acceleration	80x / 75-57350	{1}

Uffington

Adjustment to Sectional Running Times (to be shown approaching location)

Movement	Reason	Timing Load	Value

Challow to Uffington Pass to Pass	Running from RL to ML at Challow	80x 165 / 166	{1½} {1}
Down reversible trains crossing to run via the Up Main from Uffington	Slow crossover speed	80x / 75-57350	{1}
Passing Swindon via P1 or P3	Not at linespeed at Swindon	80x	{2}

Swindon Stratton Green

Junction Margin

First Movement	Second Movement	Margin
Up train towards Uffington departs Swindon station	Up train departs Stratton Green UGL	5
Up train towards Uffington passes Swindon station	Up train departs Stratton Green UGL	3
Up train arrives Stratton Green UGL	Up train towards Uffington departs Swindon station	2
Up train arrives Stratton Green UGL	Up train towards Uffington passes Swindon station	3

Swindon East Loop

Junction Margin

First Movement	Second Movement	Margin
Train from Uffington comes to a stand at Swindon East Loop	Train from Uffington passes or arrives at Swindon station	2

GW105 UFFINGTON TO FORDGATE VIA BOX

Swindon

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Pass platform 1 or 3 from Uffington	Slow speed crossover and approach control	All traffic	{1½}
Arrive platform 1 or 3 from Uffington	Slow speed crossover and approach control	All traffic	{1}
Depart/Pass Platform 1 or 3 to Wootton Bassett Jn	Slow speed crossover	All traffic	{½} Approaching next timing point
Pass Platform 1 or 3 towards Uffington	Slow speed crossover	All traffic	{1} Approaching next timing point

Planning Note

Up direction adjustments approaching Swindon must be applied in addition to any up direction adjustment at Wootton Bassett Junction

15x SRTs are based on arriving/departing platform 2.

Dwell Time

LH/80x	2
Class 165/6	1½
Platform Re-occupation	3 (a) (b)
	(a) Platform 4 re-occupation 3 minutes in same direction **only**, opposite direction re-occupation is subject to special instructions. (b) Where trains are using the same platform in the OPPOSITE direction, the

	platform re-occupation time will be 4 minutes including where trains have reversed at Platform 4.

Signalling Limitations

Cannot have a Down Train arriving Platform 1 and Up Train arriving Platform 2 simultaneously due to a Signalling Overlap at the East End of Swindon station.

Turnround Allowances	**L/H**	**DMU**	**Class 80X (5 car)**	**Class 80X (9/10 Car)**
From Paddington/West of Bristol	20	20	15	20
From Worcester / Gloucester / Westbury / Bristol		10	10	15

Platform End Conflict Margin

First Movement	**Second Movement**	**Margin**
A down train from Platforms 1 or 2 towards Wootton Bassett or towards Rodbourne Jn via the Down Kemble or Up Kemble	A down train to Platform 3	Simultaneous
A down train towards Rodbourne Jn via the Down Kemble	An up train to Platform 1, 2 or 3 from Wootton Bassett	4 minutes
A down train towards Rodbourne Jn via the Up Kemble	An up train to Platform 1 or 2 via the Up Kemble	Standard jn margin applies at Rodbourne Jn
A down train to Platform 1	An up train to Platform 2, 3 or the Up Main Line from Wootton Bassett or Rodbourne Jn	3 minutes
A down train from Platform 2	A down train to Platform 1	3 minutes
A down train to Platform 3	An up train from Platform 1	Simultaneous
An up train to Platform 3 from the direction of Rodbourne Jn or Wootton Basset or an up train to the Up Main Line.	A down train to Platform 1	3 minutes
An up train to Platform 1 or 2 from Wootton Bassett or Rodbourne Jn via the Down Kemble or Up Kemble	A down train to Platform 3	Simultaneous
An up train arrives Swindon	A down train departs Swindon via conflicting route	1 minute
A down train arrives Swindon	An up train departs Swindon via a conflicting route	1 minute

Wootton Bassett Junction

Adjustment to Sectional Running Time

Movement	**Reason**	**Timing Load**	**Value**
Pass to Hullavington	70mph junction	Timing loads over 75mph	{½}
Pass from Hullavington	70mph junction	Timing loads over 75mph	{½} Approaching next timing point

Planning Note

Down direction adjustments approaching Wootton Bassett jn must be applied in addition to any Down direction adjustment at Swindon

Chippenham

Adjustments to Sectional Running Times

Movement	**Reason**	**Timing Load**	**Value**

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Down pass if routed to Bradford Jn at Thingley Jn	Approach control	Freight	{½}

Dwell Time	
Class LH	2
Class 15x – 16x	1
Class 80x/22x	1½

Station Working

The signalling constraints deny parallel moves between Chippenham and Thingley Jcn when relying on Bi-Directional signalling.
Trains can only reverse in Chippenham station from the West (Thingley Jcn direction).

Thingley East Junction

Adjustment to Sectional Running Times

Movement	Reason	Timing Load	Value
Down pass if routed to Bradford Jn at Thingley Jn or crossing to UM	Approach control	80x Freight	{1} {½}
Up pass from DM to UM (not stopping at Chippenham)	Acceleration	DMU 80x/22x Freight 1600 tonnes trailing load and above	{½}* {1}* {½}*
Up pass from DM to UM (stopping at Chippenham)	Acceleration	80x	{½}*

*Applied approaching next timing point

Thingley Junction

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
Down pass to Bradford Jn	Approach control	80x 75-57210/280/350 15x/16x Freight	{1} {1} {½} {1}

Bathampton Junction

Adjustment to Sectional Running Times

Movement	Reason	Timing Load	Value
Down pass from Bradford Jn	Acceleration	80x 22X HST	{1} Approaching next timing point
Up pass to Signal BL1990	Slower junction speed	80x/22x/HST	{½}
From Bath Spa to Thingley East Jn	Minus allowance as the SRTs are for the slower route	15x / 16x	-{½}

Planning Note

15x SRTs are based on running to/from Bradford Junction therefore no adjustment is required.

Junction Margins

First Movement	Second Movement	Margin

Train arrives in Bath Spa Platform 1 from Bristol Direction (reversible into Platform 1)	Train from Bradford Jn passes Bathampton Jn	7

Bath Spa

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
From Thingley Junction	Minus allowance as the SRTs are for the slower route	158 / 16x	-{1}

Connectional Allowance	7

Dwell Time

LH / 22x / 80x / 15x	2
Class 165/6	1½
Platform Re-occupation	3*

*For bi-directional moves, a platform re-occupation value of 4 minutes applies

Oldfield Park

Dwell Time

Class 150	½
Class 153 to 159	1

Keynsham

Dwell Time

Class 15x	1

Bristol East Depot Loop

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Crossing into the down loop	Slow turnout speed into the loop (25 mph)	All traffic	+{1}

North Somerset Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Pass from Bath Spa to Dr Days Junction via UBL	Slow speed crossover	Passenger Freight	{1} {1½}
Pass from Bath Spa crossing to Up Main	Approach control	Passenger Freight	{1} {1½}
Pass from Bristol East Junction towards St Philips Marsh	Slow speed crossover	Passenger	{1}
Pass from Bristol East Junction towards Bristol East Depot DGL	Approach control	Passenger	{1}
Pass from St Phillips Marsh HSTD to Bristol East Jn	Acceleration	All	{1} approaching next timing point

Pass from Bristol East Jn crossing to Down Main	Approach control Acceleration	All	{1} {1} approaching next timing point
Pass from Dr. Days Junction to Bath Spa via UBL or DBL (not stopping at Bristol East Goods Loop/Depot)	Slow speed crossover	Passenger Freight up to 400 tonnes Freight 600 to 1235 tonnes Freight 1400 to 2000 tonnes Freight 2200 tonnes and over	{1}* {½}* {1}* {1½}* {2}*
*Applied approaching next timing point			

Bristol East Junction

Junction Margins

First Movement	Second Movement	Margin
Between all conflicting moves except the below		2½ (If first train is a passenger) 2½ (If first train is a freight 50 SLUs or less) 3 (If first train is a freight is 51 to 80 SLUs) 3½ (If first train is a freight over 80 SLUs)
Up train to Dr Days Jn via Up Filton Relief (UR) weaving via 7037pts	Down train from Dr Days Jn via Down Filton Relief (DR)	3½*

*Pathing time on the Down Filton Relief must be applied approaching Dr Days Junction to achieve this margin. This is due to the position of the signal.

Bristol Temple Meads

The rules in this section make reference to 'near' and 'far' platforms, reflecting terminology used operationally.

'Near' refers to the platform at the nearest end of the station, to the direction of approach (even-numbered platforms for Up services and odd-numbered platforms for Down services).

'Far' refers to the platform at the furthest end of the station from the direction of approach (odd-numbered platforms for Up services and even-numbered platforms for Down services).

Restrictions relating to vehicle length

Refer to section 5.4 for Bristol Temple Meads Platform lengths

Overlap Restrictions

First Movement	Second Movement	Margin
Up train arrives Platform 3	Down train to Platform 1 passes / departs Bristol East Junction	1½
Train arrives or departs Platform 1	Up train to Platform 3 departs Bristol West Junction	1
Train arrives or departs Platform 1	Up train to Platform 3 passes Bristol West Junction	2

Connectional Allowance	10

Bristol Temple Meads

Dwell Time	
80X/ LH, 220 & 221	3[$]
15x to 170 & GWR Short Form HST (HSTGW4)	2[#]
[$] Increase to 10 minutes if watering is required.	
[#] Increase to 4 minutes if services reverse at Bristol Temple Meads.	
Minimum allowance for reversals or run rounds en-route	
L/H	15
Platform Re-occupation	
Same direction	3
Opposite direction	4
Attachment	
Class 80x	8 (Including dwell)
Margin between arrivals on adjacent platforms	3^
^ The simultaneous routing of trains to opposing mid-platform signals on the same through platform line is **prohibited**. The first train must have arrived and be **stopped** before a second train is allowed to approach from the gantry signal at the opposite end of the station.	

Turnround allowances

	220 & 221	DMU	GWR Short Form HST (HSTGW4)	80X (5 car)	80X (9/10 Car)
From Paddington/Birmingham	20	20		15	17
North of Birmingham	20	30			
Plymouth/Portsmouth/Swansea		20	20	15	20
Avonmouth/Bristol Parkway/Bath Spa/Filton/Severn Beach		5	6		
Cardiff Central/Gloucester/Salisbury/ Swindon/Taunton/Warminster /Westbury/ Weston-s-Mare/ Worcester		10	10	10	10
Southampton/Weymouth		15	15		

Normal platform usage or guidance (shown by arrival)

Wherever possible, through trains should be timed into the far platform, and reversing trains should be timed into the near platform. The exception to this principle is through trains arriving in the down direction into Platforms 3/4, which should be timed into Platform 3 to avoid passengers having to walk back to the gates from Platform 4.

Bristol Temple Meads

When units are required to attach, involving a movement past a Platform Sharing Signal to the far platform, a minimum station dwell of 5 minutes must be applied to the second train. This incorporates the track section occupancy of 2 minutes required by the interlocking, for the Platform Sharing Signal (position light) to clear, and an attaching allowance of 3 minutes.

Prior to submitting a bid Train Operators are requested to discuss with their Network Rail Business Manager any service (i) with a proposed platform occupation time of longer than 15 minutes beyond the specified minimum Turnround allowance time and/or (ii) which requires attaching and/or detaching of locomotive(s).

Planning Restriction

Class 170 are prohibited from platforms 1, 2, 11, 12 and West Carriage Sidings.

Bristol West Junction

Junction Margins

Time needed between all conflicting moves	2½ (If first move is a passenger service/ECS/Light loco) 2½ (If first move is a freight up to 50 SLUs) 3 (If first train is a freight up to 80 SLUs) 3½ (If first train is a freight up to 103 SLUs)

A maximum of 3 trains may be held at Bristol West Junction as follows:-
Train A on the West Carriage Line at Signal BL6728
Train B on the West Carriage Washing Siding at Signal BL6730
Train C on the West Carriage Line at Signal BL6734

A minimum of 25 minutes is required to run round a loco hauled train at Bristol West Junction.

Only trains which may be walked through should reverse here (Except where two drivers are provided). Trains which cannot be walked through are to reverse at Bedminster.

Bedminster

Dwell Time

Class 150	½
Class 153 to 159	1
GWR Short Form HST (HSTGW4) / 80x	1*

*1½ in the down direction SX between 1545 - 1830

Reversal allowance

80x	10 (due to platform suicide gates)

Parson Street

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Worle Junction to Parson Street Pass to Pass	From Weston-super-Mare with slow speed at Worle Junction	HST/22X / 80x	+ {1}
		D245 to D315	+ {1}
		D350 to D455	+ {2}

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From Worle Junction to Parson Street Pass to Pass via Weston Super Mare avoiding line	SRTs based on slower speed route	15x/16x/GWR Short Form HST (HSTGW4)	- {½}
Crossing to Relief Line at Parson Street (Not to apply to trains stopping at Parson Street)	Slower speed junction	All	+ {1}

Dwell Time	
Class 150	½
Class 153 to 159	1
GWR Short Form HST (HSTGW4) / 80x	1*
*1½ in the down direction SX between 1545 - 1830	

Nailsea & Backwell

Dwell Time	
Class 80x London services	1½
LH	1½
Class 15x to 22x	1
GWR Short Form HST (HSTGW4) & Class 80x non-London services	1*
*1½ in the down direction SX between 1545 - 1830	

Yatton

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Worle Junction to Yatton Pass to Stop	From Weston-super-Mare with slow speed at Worle Junction	HST/22X/80x	+{1}
From Worle Junction to Yatton Pass to Stop	From Uphill Junction via avoiding line at higher speed	D245 to D315	-{1}
		D350 to D455	-{2}

Dwell Time	
Class 80x London services	1½
LH	1½
Class 15x to 22x	1
GWR Short Form HST (HSTGW4) & Class 80x non-london services	1*
*1½ in the down direction SX between 1545 - 1830	

Yatton Down and Up Loops

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Crossing into the Down or Up loops	Slow turnout speed into the loop (25 mph)	All traffic	+{1} Does not apply to Down trains that have called at Yatton, allowance included in SRT.

Worle

Dwell Time	
Class 80x London services	1½
LH	1½
159	1
GWR Short Form HST (HSTGW4) & Class 80x non-london services	1*
*1½ in the down direction SX between 1545 - 1830	

Worle Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Bristol Temple Meads to Weston-super-Mare Start to Pass	Approach controlled signal for slow junction	80X 22X/HST	+{1}* +{1½}*
		D245 to D455	+{1}*
From Bristol Temple Meads to Uphill via the avoiding line	Minus allowance as the SRTs are for the slower route	15x/16x/GWR Short Form HST (HSTGW4)	-{½}*
Yatton to Uphill via avoiding Line Start to pass.	Minus allowance as the SRTs are for the slower route	D245 to D455	-{1}*
From Uphill Jn via the avoiding line and with a subsequent stop at Worle	Not passing Worle Jn at linespeed (deceleration)	80x	+{1}

*These adjustments do not apply to trains that have called at Worle

Adjustment to Sectional Running Times (to be shown after this location)

Movement	Reason	Timing load	Value
To Uphill Jn via the avoiding line having stopped at Worle	Not passing Worle Jn at linespeed (acceleration)	80x	+{1}

Planning Note

15x/HSTGW4 SRTs are based on running to/from Weston Super-Mare therefore no adjustment is required.

Junction Margins

First Movement	Second Movement	Margin
Down train pass to Weston-super-Mare	Down train pass to Uphill Jn (via Avoider)	3

Uphill Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value

From Highbridge & Burnham to Weston-super-Mare Pass to Pass	To Weston-super-Mare with slow speed at Uphill Junction	HST 80x 22X/80x	+{½} +{1} +{1½}
From Highbridge & Burnham to Weston-super-Mare Start to Pass	To Weston-super-Mare with slow speed at Uphill Junction	HST/22X/80x	+{½}
From Highbridge & Burnham to Worle Jn via the avoiding line	SRTs based on slower speed route	15x/16x/GWR Short Form HST (HSTGW4)	-{½}

Adjustment to Sectional Running Times (to be shown after this location)			
Movement	**Reason**	**Timing Load**	**Value**
From Worle Jn via the avoiding line having stopped at Worle	Not passing Uphill Jn at linespeed (acceleration)	80x	+{½}*
*Adjustment does not apply if the train stops at Highbridge & Burnham			

Planning Note
15x/HSTGW4 SRTs are based on running to/from Weston Super-Mare therefore no adjustment is required.

Junction Margins			
First Movement	**Second Movement**	**Margin**	**Notes**
Down train towards Taunton passes Uphill Jn on Down Main	Down train from Weston-Super-Mare passes Uphill Jn from the branch to the Down Main	2½	Headway must be compliant at next mandatory TIPLOC
Up train pass to Weston-super-Mare	Up train pass to Worle Jn (via Avoider)	3	

Highbridge & Burnham

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
Uphill Junction to Highbridge & Burnham Pass to Stop	From Worle Junction via avoiding line at higher speed	D245 to D315	-{1}
		D350 to D455	-{2}
		15x to 166	-{½}
Uphill Junction to Highbridge & Burnham Pass to Stop	From Weston-super-Mare with slow speed at Uphill Jn	HST/22X/80x	+{1}
Uphill Junction to Highbridge & Burnham Pass to Pass	From Worle Junction via avoiding line at higher speed	15x to 166/GWR Short Form HST (HSTGW4)	-{½}
Uphill Junction to Highbridge & Burnham Pass to Pass	From Weston-super-Mare with slow speed at Uphill Jn	HST/22X/80x	+{1}
		D245 to D315	+{1}
		D350 to D455	+{2}

Dwell Time	
Class 150	½
Class 153 to 159	1
LH	1½

Highbridge Up Goods Loop

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
Crossing into the Up loop	Slow turnout speed into the loop (25 mph)	All traffic	+{1}

Bridgwater	
Dwell Time	
LH	1½
Class 15x	1

GW107 WORLE JUNCTION TO UPHILL JUNCTION VIA WESTON-SUPER-MARE

Weston Milton

Dwell Time	
LH	1½
Class 15x, 16x	½
GWR Short Form HST (HSTGW4)	1

Weston-super-Mare

Dwell Time	
22x / Class 80x London services	2
Class 80x Non London services	1½
GWR Short form HST (HSTGW4)	1*
*1½ in the down direction SX between 1545 - 1830	

Junction margins	
Between opposite direction arrivals	2
Between an arrival and subsequent departure in the opposite direction	1

Station Working

Priority should be given to platforming all services on Platform 2. When services are crossing or there are otherwise two services planned in the station simultaneously preference should be given to platforming Voyagers and Class 80x services to/from London on Platform 2.

Turnround allowances

	DMU/GWR Short Form HST (HSTGW4)	**Class 80X (5 car)**	**Class 80X (9/10 Car)**
From Paddington		15	20
From Birmingham	30		
From Bath Spa/Cardiff Central/Gloucester	10		
From Bristol TM	4	5	7

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GW108 FORDGATE TO PENZANCE

Cogload Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Departing Platform 2 or 3 from Taunton	Running brake test and approach control	HST/80x/22x	{1}

Taunton

Platform End Conflict Margin

First Movement	Second Movement	Margin
Train departing platform 2 or 3 in the Up direction	Train arriving platform 2 or 3 in the Down direction	5

Junction Margin

First Movement	Second Movement	Margin
Train departing platform 4, 5 or 6 in the up direction.	Train departing platform 2 or 3 in the up direction.	3 Must be 4 minute headway at Cogload Junction

Overlap Restrictions

First Movement	Second Movement	Margin
Down depart Platform 2 (to Down Main)	Down Arrive Platform 3	3*
Down arrive Platform 3	Down depart Platform 2 (to Down Main)	2*
Up arrive Platform 2 (from Up Main)	Down Arrive Platform 3	3*

*Can be reduced to 0 if arrival into platform 3 has {1} adjustment approaching Taunton. (due to reduced overlap)

Dwell Time

800/802	1½
22x	1½
Class 15x	1

Platform Re-occupation	4

Station Working

Note that there are 6 platforms at Taunton numbered as follows Down Bay Platform 1‡ ; Down Relief Line Platform 2; Down Main Line Platform 3; Up Main Line Platform 4; Up Relief Line Platform 5; Up Bay Platform 6.
‡ This platform is not signalled to passenger standards.

Platforms 2 and 5 are the preferred platforms for regular use by trains stopping intermediately. Platform 3 may be used for terminating and reversing services. Trains on Platform 3 will be needed to be shunted if through trains require the Down Main Line.

Turnround allowances

	L/H	DMU/GWR Short Form HST (HSTGW4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington	30		15^	20^
From Bristol	20	10#	10^	15^
From Cardiff		5		

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^: Plus 10 minutes if a shunt move is required

#: 5 minutes acceptable, if turn-round in Down Platform

Shunting Margins – E604, E608 & E619

First Movement	Second Movement	Margin	Notes
Shunt move to E604 signal departs Taunton platform 2 or 3	Down train from Cogload Jn arrives Taunton	5	
Up train to Cogload Jn departs Taunton	Shunt move to E604 signal departs Taunton	3*	* If the first movement is from platform 4 or 5 and the second movement is from platform 2 or 3 the margin is **2½ minutes**
Down train from Cogload Jn arrives Taunton	Shunt move to E604 signal departs Taunton	Simultaneous	
Shunt move from E604 signal arrives Taunton	Up train departs Taunton	Simultaneous*	* If both movements involve platforms 5 and 6 the margin is increased to **2 minutes**
Shunt move from E604 signal arrives Taunton platform 2 or 3	Down train from Cogload Jn arrives Taunton platform 2 or 3	3	
Shunt move from E604 or E608 signal arrives Taunton platform 6	Up train arrives Taunton platform 5	4	Up train should use platform 4 if possible
Down train from Cogload Jn arrives Taunton	Conflicting shunt move to Taunton departs E604 signal	1	
Down train to Norton Fitzwarren departs Taunton	Conflicting shunt move to E619 signal departs Taunton	2½	
Shunt move to E619 signal departs Taunton platform 2 or 3	Down train to Norton Fitzwarren departs Taunton platform 2 or 3	3	
Shunt move from E619 signal arrives Taunton	Up train from Norton Fitzwarren arrives / passes Taunton	4	
Shunt move from E619 signal arrives Taunton platform 2 or 3	Conflicting down train passes Taunton	4	
Shunt move from E619 signal arrives Taunton platform 2	Down train arrives Taunton platform 3	3	Shunt move should arrive platform 3 and down train use platform 2 if possible

Fairwater Yard

Access to/from Fairwater Yard in the Cogload direction is only via the Up/Down Relief line. Such trains should be timed to run via the UDR to gain the main lines at Taunton East Junction.

Norton Fitzwarren Jcn

Access to/from West Somerset Railway is only via the Up/Down Relief line – there is no route to/from the main lines. Access to/from the Up/Down Relief to/from the main lines is via Taunton East Junction.

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value

Norton Fitzwarren Jcn			
Up Main to Down/Up Relief	25mph crossover and approach control	All traffic	{1}
Adjustments to Sectional Running Times (allowance to be shown after this location)			
Movement	**Reason**	**Timing Load**	**Value**
Trains on the Down Main at Norton Fitzwarren having stopped at Taunton	Not at line speed at Norton Fitzwarren	150 to 166 / GWR Short Form HST (HSTGW4) 80x D455 LD60 LD75 Class 6 400t-1800t/TR40-TR100 Class 6 2000t-3000t/TR115-TR130	{½} {½} {½} {½} {½} {½} {1}
Trains from Fairwater Yard or the Down/Up Relief / Taunton Goods passing Norton Fitzwarren	Not at line speed at Norton Fitzwarren	150 to 166 / GWR Short Form HST (HSTGW4) HST/ 80x 22x 75-57350 D455 LD60 LD75 Class 6 400t-600t/TR40 Class 6 800t-1200t/TR55-TR70 Class 6 1400t-1800t/TR85-TR100 Class 6 2000t-2400t/TR115-TR130 Class 6 2600t-3000t	{½} {1} {1} {1} {½} {1} {1½} {1} {1½} {2} {2½} {3}

Tiverton Parkway	
Dwell Time	
Class 15x	1
Class 22x / Class 80x London Services	1½

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
Passing to Tiverton Down Loop	Approach control and deceleration	All traffic	{½}

Tiverton Loop			
Adjustments to Sectional Running Times			
Movement	**Reason**	**Timing Load**	**Value**
Crossing into the Up Loop	Slow turnout speed into the loop (25 mph)	All traffic	{1}
Down train passing, having stopped at Tiverton Parkway	Not at linespeed when passing Tiverton Loops	80x	{½}*
*Applied approaching next timing point			

Cowley Bridge Jn

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
From Tiverton Parkway passing to the Down and Up Goods/Riverside Yard	Approach control and deceleration	All traffic	{1½}
Approaching Cowley Bridge Jn towards Crediton	Slow speed turnout	158	{1}

Planning Note
150 SRTs are based on running to/from Crediton therefore no adjustment is required.

Junction Margins (Southbound trains)			
First Movement	**Second Movement**	**Margin**	**Notes**
A down train from Tiverton Parkway direction passes Cowley Bridge Jn on the Down Main Toward Exeter St David's	A train from Crediton direction passes Cowley Bridge Jn to the Down Main towards Exeter St David's	3	Headway must be compliant at next mandatory TIPLOC
Train towards Crediton	Train towards Taunton	3	

Exeter St Davids

Adjustments to Sectional Running Times			
Movement	**Reason**	**Timing Load**	**Value**
Arrive/pass Platform 1, 3, 4 or 6 from Dawlish Warren	Slow speed crossover	DMU/HSTGW4 HST/80x/22x	{½} {1}
Arrive/pass Platform 2, 3, 5 or 6 from Cowley Bridge Jn	Slow speed crossover	DMU/HSTGW4 HST/80x/22x	{½} {1}
Depart/pass Platform 1, 2, 3, 4 or 6 to Cowley Bridge Jn	Slow speed crossover	22x	{½} approaching next timing point
Approaching Exeter St David's from Crediton	Slow speed turnout	158	{1}

Overlap Restrictions		
First Movement	**Second Movement**	**Margin**
Arrive Platform 1 from Dawlish Warren or Exeter Central	Arrive Platform 2 or 3 from Cowley Bridge Jn or Exeter New Yard or Riverside Yard	3
Arrive Platform 2 or 3 from Cowley Bridge Jn or Exeter New Yard or Riverside Yard	Arrive Platform 1 from Dawlish Warren or Exeter Central	3
Arrive Platform 1 from Dawlish Warren or Exeter Central	Depart Platform 2 or 3 to Cowley Bridge Jn, Exeter New Yard or E664 signal or Riverside Yard	2
Depart Platform 2 or 3 to Cowley Bridge Jn, Exeter New Yard or E664 signal or Riverside Yard	Arrive Platform 1 from Dawlish Warren or Exeter Central	3
Depart Platform 5 or 6 to Cowley Bridge Jn or E664 signal	Arrive Platform 5 or 6 from Dawlish Warren	3
Arrive Platform 5 or 6 from Dawlish Warren	Depart Platform 5 or 6 toCowley Bridge Jn or E664 signal	2
Arrive Platform 5 or 6 or Exeter TMD from Dawlish Warren	Arrive Platform 5 or 6 from Cowley Bridge Jn	3
Arrive Platform 5 or 6 from Cowley Bridge	Arrive Platform 5 or 6 or Exeter TMD	3

Exeter St Davids

Jn	from Dawlish Warren	

Planning Note: Shunt moves from E35, E335, E664, E677 & E679 signals, and permissive moves into occupied platforms, do not require signalling overlaps at Exeter St Davids, however these moves are still subject to the above restrictions if occurring simultaneously with another movement that does require an overlap that conflicts.

Connectional Allowance	6

Dwell Time

80x	2 %
DMU & HSTGW4	2
22x	2 &

The Up Sleeper is to have a minimum dwell of 5 minutes.

% On Saturdays in Periods EFG, Class 1 services arriving between 0900-1500 require 3 minutes
& On Saturdays in Periods EFG, Class 1 services arriving between 0900-1500 require 2½ minutes

Junction Margins

First Movement	Second Movement	Margin
Arrive Platform 1, 3, 4 or 6 from Dawlish Warren	Arrive Platform 5 from Dawlish Warren	3
Arrive Platform 1, 2, 3, 5 or 6 from Cowley Bridge Jn	Arrive Platform 4 from Cowley Bridge Jn	3
Depart/pass to Dawlish Warren (does not call Exeter St Thomas)	Depart to Exeter St Thomas (stop)	3
Depart/pass to Tiverton (does not have pathing time at Cowley Bridge Jn)	Depart to Crediton	3
Arrival/ pass	Conflicting departure	2

Exeter St Davids Shunting Margins – Exeter New Yard, E664 & Riverside Yard

First Movement	Second Movement	Margin	Notes
Arrive Platform 1, 2 or 3, or Hyde Park Siding from Cowley Bridge Jn	Depart to New Yard	1	
Arrive Platform 1 from Exeter Central or Dawlish Warren	Shunt move to/from New Yard commences	2	Signal E437 has an extended overlap.
Depart Platform 1, 2 or 3, or Hyde Park Siding to Cowley Bridge Jn or E664 Signal	Depart to New Yard	2½	
Depart/pass to Cowley Bridge Jn	Depart to E664 signal	3^$	^ Increase to 4 if first train is routed to Crediton $ If first train has pathing time at Cowley Bridge Jn increase margin by same amount
Arrive Exeter St Davids from Cowley Bridge Jn	Conflicting shunt move departs E664 signal	1½	
Arrive from E664 signal	Conflicting arrival from Cowley Bridge Jn	3	
Depart/pass to Cowley Bridge Jn	Depart Riverside Yard to Exeter St Davids	2	

Exeter St Davids

Exeter St Davids Shunting Margins – E35, E677, E679 & Exeter TMD

First Movement	Second Movement	Margin	Notes
Depart/pass to Dawlish Warren	Conflicting shunt move to E35 signal departs Platform 4, 5 or 6 or Exeter TMD	2½	There is no signalled route from Platform 1 or 3 to E35 signal.
Shunt move to E35 signal departs Exeter St Davids or Exeter TMD	Conflicting departure from Exeter St Davids or Exeter TMD toDawlish Warren	3	
Shunt move to E35 signal departs Platform 4, 5 or 6, or Exeter TMD	Conflicting shunt move to E679 signal departs Exeter St Davids or Exeter TMD	3	A train at E679 signal prevents a shunt from Platform 4 to E35 signal, or a departure to Dawlish Warren.
Shunt move from E35 or E677 signal arrives Exeter St Davids or Exeter TMD	Arrival from Dawlish Warren that does not call at Exeter St Thomas	3	
Shunt move from E35 or E677 signal arrives Exeter St Davids or Exeter TMD	Train departs Exeter St Thomas to Exeter St Davids or Exeter TMD	1	Train cannot depart Exeter St Thomas while shunting to/from E35 or E677 signals.
Shunt move from E35 signal arrives Platform 5 or 6	Conflicting shunt move to Exeter St Davids or Exeter TMD departs E679 signal	1½	
Shunt move to E679 signal departs Platform 5 or 6, or Exeter TMD	Conflicting shunt move to E35 signal departs Platform 5 or 6, or Exeter TMD	3	
Depart/pass to Dawlish Warren (does not call at Exeter St Thomas)	Shunt move to E679 signal departs Exeter St Davids or Exeter TMD	3	
Depart Exeter St Thomas to Dawlish Warren	Shunt move to E679 signal departs Exeter St Davids or Exeter TMD	1	E679 Signal and Exeter St Thomas Platform 1 are located within the same signal section.
Shunt move from E679 Signal arrives Exeter St Davids or Exeter TMD	Conflicting arrival at Exeter St Davids or Exeter TMD from Dawlish Warren	2½	A train at E679 signal prevents an arrival from Dawlish Warren or E35 signal into Exeter St Davids platforms 1, 3 or 4.
Shunt move from E679 Signal arrives Exeter St Davids	Conflicting shunt move to Exeter St Davids departs E35 signal	1½	
Arrive Exeter TMD from E679 signal	Conflicting shunt move to Exeter St Davids departs E35 signal	1	
Depart/pass Exeter St Davids platform 5 or 6 or Exeter TMD to Dawlish Warren or E679 signal	Shunt move to E677 signal departs Exeter St Davids platform 5 or 6, or Exeter TMD	2½	It is not possible to shunt to/from E677 signal while another train stands at, or is routed to, E35 signal.
Arrive Exeter St Davids from Dawlish Warren	Conflicting departure from Exeter TMD	2	
Arrive-Exeter TMD	Conflicting departure from Exeter St Davids to Dawlish Warren	2	
Minimum interval between arrivals on Exeter TMD		15	A reduced interval may be planned by prior agreement

Exeter St Davids		
		with GWR
Minimum interval between departures from Exeter TMD	15	A reduced interval may be planned by prior agreement with GWR

Platform Re-occupation	4 Where trains are using the same platform in the OPPOSITE direction, the platform re-occupation time will also be 4 minutes with a minimum of 6 minutes at Platform 1 between a departure to and arrival from Exeter Central.
	3 Platform 5 Up direction, same direction moves
	3 Platform 4 Down direction, same direction moves

Planning Note

Permissive arrivals from Exeter Central are prohibited. Trains must not be scheduled to depart Exeter Central into Exeter St Davids platforms 1 or 3 until that platform is vacant and the route reset. Pathing should not be added from Exeter Central to Exeter St Davids. It is permitted to shunt into an occupied platform from E335 Signal on the Down Waterloo, however please note that there is no shunt route from Exeter Central to E335 due the severe gradient and therefore such moves can only originate from Exeter St Davids.

See Overlap Restrictions for further details of margins for an arrival from Exeter Central into Platform 1.

Prior to submitting a bid, Train Operators are requested to discuss with their Network Rail Business Manager any service (i) with a proposed platform occupation time of longer than 15 minutes beyond the specified minimum turnround allowance time and/or (ii) which requires attaching and/or detaching of locomotive(s).

Turnround allowances

	22X	DMU	GWR Short Form HST (HSTGW4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington				15	20
North of Gloucester	20				
Cardiff/Bristol/Gloucester		15	15		
Barnstaple/Paignton/Exmouth		5	6		
Exeter TMD		10	10		

Exeter St Thomas	
Dwell Time	
Class 15x	1

Starcross	
Dwell Time	
Class 15x	1

Dawlish Warren	
Dwell Time	
Class 22x/80x London services	1½
Class 15x	1
Junction Margins	

First Movement	Second Movement	Margin
Up stopping train arrives Platform 2	Up fast train passes UML (has not called at Dawlish)	2½
Up stopping train arrives Platform 2	Up fast train passes UML (has called at Dawlish	4
Up fast train passes UML (does not call at Starcross)	Up stopping train departs Platform 2	2
Down stopping train arrives Platform 1	Down fast train passes DML (has not called at Starcross)	2½
Down fast train passes DML	Down stopping train departs Platform 1	2
Platform Re-occupation	4	

Dawlish	
Dwell Time	
22x	1½*
Class 80x	1½
Class 15x	1
* Dwell to be 2 minutes on Summer Saturdays (Periods E, F and G) for trains arriving between 09:00 – 18:00	

Teignmouth	
Dwell Time	
22x	1½*
Class 80x	1½
Class 15x	1
* Dwell to be 2 minutes on Summer Saturdays (Periods E, F and G) for trains arriving between 09:00 – 18:00	

Newton Abbot

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Down train crossing to platform 3	Slower speed crossover	All	{½}

Junction Margins

First Movement	Second Movement	Margin
An Up departure from P1 or P2	A down arrival into P2 or P1	4
Down arrival into P1	Down arrival into P2	3
An Up departure from any platform towards Teignmouth	An Up departure from any other platform towards Teignmouth	3

Overlap Restrictions

First Movement	Second Movement	Margin
Down train pass/arrive platform 2	Up train to platform 1 passes Newton Abbot West Jn	2*
Up train arrive platform 1	Down train pass/arrive platform 2	2½*

* movements can be simultaneous if Up train is from Torre and has {1} approaching Newton Abbot West Junction for approach control (restricted overlap function)

Dwell Time

Class 80x London services	2
15x	1
22x	1½*

Newton Abbot

Class 80x non London services	1½

*Dwell to be 2 minutes on Summer Saturdays for trains arriving between 09:00 – 18:00

Platform Re-occupation	4 Where trains are using the same platform in the OPPOSITE direction, the platform re-occupation time will also be 4 minutes.

Station Working

Opposite direction moves are permitted into Platforms 1 and 2 simultaneously (Exeter Panel have a restricted overlap button which facilitates this move).

Planning Note

Standard Platform end conflict margin of 2 minutes does not apply at the West End of the station. Any conflict would be at Newton Abbot West Jn where standard junction margin matrix would apply.

150 stopping SRTs are based on arriving/departing platform 1.

Turnround allowances

	22X	DMU	GWR Short Form HST (HSTGW4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Taunton & beyond	20	10	10		
From Plymouth		10	10		
From Paignton/Exeter		5+	6	6	8
From Paddington				15	20

+: 3 minutes acceptable, if not sequential in unit diagramming.

Newton Abbot West Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Pass to Dainton Tunnel (have stopped at Newton Abbot)	Acceleration	150 to 166 Loco hauled passenger Freight up to 1475 tonnes inclusive Freight above 1475 tonnes	{½}* {1}* {1½}* {2}*
Pass from Dainton Tunnel to Newton Abbot platform 1 or 2	Approach control	All	{½}

*Applied approaching next timing point

Planning Note

All passenger SRTs are based on running to/from Paignton.

Totnes

Dwell Time	
Class 80x	1½
Class 15x	1
Class 22x	1½

Ivybridge

Dwell Time	
Class 15x	1

Tavistock Junction

Adjustment to Sectional Running Times

Movement	**Reason**	**Timing Load**	**Value**
Down pass to GL at Laira Jn	Approach control	All	{1½}
Down pass to Signal P197	Deacceleration	All	{2}
Down pass from Signal P132 or Down Siding	Acceleration	All	{1}*
*Applied approaching next timing point			

Lipson Junction

Adjustments to Sectional Running Times

Movement	**Reason**	**Timing Load**	**Value**
Down pass from Mount Gould Jn	Acceleration	Passenger Freight 600t or less Freight 1000t or less Freight 1200t or more	{1}* {1}* {1½}* {2}*
Up pass to Mount Gould Jn	Approach control	All	{1}
*Applied approaching next timing point			

Plymouth

Dwell Time	
80x	3*
Class 150 to 16x and HSTGW4	2
LH	3
Class 22x	3
*Dwell time for Class 2 80x services can be reduced to 2 by agreement with Train Operator	

Platform Re-occupation	4

Overlap Restrictions

First Movement	**Second Movement**	**Margin**
Down arrive platform 4	Up arrive platform 3, 5, TL, Dock 4	3
Down arrive platform 4	Down depart platform 3 or Dock 4	2
Down arrive TL or platform 5	Up arrive platform 5 or TL	3
Down arrive TL or platform 5	Down depart platform 5 or TL	2
Down arrive TL, 5, 6, 7, 8	Down depart 6,7,8	2
Down arrive platform 6,7,8	Up arrive any platform	3
Down depart platform 3 or Dock 4	Down arrive platform 4	3
Down depart TL or platform 5	Down arrive TL or platform 5	3
Down depart 6,7,8	Down arrive TL, 5, 6, 7, 8	3
Up arrive platform 3 or Dock 4	Down arrive platform 4	3

Plymouth

Up arrive platform 4, 5, TL	Up depart platform 4, 5, TL	2
Up arrive platform 5 or TL	Down arrive TL or platform 4	3
Up arrive platform 6 or 7	Up depart platform 6 or 7	2
Up arrive platform 6,7,8	Down arrive platform 6, 7, 8	3
Up depart platform 4, 5, TL	Up arrive platform 4, 5, TL	3
Up depart platform 6 or 7	Up arrive platform 6 or 7	3
Up depart Park Sidings	Up arrive platform 8	3

Junction Margins

First Movement	Second Movement	Margin
Arrive/ pass	Conflicting departure	2

Shunting Margins – P120, P124 & P131

First Movement	Second Movement	Margin	Notes
Up train towards Lipson Jcn departs Plymouth	Shunt move to P120 or P124 Signal departs Plymouth	2½	
Shunt move from P120 or P124 Signal arrives Plymouth	Conflicting Down train from Lipson Jcn arrives Plymouth	3	
Down train towards St Budeaux departs Plymouth	Shunt move to P131 Signal departs Plymouth	2½	
Shunt move from P131 Signal arrives Plymouth	Conflicting Up train from St Budeaux arrives Plymouth	3	

Station Working

Increased allowances apply as under:- Locomotive change only 10 m, Portion detached front 20 m, Portion detached rear 15 m, Portion attached front or rear 25 m. To apply to locomotive-hauled trains only

Normal platforms used:- All through platforms are two-way to provide maximum flexibility and permissive working is allowed. Through services normally use platforms 4 and 5 in the down direction and 6, 7 and 8 in the up direction. When track capacity allows platform 4 may also be used for up trains.
Dock 2 - Stabling ECS and when required for parcel/mail trains Not to be used for stabling light locos.
Dock 3 - Stabling ECS and when required for parcel/mail trains Not to be used for stabling light locos.
Platform 3 - To and from Cornwall, including Gunnislake. Maximum capacity 2 x Class 150 units or equivalent.
Platform 7 - Up sleeper services.

Prior to submitting a bid, Train Operators are requested to discuss with their Network Rail Operational Planning Manager any service (i) with a proposed platform occupation time of longer than 15 minutes beyond the specified minimum Turnround allowance time and/or (ii) which requires attaching and/or detaching of locomotive(s).

Class 80x unable to attach/detach on platform 6 as this may result in a SPAD of the protecting signals.

Plymouth

Turnround allowances

	L/H	22X	DMU	GWR Short Form HST (HSTGW4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington (turn round in station)	40				25	30
From Waterloo via Pinhoe (turn round in station)			30	30		
From Bristol TM (turn round in station)	30	20	20	20	15	20
From North of Bristol (including South Wales) (turn round in station)	40	25	20	20	25 – Class 1 20 – Class 2	30
Exeter/Barnstaple/Paignton (turn round in station)			15	15		
West of Liskeard (turn round in station)			10	10	10	10
Liskeard/Gunnislake (turn round in station)			5	6		
Terminating trains proceeding ECS to Laira Depot (turn round in station)	15	10	5	5	10	10

Devonport

Dwell Time

Class 158	1

Dockyard

Dwell Time

Class 15x	½*

* : Request Stop.

St. Budeaux Jn

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
Pass to Bere Alston/Ernesettle	Slow Junction Speed	All	{½}
Pass from Bere Alston/Ernesettle	Acceleration	All	{½} approaching next timing point

St. Budeaux Ferry Road

Dwell Time

Class 158	1

Saltash

Dwell Time			
Class 15x	1		
Junction Margins			
First Movement	**Second Movement**	**Margin**	**Notes**
Down pass/arrive platform 1*	Up depart platform 2	2	*Up train cannot depart Saltash platform 2 while down train of any of the following types is stopped at Saltash platform 1 15x (More than 5 cars) 175 (more than 4 cars) 80x (more than 5 cars)
Down pass/arrive platform 1*	Up pass platform 2	3	
For down stopping trains exceeding the clear standage length, the following margins apply			
Down depart platform 1	Up pass platform 2	3	
Down depart platform 1	Up depart platform 2	2	

St. Germans

Dwell Time	
Class 15x	1

Menheniot

Dwell Time	
Class 158	1

Liskeard

Junction Margins

First Movement	**Second Movement**	**Margin**
Down depart/pass platform 2 towards St Pinnock Viaduct East	Up pass Largin Jn	2
Shunt move from Liskeard Signal 9 arrive platform 2	Down arrive/pass platform 1	3

Connectional Allowance	6

Dwell Time	
80x	1½
Class 15x	1
Class 22x	1½

Reversing trains at Liskeard

Note that HSTGW4/80x sets cannot be reversed on the Liskeard Branch Loop as the signalling will not permit it and that loaded passenger trains cannot run from the Up platform to the Down main.

Turnround allowances	**DMU / GWR Short Form HST (HSTGW4)**
From Plymouth	10

Bodmin Parkway

Shunt Margins

First Movement	**Second Movement**	**Margin**
Arrive at Exchange Siding	Up depart/pass Lostwithiel or depart Lostwithiel Up Goods Loop	2

Depart/pass Bodmin Parkway from Exchange Siding	Up depart/pass Lostwithiel or depart Lostwithiel Up Goods Loop	2

Dwell Time	
80x Class 1 Services	1½
Class 15x	1
Class 22x	1½

Lostwithiel

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
From Par to Lostwithiel Up Goods Loop	Approach control	Freight	{1½}
From Lostwithiel Down Goods Loop to Par Start to Pass/Stop	Acceleration	Freight	{1} approaching next timing point
Up pass from Fowey branch	Acceleration	Freight	{½} approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Down pass to Fowey branch	Down arrive	5½
Down pass to Fowey branch	Down pass	6
Up pass from Fowey branch	Down depart DGL or UGL	3
Up pass from Fowey branch	Down pass/arrive	3½
Up pass from Fowey branch	Up arrive	5½*
Up pass from Fowey branch	Up pass	6*

*****Does not apply where first train is routed to DGL

Dwell Time	
80x Class 1 Services	1½
Class 158	1

Maximum Dwell Time

Up direction - 3 minutes*

*To minimise level crossing barrier down time Up trains stopping at Lostwithiel are to be advertised earlier by the amount of recovery / pathing allowances between the previous stop and Lostwithiel

Par

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Down pass/arrive platform 2 or 3	Approach control	Passenger Freight	{2} {1½}
Down to UGL or Par Liner Siding	Approach control	Freight	{2}
Up arrive platform 3 from St Austell	Approach control	All	{1½}
From platform 3 to Lostwithiel	Acceleration	15x & GWR Short Form HST (HSTGW4)	{½} approaching next timing point
		HST/22x/80x	{1} approaching next timing point
		Freight	{2} approaching next timing point
Down pass from DGL	Acceleration	All	{½} approaching next timing point

Junction Margins

Par		
First Movement	**Second Movement**	**Margin**
Down depart/pass platform 2 or 3 to St Austell	Up arrive/pass from St Austell	4
Platform departure/pass	Opposite direction same platform arrival	4*
Up depart/pass platform 2 or 3 towards Lostwithiel	Down arrive/pass into platform 2 or 3 from Lostwithiel	4#
Depart Par P3 towards St Blazey SB	Arrive Par P3 from St Blazey SB	3
*Can be reduced to 3 minutes if first train is to St Blazey and second train is from St Blazey		
# 5 minutes for second movement is freight DM to P3		
Overlap Restrictions		
First Movement	**Second Movement**	**Margin**
Down depart platform 2 or 3 towards St Austell	Down arrive platform 1	3
Down arrive/pass platform 3	Up arrive platform 2	3
Platform Reoccupation	4	
Dwell Time		
80x	1½	
Class 15x	1	
Class 22x	1½	
Planning Note:		
Reversal of Class 80x - Due to signal positioning the maximum length of Class 80x formation permitted to reverse in Par platform 2 or 3 is 5 cars.		

St. Austell		
Adjustment to Sectional Running Time		
Movement	**Reason**	**Value**
Up train arrive with section ahead occupied	Cautionary signal aspect	{1}
Dwell Time		
Class 15x	1	
Class 22x / 80x Class 1 services	1½	
Planning Note:		
Reversal of Class 80x Due to SDO limitations and signal positioning the maximum length of Class 80x formation permitted to reverse in St Austell platform 1 is 5 cars. The maximum length of Class 80x formation permitted to reverse at Signal CL5855 is also 5 cars.		

Burngullow Junction		
Adjustment to Sectional Running Times		
Movement	**Reason**	**Value**
Down pass to Burngullow Yard or Treviscoe	Approach control	{1}
Up pass from Burngullow Yard or Treviscoe	Acceleration	{1} approaching next timing point

Truro
Adjustment to Sectional Running Times

Movement	Reason	Timing Load	Value
Up arrive platform 1 or platform 2 from Penwithers Jn	Slow speed crossover	All	{½}
Up arrive/pass platform 3 via Down Main from Penwithers Jn	Slow speed crossover	All	{½}
Down depart platform 3 to Penwithers Jn via Down Main	Slow speed crossover	All	{½} approaching Penwithers Jn
Down pass platform 3 to Penwithers Jn via Down Main	Slow speed crossover	All	{1} approaching Penwithers Jn

Platform end conflicts		
First Movement	**Second Movement**	**Margin**
Train arriving or departing from Falmouth into the down bay (platform 1).	Down Train arriving/passing through platform 2 (Down main)	3

Platform Re-occupation	4

Dwell Time	
80x	2
Class 15x	1
Class 22x	2

Maximum Dwell Time
Up direction - 3 minutes*^
*To minimise level crossing barrier down time Up trains stopping at Truro are to be advertised earlier by the amount of recovery / pathing allowances between the previous stop and Truro.
^Does not apply to terminating services.

Turnround allowances	**DMU/GWR Short Form HST (HSTGW4)**
From Plymouth/Penzance	10

Planning Note
A 9/10 car Class 80x in platform 2 obstructs 9558pts and therefore it is not possible for a train to arrive/depart platform 1 during this time.

Minimum Reversal Time – Class 80x (9/10 cars)	
Down train arriving platform 3 to form Up departure from same platform	21

Truro Signals CL5908 and CL5910

Planning Note
The distance between CL5908 and CL7637 (LOS) on the Up Main is 229 metres. The distance between CL5910 and CL5911 on the Down Main is 191 metres. While a train occupies the Down Main between Signal CL5910 and Signal CL5911, it is not permitted for a 9/10 car Class 80x to arrive Truro platform 2. Any other down arrival into Truro platform 2 with a formation length in excess of 200 metres will foul Truro Level Crossing.

Penwithers Junction

Planning Note
150 SRTs are based on running to/from Penryn therefore no adjustment is required.

Redruth

Dwell Time	
80x Class 1 services	1½
Class 15x	1
Class 22x	1½

Camborne

Dwell Time	
80x Class 1 services	1½
Class 15x	1
Class 22x	1½
Maximum Dwell Time	
Up direction - 3 minutes*	
*To minimise level crossing barrier down time Up trains stopping at Camborne are to be advertised earlier by the amount of recovery / pathing allowances between the previous stop and Camborne	

Hayle

Dwell Time	
22x	1½*
80x Class 1 services	1½
Class 158	1
***** :2 minutes for Summer Saturdays (Periods E, F and G) trains arriving until 15.15.	

St. Erth

Adjustment to sectional running times

Movement	Reason	T/Load	Value
Stopping at St Erth if section ahead to Penzance is occupied	Train approaches St Erth under caution	All traffic	{1½}

Dwell Time	
80x	1½ £
Class 15x	1
Class 22x	1½£
£ 2 Minutes on Summer Saturdays (Periods E, F and G) between 08:00 and 18:00 for Class 1 Services only	
Junction Margin	4
Platform Re-occupation	4*
***** Where trains are using the same platform in the OPPOSITE direction, the platform re-occupation time will also be 4 minutes	
Down services cannot depart until tail lamp clear given by Penzance. Under STP trains can move to St. Erth advanced starter in order to clear the platform.	

Penzance

Turnround allowances

	L/H	220 & 221	DMU/GWR Short Form HST (HSTGW4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington and Waterloo/Swindon/Bristol	45	25	20*	25	25

From North of Bristol (including South Wales)	50	30	20*	20* – Class 2	
From Plymouth and West thereof	30		10		
From St.Ives			5$		
From Bristol TM				25 – Class 1 20* – Class 2	25
From Plymouth				15 – Class 1 10 – Class 2	20
$: 3 minutes, if not sequential. (DMU only)					
***Can be reduced to 10 by agreement with the operator					

GW174 WEST EALING TO GREENFORD WEST JUNCTION

Drayton Green

Platform End Margin

First Movement	Second Movement	Margin
Passenger train from West Ealing to Drayton Green	Train (passenger or freight) from Drayton Green	1 minutes
Freight train from West Ealing to Drayton Green	Train (passenger or freight) from Drayton Green	2 minutes

GW180 HEATHROW AIRPORT JUNCTION TO HEATHROW TERMINALS 4 & 5

Not Network Rail property from 12m 30c (tunnel portal), but controlled by Thames Valley Signalling Centre (TVSC)

Heathrow Tunnel Junction

Adjustment to sectional running times (shown approaching this location)

Movement	Reason	Timing Load	Value
Down trains crossing from Down Airport to the Up Airport	Slow speed crossover (8214pts)	All	{1}
Down trains crossing from Down Airport Relief to the Up Airport	Slow speed crossover (8214pts)	All	{1}
Up trains crossing from the Up Airport to the Down Airport Relief	Slow speed crossover (8214pts)	All	{1}
Up trains crossing from the Up Airport to the Down Airport	Slow speed crossover (8214pts)	All	{1}

Junction Margin	2

Heathrow Terminals 2 and 3

Connectional Allowance	2

Dwell Time

387	2
345	1½

Platform Re-occupation

Platform 1 or 2, same direction	2
Platform 1 or 2, depart to Terminal 5 via DH/arrive from Terminal 4	3½
Platform 1, depart to Terminal 4/arrive from Terminal 5 via DH	3½
Platform 2 only, depart to Terminal 4 or 5 via DH/arrive from Terminal 5 via UH	2

Station Working

Prior to submitting an Access Proposal or Timetable Variation, Train Operators are required to discuss with Heathrow Rail any service with a platform occupation time longer than 15 minutes.
The maximum dwell time for through services is 7½ minutes.

Turnround allowances

	387	**387**
From Paddington	7*	
From Terminal 4 or 5		7*

* Can be reduced to 5 minutes for a 4 or 5 car train or for an 8 or 9 car train with a change of driver

Platform End Conflict Margin

First Movement	**Second Movement**	**Margin**
Up arrival	Conflicting Down departure	1

Heathrow Terminal 4

Station Working

Prior to submitting an Access Proposal or Timetable Variation, Train Operators are required to discuss with Heathrow Rail any service with a platform occupation time longer than 26 minutes.

Where required Train Operators may stable trains at this station during Engineering Access hours with prior agreement of Heathrow Rail.

Turnround allowances

	387	**387**		
From Paddington	7*			
From Terminal 5 or Terminals 2,3		7*		

* Can be reduced to 5 minutes for a 4 or 5 car train or for an 8 or 9 car train with a change of driver

Platform End Conflict Margin

First Movement	**Second Movement**	**Margin**
Down Arrival in Platform 2	Up departure from Platform 1	0
Down arrival in platform 1	Up departure from platform 2	0

Heathrow Terminal 5

Station Working

Prior to submitting an Access Proposal or Timetable Variation, Train Operators are required to discuss with Heathrow Rail any service with a platform occupation time longer than 15.5 minutes.

Where required Train Operators may stable trains at this station during Engineering Access hours with prior agreement of Heathrow Rail.

Turnround allowances

	387	**387**		
From Paddington	7*			
From Terminal 4 or Terminals 2,3		7*		

* Can be reduced to 5 minutes for a 4 or 5 car train or for an 8 or 9 car train with a change of driver

Platform Re-occupation	2

Heathrow Terminal 5

Platform End Conflict Margin

First Movement	Second Movement	Margin
Up departure from Platform 3	Down arrival into Platform 4	2
Down arrival	Conflicting Up departure	1

GW182 WEST DRAYTON TO COLNBROOK

Colnbrook

Junction Margin

First Movement	Second Movement	Margin
Train arrive at any terminal from West Drayton	Train depart any terminal to West Drayton	2

Planning Restriction

Consecutive down trains: The second train cannot depart West Drayton Loop until 2 minutes after the preceeding train has passed T3502/T3503 signals. See entry at West Drayton under GW103 for restrictions. The second train cannot pass T3502/T3503 signals until 2 minutes after the preceeding train has arrived and been 'locked in' at a terminal.

Consecutive up trains: The second train cannot depart a terminal until 2 minutes after the preceeding train has passed T3502/T3503 signals. The second train cannot pass T3502/T3503 signals until 2 minutes after the preceeding train has arrived at West Drayton (if less than 71SLU) or departed West Drayton (if longer than 71SLU)

GW185 MAIDENHEAD TO MARLOW

Bourne End

Connectional Allowance	3
Turnround Allowance	4
Reversal Allowance to/from Marlow whereby the train guard operates token machine and pointwork.	4½

GW200 DIDCOT TO HEYFORD (EXCL.)

Didcot North Jn

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	Reason	Timing Load	Value
Passing from Didcot Parkway station or Foxhall Jn towards Kennington Jn	Acceleration from slower route	22x, 80x	{½}
		165/6	{½}%
		Class 6 freight 1000t / TR55	{½}
		Class 6 freight 1200-1400t / TR70/85	{1}
		Class 6 freight	{1½}

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GW200 DIDCOT TO HEYFORD (EXCL.)

		1600-1800t / TR100	
		Class 6 freight 2000-2400t / TR115/130	{2}
		Class 4 freight 400t	{½}
		Class 4 freight 600t	{1}
		Class 4 freight 800-1000t	{1½}
		Class 4 freight 1200-1400t	{1}
		Class 4 freight 1600-1800t	{1½}
Passing from Didcot Parkway station or Foxhall Jn towards Appleford Sidings	Acceleration from slower route	Freight 1800t / TR100 and above	{½}
Passing from Didcot TC towards Appleford Sidings	Acceleration from slower route	1600t/TR85 and below 1800t/TR100 and above	{½} {1}
% not required for trains stopping at Appleford Station as this is included in the SRT			

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Passing towards Didcot Parkway station or Foxhall Jn	Deceleration to slower route	All traffic*	{½}
Passing towards Didcot TC	Deceleration to slower route	All freight	{1}

*Except for 165/6 that have stopped at Appleford as this is included in the SRT.

Junction Margins

First Movement	Second Movement	Margin
Freight pass to Didcot Parkway or Didcot West Jn	Pass to Didcot East Jn	4
Freight pass from Didcot Parkway or Didcot West Jn	Pass from Didcot East Jn	4
Passenger pass Didcot North from Avoiding Line (not stopping at Appleford)	Pass from Down Oxford	2½

Kennington Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Entry into Down Goods Loop from Didcot direction	Approach control	All traffic	{1}
From Up Oxford towards Cowley	Approach control	All traffic	{1}

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	Reason	Timing Load	Value
From Kennington Up Goods Loop	Accleration	Class 6 freight 600-800t / TR40	{½}
		Class 6 freight	{1}

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		1000t / TR55	
		Class 6 freight 1200t / TR70	{1½}
		Class 6 freight 1400-1600t / TR85	{2}
		Class 6 freight 1800-2000t / TR100/115	{2½}
		Class 6 freight 2200t	{3}
		Class 6 freight 2400t / TR130	{3½}
		Class 4 freight 400t	{½}
		Class 4 freight 600t	{1}
		Class 4 freight 800t	{1½}
		Class 4 freight 1000-1600t	{2}
From Cowley to Down or Up Oxford	Acceleration	All traffic	{1}

Hinksey North Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Pass from Kennington Jn on Down Oxford to Up Oxford or Up Oxford Relief	Approach Control	All	{1}
Pass Oxford to Hinksey Reception Lines or Hinksey Yard	Approach Control	All	{½} and also {½} approaching Oxford
From Hinksey Reception Lines or Hinksey yard passing Oxford	Acceleration	All	{½} approaching Oxford and {½} after Oxford

Oxford

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Up train from Oxford North Jn passing platform 3 from Wolvercote Jn on Up Oxford	Junction differential	All	{½}
Down train from Hinksey North Jn passing Platform 4 from Down Oxford	Junction differential	All Traffic	{½}
Up arrival into platform 1 or 2 (Not including services from Up or Down Carriage sidings and Down Turnback Line)	Approach control	All	{1}
From down carriage sidings or down turnback passing Oxford	Acceleration	All	**{½}**Approaching next timing point
On Down Oxford through line, crossing to Down Oxford Relief via 9158 points	Slow Junction Speed	All	{1}
Departing Oxford Platforms 1, 2 or 3 to DRL, DML or URL	Slow Speed Turnout	All	{½} Approaching next timing point

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Oxford

Pass platform 3 URL to UML	Slow junction speed	All trains timed over 75mph	{½} Approaching next timing point

Dwell Time

22x, 80x	2
150 - 165/6	1
Trains terminating and then running ECS in the same direction	2$

$ For terminating 80x 9/10 cars and Loco Hauled Stock (with slam doors), this needs to be 4 minutes. For terminating *double* 16X sets, 80x 5 car and Loco Hauled Stock with power doors, this needs to be 3 minutes.

Junction Margins

First Movement	Second Movement	Margin
Down passing/departing	Conflicting train departing the Down Carriage Sidings or Down Turnback	1
Up Passing/arriving	A conflicting train departing Down Carriage Sidings or Down Turnback	1
Arriving/Passing from Down carriage sidings or Down Turnback	Conflicting Down Passenger.ECS departure	½
Arriving/Passing from Down carriage sidings or down turnback	Conflicting down Freight/Light Loco departure	Simultaneous
Arriving/Passing from Down carriage sidings or down turnback	Conflicting down train Pass Oxford	2
Arriving from the Down Carriage Sidings or Down Turnback	A conflicting Up arrival	3

Planning Note

All values relating to Platform 5 are only to be applied from when platform 5 commissioning date is agreed.

Overlap Restrictions

First Movement	Second Movement	Margin
Down depart Platform 4 to DRL, Down Turnback or Down Sidings	Down arrive Platform 5	3*
Up arrive Platform 4 from DRL, Down Turnback or Down Sidings	Down arrive Platform 5	3
Down depart Platform 5	Down arrive Platform 4	3**
Down arrive/pass DML	Up arrive Platform 4	3
Up arrive Platform 4	Down arrive/pass DML	3

*Can be simultaneous if no movements take place on DML for 3 minutes before or after first movement.

**Can be simultaneous if no movements take place on DML for 3 minutes before or after second movement.

Platform Re-occupation	3

Turnround allowances

	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington (Turnround allowances in Platform)	10	10^	15^

Oxford

From Banbury (Turnround allowances in Platform/ Bay)	5#		
From Reading/Didcot (Turnround allowances in Platform)	5#		
From Hereford/Worcester (Turnround allowances in Platform)	15	15	
From Paddington/Reading/Didcot (with shunt movement)	15	15	20
From Hereford/Worcester (with shunt movement)	20		
From London Marylebone	5		

: 3 minutes acceptable for GWR services if not sequential in unit diagram.

Wolvercote Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Pass to Charlbury	Slower junction speed	Freight	{½}
Pass from Charlbury	Slower junction speed	All	{½}% Approaching next timing point

% Except 165/6 & 80x as it is included in the SRT

Junction Margin

First Movement	Second Movement	Margin
Pass to Charlbury	Depart to Heyford#	1*
Pass to Heyford	Depart to Heyford#	4*
Pass to Heyford	Depart to Charlbury	1*

* Increase by ½ if first train is Freight longer than 350m

Based on second move departing OD2413 or OD2415 as this transit time is built into the SRT

Planning Note

Where possible, Down trains routed through Oxford station on the Down Oxford Main and planned to stand at Wolvercote Jn should be routed via the DML. A train from Oxford Platform 4 passing this train should then be routed via the DRL to Wolvercote Jn.

GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)

Combe

Dwell Time

16x	½

*3 Car Class 16x not permitted to call

Finstock

Dwell Time	
165*	½
* 3 car Class 16x not permitted to call. 2 car Class 165 may call despite being overlength	

Charlbury

Crossing Moves

First Movement	Second Movement	Margin
Arrival of a Down train from the Oxford direction	Departure of an Up train towards Oxford	1 minute
Arrival of a Down train from the Oxford direction	Passing Up train towards Oxford	3 minutes

Dwell Time	
80x	1½

Turn-backs – minimum time between arrival and corresponding departure

First Movement	Second Movement	Timing Load	Margin
Down Train from Oxford direction	Up train departing towards Oxford: Down train terminates in the Up Platform. Add {½} for approach control at AW2407 on approach to Charlbury.	Class 16X 80x	10 mins 10 mins
Up Train from Moreton direction	Down train departing towards Moreton: Up train terminates in Up Platform, then shunts to Down Platform via a reverse movement at AW2407.	Class 16X 80x	10 mins 15 mins

Class 80X Turnround Allowances (From Paddington)	
5 car	10
9/10 Car	10

Ascott-under-Wychwood

Dwell Time	
16x	½

Shipton

Dwell Time	
80x	1½
16x	1

Kingham

Dwell Time	
80x	1½
16X	1

Moreton-in-Marsh

Adjustment to Sectional Running Time (approaching this location)

Movement	Reason	Timing Load	Value
Up train approaching Moreton with either a train using the DM – UM crossover at Moreton or a train 'in section' between Moreton and Ascott	'Missed Distant'	Class 16X 80x	{½} {1}

Moreton-in-Marsh			
Down train that terminates at Moreton	Distant at caution (MW1), approach-release aspects (MW2 & MW3)	All traffic	{2}
Dwell Time			
80x /Loco Hauled	1½		
16x	1		
Turn-backs – minimum time between arrival and corresponding departure			
Method	**Description of Move**	**Timing Load**	**Value**
Down Train – Method 1	Train arrives in Down Platform, driver changes ends, train shunts to Up Main, reverses, train shunts into Up Platform, driver changes ends Add [1] terminating at Moreton in Marsh to all trains.	Class 16X 80x 9 car 80x 5 car	13 mins 25 mins 20 mins
Down Train – Method 2	Train arrives in Down Platform, driver changes ends. Train departs towards Oxford. Approaching next timing location add: {½} 16x {2} All other traffic	Class 16X 80x	5 mins 10 mins
Up Train	Train arrives in Up Platform; train draws forward, reverses, shunts into Down Platform. Add [1] terminating at Moreton in Marsh to all trains.	Class 16X 80x 9 car 80x 5 car	12 mins 20 mins 15 mins
Class 80X Turnround Allowances (From Paddington)			
5 car	10		
9/10 Car	10		

Honeybourne North Junction

Trains to/from Honeybourne Sidings or Long Marston

Trains from Moreton in the Marsh – Trains from Moreton in the Marsh going to either Honeybourne Sidings or Long Marston will come to a stand behind E2483 Signal. E2483 Signal is a ground position signal. When the route is set from the Down Main to Honeybourne Through Siding, E2483 will show a proceed aspect. The formation of the train must have a driving cab at both ends.

Trains to Moreton in the Marsh – Trains from either Honeybourne Sidings or Long Marston going to Moreton in the Marsh will come to a stand behind E2442 Signal at Honeybourne North Jn. E2442 Signal is a 3-aspect signal with an associated position light signal. When the route is set for the train to proceed towards Moreton in the Marsh, E2442 will show either a yellow or a green main aspect. The position light signal only applies to movements towards the Through Siding. The formation of the train must have a driving cab at both ends.

Trains to/from Moreton in the Marsh

Departures			**Arrivals**		
	Arr	**Dep**		**Arr**	**Dep**
Honeybourne Staff Hut		XX:XX	**Moreton in Marsh**		XX/XX
Honeybourne N Jn	XXRMXX	XXRMXX	**Honeybourne**		XX/XX
Honeybourne		XX/XX	**Honeybourne N Jn**	XXRMXX	XXRMXX
Moreton in Marsh		XX/XX	**Honeybourne Staff Hut**	XX:XX	XXRMXX

Token Exchange

Down Trains	2 minutes
Up Trains	5 minutes

Trains can enter the line between Moreton and Evesham 2 minutes after the section is clear.

Evesham

Allowances for terminating services

First Movement	**Second Movement**	**Timing Load**	**Margin**
Passenger train arriving from the Down direction	Shunt-via the single line to form an Up service.	DMU 80x	15 minutes¥ 20 minutes ¥
Passenger train arriving from the Up direction	Turn-round in Up Platform to form a Down service	DMU 80x	5 minutes 10 minutes

¥ increased by 5 minutes if working by pilotman in operation

Junction Margins

First Movement	**Second Movement**	**Margin**
Arriving from Norton Jn	Departing to Norton Jn	Simultaneous

Dwell Time

80x	1½
DMU	1

GW401 ASHCHURCH (INCL.) TO WESTERLEIGH JUNCTION

Ashchurch

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	**Reason**	**Timing Load**	**Value**
From the Down Main to Down Loop	Slow speed at loop entry (25 mph)	All traffic	+{1}

Dwell Time

150 to 170	1

Cheltenham High Street Goods Loop			
Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
From the Up Main to Up Loop	Slow speed at loop entry (15 mph)	All traffic	+{2}

Cheltenham Alstone Level Crossing	
Dwell time	2
Required for token purposes for the Sharpness branch (GW425)	

Cheltenham Spa (including Alstone Carriage Sidings)			
Adjustments to Sectional Running Times (allowance to be shown approaching this location			
Movement	**Reason**	**Timing Load**	**Value**
From Cheltenham Spa to Alstone C.S. Pass to Stop	Not at linespeed when passing Cheltenham	HST/22X 150/158/16X/80X D245 to D455	+ {½}
Services traveling on DM, crossing and terminating in Platform 2.	Slow speed crossover	Class 170 and 22x HST	+ {2} +{2½}
Adjustments to Sectional Running Times (allowance to be shown after this location)			
Movement	**Reason**	**Timing Load**	**Value**
From Alstone C.S. to Cheltenham Spa Start to Pass	Not at linespeed when passing Cheltenham	HST/22X/150/158 /16X/80X D245 to D455	+ {½}
Dwell Time			
LH/80x	2 except 4 minutes applies to terminating 80x 9/10 Car & 3 minutes 80x 5 car		
Classes 22X	2		
Classes 15x to 170	2 Up trains only, 1 applies to Down trains		
XC 170	1½ Up trains only, 1 applies to Down trains		
Platform Re-occupation	4 (Down direction)*%		
	3 (Up direction when first train is departing towards Ashchurch		
	3½ (Up direction when first train is formed of 5 or less vehicles and is going to Alstone CS / High Steet UGL / High street crossover		
	4 (Up direction when first train is formed of 6 or more vehicles and is going to Alstone CS / High Street UGL / High Street Crossover		
* Can be reduced to 3 minutes if the second train is coming from Alstone C.S. % Can be reduced to 3½ if the second train from Ashchurch has a minimum of 1 minute of Pathing Time approaching Cheltenham Spa (does NOT apply if the first train is going into Lansdown DGL).			
Turnround allowances			
	DMU	**Class 80X (5 car)**	**Class 80X (9/10 Car)**
From Paddington		25^	25^
From Swindon Cardiff and Bristol	12 a)		
From Swindon		20^	25^
^ Via Alstone Carriage Sidings			
a) Times are shown are via Alstone Carriage Sidings			

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Lansdown Goods Loop

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From the Down Main to Down Loop	Slow speed at loop entry (25 mph)	All traffic	+{1}

Barnwood Junction

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	Reason	Timing Load	Value
From Gloucester to Cheltenham Spa Pass to Pass and Pass to Stop	Slow speed junction	D245 – 455 HST/22X/150/158/16x 170	+{1}

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Cheltenham Spa to Gloucester Start to Pass and Pass to Pass	Slow speed junction	D245 - D455 HST/22X/150/158/16x 170	+{1}

Junction Margins (Northbound trains)

First Movement	Second Movement	Margin	Notes
Up train from Standish junction direction passing Barnwood Junction from the Up Avoiding line	A train from Gloucester passes Barnwood Jn to the Up Avoiding line	2½	Headway must be compliant at next mandatory TIPLOC

Gloucester Yard Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Trains from the direction of Stroud joining at Standish Junction	SRT differential after Slow speed turnout at Standish Junction	HST/D245-D455 Not to apply to Class 800	{1}
		22X/15X/16x/GWR Short Form HST (HSTGW4) Not to apply to Class 800	{½}
Trains towards Gloucester Horton Road Junction	SRT differential Slow speed turnout at Gloucester Yard Junction	170/22x/HST/D245-D455 Not to apply to Class 800	{1}
		15X/16x Not to apply to Class 800	{½}

Junction Margins (Southbound trains)

First Movement	Second Movement	Margin	Notes
A Down train from Cheltenham Spa direction passing Gloucester Yard Jn from the Down Avoiding Line	A train from Gloucester passes Gloucester Yard Jn to the Down Charfield	2½	Headway must be compliant at next mandatory TIPLOC

Haresfield Up and Down Loops

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From the Down Main to Down Loop and Up Main to Up Loop	Slow speed at loop entry (25 mph)	All traffic	+{1}

Standish Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement Down	Reason	Timing Load	Value
Trains from the direction of Gloucester Horton Road Junction	SRT differential after Slow speed turnout at Gloucester Yard Junction	HST / D245-D455	{1}
		170/22X/15X/16x/ GWR Short Form HST (HSTGW4)	{½}
Trains towards the direction of Stroud	SRT differential – Approach control and slow speed turnout at Standish Junction	22x / HST / D245-D455	{1}
		15X/16x/-GWR Short Form HST (HSTGW4)	{½}

Junction Margins (Northbound trains)

First Movement	Second Movement	Margin	Notes
A train From Cam & Dursley direction towards Gloucester Yard Jn passes Standish Jn on the Up Charfield	A train from Stonehouse direction passes Standish Jn to the Up Charfield	2½	Headway must be compliant at next mandatory TIPLOC

Cam & Dursley

Dwell Time

15x, 16x	½ (1 minute peak hours)

Yate

Dwell Time

15x	½ (1 minute peak hours)

GW440 YATE SOUTH JUNCTION TO WESTERLEIGH

Yate Signal BL6568

A dwell must be shown at this signal in the up direction for a minimum of 5 minutes to set up the locomotive's GSMR.

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
Yate Signal BL6568 to Yate	Not passing Yate at linespeed having stopped at Yate Signal BL6568.	Freight	{1} to be shown after Yate

GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION

Filton Abbey Wood

Junction margins

First Movement	Second Movement	Margin
Train passes or arrives platform 1 from Bristol Parkway	Train departs platform 2 towards Bristol Parkway using DF	Simultaneous
Train passes or arrives Platform 1 from Bristol Parkway	Train passes Platform 2 towards Bristol Parkway using DF	1 minute
Train passes or departs Platform 2 towards Patchway	Train passes or arrives Platform 1 from Patchway	4
Train passes or departs Platform 2 or 4 towards Patchway	Train to Filton Abbey Wood departs Filton Sig 2052 or passes Filton West Junction	2
Train passes or departs Platform 2 towards Bristol Parkway	Train to Filton Abbey Wood Platform 1 departs Filton Sig 2052 or passes Filton West Junction	1

Rules regarding position of signals (On ML BL1580. On RL BL1578)

A train cannot cross from down Bristol line to platform 1 in the down direction (down Filton main) whilst there is a train standing in platform 2 (up Filton main).
A train cannot cross from Filton chord line to platform 1 in the down direction (down Filton main) whilst there is a train standing in platform 2 or platform 4 and cannot cross to platform 3 whilst there is a train in platform 4.
A train cannot enter platform 3 from down Bristol line in the down direction (down Filton relief) whilst there is a train standing in platform 2 (up Filton main) which is running towards patchway or Filton chord.
Only one train routing towards Patchway/Filton chord may call at Filton Abbey wood at any one time.

All trains longer than platform length crossing from Patchway direction and stopping in platform 1 will block Filton Jn No.1 points preventing a second train going from platform 2 towards Bristol Parkway

A down train terminating in platform 2 cannot turnback. Can only turnback in platform 1.

Dwell Time

15x/16x/GWR Short Form HST (HSTGW4) /80x	1*

* Except between 0745 – 0925 SX for Platforms 2 and 4 when the dwell is to be 1½

Horfield Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Stapleton Road to Filton Abbey Wood stop to pass and stop to stop	Not passing Narroways Hill Jn at line speed having stopped at Stapleton Road	15x/ 16x/GWR Short Form HST (HSTGW4)	{½}*
Up train pass having stopped at Ashley Down	Not at linespeed passing Horfield Jn	DMU 80x	{½}^ {1}^

*Does not apply to trains that have stopped at Ashley Down

^ Applied approaching next timing point

Planning Note

Care must be taken when holding a train at BL.1589 (dwell or pathing time) as it may block use of crossovers that form Horfield Jn (see 5.4.1 for standages).

Narroways Hill Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Dr Days Jn towards Clifton Down (For a train that hasn't called at Stapleton Road)	Slow speed junction	All	{1}

Stapleton Road

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From North Somerset Junction to Stapleton Road Pass to Stop	Slow speed junction	HST 22x	+ {1}

Dwell Time	
15x / 16x / GWR Short Form HST (HSTGW4) / 80x	1
LH	1½

Lawrence Hill

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From North Somerset Junction to Lawrence Hill Pass to Stop	Slow speed junction	HST/22x D245 to D455	{1}

Dwell Time	
150	½
153 to 170 / GWR Short Form HST (HSTGW4)	1

Overlap Restrictions

First Movement	Second Movement	Margin
Pass Dr Days Jn on Up Filton Main or Down Filton Main	Down arrival at Lawrence Hill routed to Up Filton Main, Down Filton Main or DBL or UBL at Dr Days Jn	2*
Cross from Up Filton Main or UBL to Up Filton Relief at Dr Days Jn	Down arrival at Lawrence Hill	2

*Can be reduced to 0 if second train has minimum of 2 minutes dwell at Lawrence Hill. This is to allow overlap to be reset.

Dr.Days Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
All trains on the Down Filton Relief at Narroways Hill Jn crossing to the Down Filton Main at Dr Days Jn	Slow speed junction and approach control	DMU / GWR Short Form HST (HSTGW4)	{½}

Any trains not stopping at Lawrence Hill routed towards North Somerset Jn via 'Rhubarb Curve'	Slow speed junction and approach control	HST/22x/DMU/80x/GWR Short Form HST (HSTGW4) D245 to D455 / Freight	{1} {1}
From Narroways Hill Jn to Filton Abbey Wood Pass to Pass (having come from North Somerset Jn)	Acceleration from slower speed route	Freight between 1200T and 1599T	{½}
		Freight between 1800T and 2000T	{1}
		Freight between 2200T and 2400T	{1½}
Adjustments to Sectional Running Times (allowance to be shown after this location)			
Freight trains passing from the "Rhubarb Curve" and running RL (Pass to Pass) towards Filton Abbey Wood		Up to 400t	{½} Approaching Narroways Hill Jn
		600t to 1199t inclusive	{1} approaching Narroways Hill Jn
		1200t to 1799t inclusive	{1} approaching Narroways Hill Jn & {½} approaching Horfield Jn
		1800t to 2199t inclusive	{1½} Approaching Narroways Hill Jn & {1} approaching Horfield Jn
		2200t and above	{1½} approaching Narroways Hill Jn & {½} Approaching Horfield Jn
Freight trains passing from the "Rhubarb Curve" and running ML (pass to Pass) towards Filton Abbey Wood		Up to 400t	{½} approaching Horfield Jn
		600t to 1199t inclusive	{1} approaching Horfield Jn
		1200t to 1799t inclusive	{1½} approaching Horfield jn
		1800t to 1999t inclusive	{2} approaching Horfield Jn
		2000t to 2199t inclusive	{2½} approaching Horfield Jn
		2200t and above	{2}* approaching Horfield Jn
*Less adjustment required. Increased SRTs takes into account the slower overall speed and therefore less adjustment is required.			
Adjustments to Sectional Running Times (allowance to be shown approaching Horfield Jn. ML moves)			
From Dr Days Jn to Filton Abbey Wood on ML pass to pass (having come from North Somerset Jn)	Slow speed junction	22X 150 to 170 HST / GWR Short Form HST (HSTGW4) / 80x	{1} {1½}

Adjustments to Sectional Running Times (allowance to be shown approaching Narroways Hill Jn. RL moves)			
From Dr Days Jn to Narroways Hill Jn on RL Pass to Pass towards Filton Abbey Wood (having come from North Somerset Jn).	Slow speed junction	HST 22X 150 to 170 / GWR Short Form HST (HSTGW4) / 80x	{1½}
		Freight up to 400T	{½}
		Freight between 600T and 1800T	{1}
		Freight above 1801T	{1½}
Planning Restriction			
There is no route from Down Filton Main to St Philips Marsh via the Rhubarb Curve. The available routing is from Down Filton Relief via UBL to North Somerset Jn.			

Bristol Signal BL1820 (BRST820)

Please note that when planning trains to use this signal that the train must be a maximum of 5 cars, this is due to signal sighting and signage.

GW4501 STOKE GIFFORD JUNCTION TO BRISTOL BULK HANDLING TERMINAL

Trains from Filton West Jn must not have pathing time or stops added approaching Patchway, this should be added approaching Filton West Jn instead. Signal BL1834 (approaching Filton West Jn) cannot be cleared until BL2046 (protecting Patchway Junction) is cleared, this is due to the risk of trains rolling back over 'Filton Tip AOCL'.

GW454 SEVERN BEACH TO NARROWAYS HILL JUNCTION

St. Andrews Road

Dwell Time	
15x & 16x	½

Avonmouth

Connectional Allowance	2
Dwell Time	
15x	1

Junction Margins

First Movement	**Second Movement**	**Margin**
Arriving from Clifton Down	Departure to Clifton Down	Simultaneous

Arriving from St. Andrews Road	Departure towards St. Andrews Road	2

Portway Park and Ride	
Dwell Time	
150 / 158 / 16x	½

Shirehampton	
Dwell Time	
15x & 16x	½

Sea Mills	
Dwell Time	
15x & 16x	½

Clifton Down		
Dwell Time		
15x	1	
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arriving from Avonmouth	Departure to Avonmouth	1
Arriving from Bristol	Departure to Bristol	Simultaneous

Redland	
Dwell Time	
15x & 16x	½

Montpelier	
Dwell Time	
15x & 16x	½

GW480 SWINDON TO STANDISH JUNCTION	
Kemble	
Dwell Time	
15x	1
* Extended to 2 minutes on the Down 1630-2030 hrs and before 09.00 on the Up, Monday to Friday	

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
Down trains to the Up Platform	Approach control and slow speed crossover	All Traffic	{1½}

Stroud	
Dwell Time	
15x	1

Stonehouse	
Dwell Time	
15x	1

GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AND FROME AVOIDING LINES (BERKS. AND HANTS)

Reading

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
Trains booked to call at Reading West in the Up Direction (towards Reading Station). (Does not apply to trains routed to Reading platforms 1, 2 and 3).	Because of the mandatory timing point at Oxford Road Jn, it is not possible to calculate a Start to Pass SRT less than 30 secs between Reading West Stn and Oxford Road Jn. This is then further complicated by system issues not allowing a departure time at Reading West and a passing time at Oxford Road Jn to be the same. Therefore the adjustment allowance must be added between Oxford Road Jn and Reading Station.	150,16x, 220, 221, 387, 80x	{-½}

Oxford Road Jn

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
Trains booked to call at Reading West in the Down Direction (from Reading Station)	Because of the mandatory timing point here, it is not possible to calculate a Pass to Stop SRT less than 30 secs between Reading West Stn and Oxford Road Jn. This is then further complicated by system issues not allowing an arrival time at Reading West and a passing time at Oxford Road Jn to	150, 16x, 220, 221, 387, 80x	{-½}

Oxford Road Jn

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
	be the same. Therefore, the adjustment allowance must be added between Reading Station and Oxford Road Jn.		

Planning note

Trains standing at T2807 on the Up Reading West Curve that are longer than 704 metres/110 SLU (exclusive of stand-back allowance) will foul Reading West Jn (8478 pts). Therefore junction margins at Reading West Jn must be based on train's pass/departure time at Oxford Road Jn if over length.
Trains standing at T2805 on the Reading Feeder Relief that are longer than 556 metres/87 SLU (exclusive of stand-back allowance) will foul Reading West Jn (8456 pts). Therefore junction margins at Reading must be based on train's pass/departure time at Oxford Road Jn if over length.
Trains standing at T2803 on the Reading Feeder Relief that are longer than 756 metres/118 SLU (exclusive of stand-back allowance) will foul Reading West Jn (8445 pts). Therefore junction margins at Reading must be based on train's pass/departure time at Oxford Road Jn if over length.

Reading West

Dwell Time

Class 16x (non-DOO)	1

Junction Margins

First Movement	Second Movement	Margin
Train from Down Feeder Relief and Up Feeder Main.	Departure from Reading West	2½

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Trains from Reading West Curve that are calling at Reading West Station.	Because of the new Mandatory Timing Point at Oxford Road Jn SRT's between Oxford Road Jn and Southcote Jn have been calculated based on trains operating to/from the route via Reading Station and therefore some differences for certain Timing Loads are required to take into account slowing to go to/from Reading West Curve.	220, 221	{1}

Connectional Allowance	3

Signalling Limitations

It is not possible to add pathing time between Reading West and Oxford Road Jn because the protecting signal for Oxford Road Jn is at the east platform end at Reading West. Increased dwell time should be added at Reading West where it would otherwise be necessary to add pathing time.
It is not possible to add pathing time between Oxford Road Jn and Reading West because there are no intermediate signals. Additional Pathing time should be added approaching Oxford Road Jn instead.

Southcote Junction

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement	Reason	Timing Load	Value
Up train from Basingstoke	Not passing Southcote Junction at linespeed.	Class 6 Freight	{½}

Theale

Dwell Time

LH	1½
80x	1½ (Between 0630 and 0900 in the Up direction. Between 1630 and 1930 in the Down direction. SX only)

Adjustments to Sectional Running Times

Movement	Reason	Value
Down train to GL/Reception/Platform 1	Approach control	{2}
Down train from GL/Reception	Acceleration	Freight up to 50 SLUs {1}* Freight up to 80 SLUs {2}* Freight above 80 SLUs {2½}*
Up train to GL/Reception	Approach control	{2}
Up train from GL/Reception	Acceleration	Freight up to 50 SLUs {1}* Freight up to 80 SLUs {2}* Freight above 80 SLUs {2½}*
All trains propelling towards one of Theale terminals which don't fit into primary sidings and need to be split (between Theale and Terminal)	Time needed for the train to clear the shunting line before arriving at the terminal	{25} (between Theale and Terminal)

*to be applied approaching next location

Junction Margins

West End Movements

First Movement	Second Movement	Margin
Up ML (Up Westbury) train passes/arrives Theale	Down Train departs Theale GL / Reception	½
Down Main Line (Down Westbury) train passes Theale	Down train departs Theale GL / Reception	2½
Down main line (Down Westbury) departs Theale	Down train departs Theale GL/Reception	3
Down train departs Theale GL/Reception	Up ML (Up Westbury) train passes/arrives Theale	Light Loco 4 Freight up to 50 SLUs 4½ Freight up to 80 SLUs 5 Freight above 80 SLUs 5½
Down train departs Theale GL/Reception	DownMain Line (down Westbury) train passes/departs Theale	5

East End Movements

Up ML (Up Westbury) train passes/departs Theale	Up train departs Theale GL/Reception	Standard table
Up train departs Theale GL/Reception	Up ML (Up Westbury) train passes/departs Theale	Light Loco 4 Freight up to 50 SLUs 5

		Freight up to 60 SLUs 5½ Freight up to 80 SLUs 6 Freight above 80 SLUs 6½

Theale Terminal Complex

Freight Restrictions

Down trains from the Southcote Jn direction are required to run round on arrival before propelling into the appropriate siding at Theale Yard.

Towney Loop

Junction margins

First Movement	Second Movement	Margin
Down train arrive loop	Down train pass Theale	1½
Down train arrive loop	Down train depart Theale	1
Down train pass Theale	Down train depart loop	3*
Down train depart Theale	Down train depart loop	3½*

*Increase by ½ when first movement is class 6 or 7

Midgham

Maximum dwell time

Up direction - 2 minutes*

*To minimise level crossing barrier down-time, Up trains stopping at Midgham are to be advertised earlier by the amount of recovery / pathing allowances between the previous stop and Midgham.

Thatcham

Maximum dwell time

Down direction - 2 minutes*

*To minimise level crossing barrier down-time, Down trains stopping at Thatcham are to be advertised earlier by the amount of recovery / pathing allowances between the previous stop and Thatcham.

Dwell Time

80x	1½ (Between 0630 and 0900 in the Up direction. Between 1630 and 1930 in the Down direction. SX only)

Newbury Racecourse

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Train stopping at platform 3 from Theale	Approach control	80x DMU/EMU	{1½}* {1}
Depart Newbury Racecourse platform 1 or 3 in up direction	Slow speed crossover	80x	{½} approaching next timing point

*Can be reduced to 1 if train has stopped at Thatcham

Junction Margins

First Movement	Second Movement	Margin
Up depart/pass Newbury Racecourse platform 1 or 3	Down Passenger pass Newbury (via Down Westbury)	4* $

Up depart/pass Newbury Racecourse platform 1 or 3	Down Freight pass Newbury (via Down Westbury)	4½* $
Up depart/pass Newbury Racecourse platform 1 or 3	Down Passenger arrive at Newbury (via Down Westbury)	4½* $
Up depart/pass Newbury Racecourse platform 1 or 3	Down Freight arrive at Newbury (via Down Westbury)	5* $
Up depart/pass Newbury Racecourse platform 1 or 3	Down Passenger arrive Newbury Racecourse platform 1 or arrive/pass platform 3	4 $
Up depart/pass Newbury Racecourse platform 1 or 3	Down Freight pass Newbury Racecourse platform 3	4½ $
Up depart Newbury (via Up Westbury) and does not stop at Newbury Racecourse	Up depart/pass Newbury Racecourse platform 1 or 3	4 $
* Does not apply if the second train is timed at Newbury Racecourse $ Increase margin by 1 minute if the first movement is a freight train		

Newbury

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
From the Down Main to Platform 2 or 3.	Slow crossover speed (25 mph)	DMU/EMU 80x	{½}** {1}*
***** Does not apply to trains that have stopped at Newbury Racecourse.			
Down train pass Newbury platform 1	Acceleration	80x Freight	{2} Approaching next timing point {1½} Approaching next timing point
Down train pass Newbury (via down main) having stopped at Newbury Racecourse	Acceleration	80x	{1} Approaching next timing point
Down trains originating or splitting at Newbury	Running brake test on steep gradient	DMU	{½} Approaching next timing point
Up train pass Newbury but stopping at Newbury Racecourse	Not passing Newbury at linespeed	80x	{½}

Junction Margins

First Movement	Second Movement	Margin
Down stopping train arrives Newbury having called at Newbury Racecourse	Down non-stop passenger train passes Newbury	3

Overlap Restrictions

First Movement	Second Movement	Margin
Down train pass/arrive on Down Westbury	Down train arrive platform 1 at Newbury from Newbury Racecourse platform 3	3

Newbury		
Down train arrive platform 1 from Newbury Racecourse platform 3	Down train pass/arrive on Down Westbury	3
Up train arrive platform 2 or Up Westbury	Down train arrive platform 3	3
Up train arrive platform 2 or Up Westbury	Up train depart platform 3	2
Up train depart platform 3	Up train arrive platform 2 or Up Westbury	4
Down train arrive platform 3	Up train pass/arrive platform 2 or Up Westbury	3
Down train arrive platform 2	Up train pass/arrive on Up Westbury	3
Down train arrive platform 1	Down train depart platform 2	2
Down train depart platform 2	Down train arrive platform 1	3

Dwell Time	
80x	1½
DMU	1

Platform Re-occupation	4

Platform 3 (Bay) Special Working

The platform is 129 metres. So a permanent stop car marker has been located so that a 5-car cl.80x formation (130 metres) can use the platform and be clear of signal T2864

Turnround allowances	
From Paddington	10

Hungerford UPL

Junction Margins

First movement	Second Movement	Margin
Up pass Hungerford	Depart Hungerford UPL	3
Up depart Hungerford	Depart Hungerford UPL	4½
Up arrive Hungerford UPL	Up train arrives Hungerford	1½
Up arrive Hungerford UPL	Up passenger train passes Hungerford	3½
	Up freight pass Hungerford	4

Hungerford

Dwell Time

80x	1½ (Between 0630 and 0900 in the Up direction. Between 1630 and 1930 in the Down direction. SX only)

Bedwyn

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value

Passing Bedwyn into Bedwyn Reversing Siding	Slow speed turnout into Bedwyn Reversing Siding	16x/80x	{½}
Up pass having come from Bedwyn Reverse Siding	Slow speed turnout from Bedwyn Reversing Siding	16x/80x	{1½} approaching next timing point

Junction Margins		
First Movement	**Second Movement**	**Margin**
Down train depart/pass Bedwyn to Bedwyn Reversing siding	Up pass/arrive	4
Down train depart/pass Bedwyn to Bedwyn Reversing Siding	Down freight pass/arrive	4½
Up non-stopping train passes Bedwyn	Up ECS move to Bedwyn Platform 1 (only) departs Bedwyn Reversing siding	2

Dwell Time	
80x (Through service)	1½
80x (Terminating down service)	3
80x (Originating up service)	1

Turnround allowances	**DMU/80x**	**80x (5 cars) With shunt move**
From Newbury, Reading and Paddington	7	13 (can be reduced to 12 if two drivers are provided)

Pewsey

Dwell Time	
80x	1½

Woodborough

Adjustments to Section Running Times

Movement	**Reason**	**Timing Load**	**Value**
Down train passing, which has called at Pewsey	Not at line speed	80x	{½}*

*Applied approaching next time point

Planning note

Stopping SRTs are based on using the goods loops therefore adjustment times are built into the SRTs.

Junction margins

First Movement	**Second Movement**	**Margin**
Down train arrive Goods Loop	Down passenger train pass	3½
	Down freight class 4/6 pass	4
	Down freight class 7 pass	5
Down passenger train pass	Down train depart Goods Loop	1½
Up train arrive Goods Loop	Up passenger train pass	3½
	Up freight pass	5
Up passenger train pass (not stopping at Pewsey)	Up train depart Goods Loop	1½

Heywood Road Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Down train pass to Westbury	Flashing Yellow Aspects	All	{½}
Down train pass to Hawkeridge Jn	Approach control	All	{1}
Down pass from Cement Works to Westbury or Hawkeridge Jn	Accleration	Freight	{1}*
Down pass from Cement Works to Fairwood Jn (direct)	Accleration	Freight	{2}*
Up train pass from Westbury, Hawkeridge Jn or Westbury Signal W213 to Lavington	Acceleration	80x DMU Freight 600t or less Freight 800t to 1200t Freight 1400t to 1800t Freight 2000t to 2400t Freight 2600t to 3000t Freight 3200t or above	{½}* {1} * {½}* {1}* {1½}* {2}* # {2½}* # {3}* #
Up pass to Cement Works from Hawkeridge Jn or Westbury	Approach control	Freight	{1}
Up train Pass to cement works from Fairwood Jn (direct)	Approach control	Freight	{1½}

*Applied approaching next timing point

Reduce by 1 if class 7

Junction margins

First Movement	Second Movement	Margin
Down pass to Westbury, Hawkeridge Jn or Fairwood Jn	Down pass from Cement Works to Westbury or Hawkeridge Jn	2
Down pass to Fairwood Jn (direct)	Down pass from Cement Works to Fairwood Jn (direct)	2½
Down pass from Cement Works	Down pass to Westbury, Hawkeridge Jn or Fairwood Jn	5½
Down pass from Lavington to Westbury or Hawkeridge Jn	Up pass from Fairwood Jn (direct) to Lavington	2½
Down pass from Lavington to Westbury or Hawkeridge Jn	Up pass from Fairwood Jn (direct) to Cement Works	2
Down pass from Cement Works	Up pass from Fairwood Jn (direct)	5
Down pass from Cement Works	Up pass from Westbury or Hawkeridge Jn	6½
Down pass from Cement Works	Up pass to Cement Works	4
Up pass to Lavington	Down pass from Cement Works	2
Up pass from Fairwood Jn (direct) to Lavington	Down pass from Lavington to Westbury	2½*
Up pass from Fairwood Jn (direct) to Lavington	Down pass from Lavington to Hawkeridge Jn	2
Up pass from Fairwood Jn (direct)	Up pass from Westbury	2½

*Can be reduced to 2 if second train has pathing time approaching

Converging Margin

First Movement	Second Movement	Margin

Up Pass from Fairwood Jn	Up Pass from Westbury	2½

Fairwood Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Pass from Westbury	Acceleration	22x/HST/ LH Passenger LH Passenger Freight 600t or less Freight 800t to 1800t Freight 2000t or above 80x	{1}* {1} # {½}* {1}* {1½}* {1½}*
Pass to Westbury	Flashing yellow aspects	80x/22x/HST/ LH Passenger Freight class 4/6 Freight class 7	{½} {1} {½}

*To be applied approaching Clink Road Jn

To be applied approaching Blatchbridge Jn. Does not apply to trains via Frome.

Planning Note

15x/16x SRTs at Fairwood Junction are based on running to/from Westbury therefore adjustment allowances are not required.

Junction Margins

First Movement	Second Movement	Margin
Passenger pass from Westbury towards Frome North Jn	Pass from Heywood Road Jn (via Westbury Avoiding Line)	4

Clink Road Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
From Westbury to Frome	Approach control	80x/LH Passenger Freight	{½} {1}
From Heywood Road Jn to Frome (not via Westbury)	Approach control	80x/LH Passenger/Freight	{1}
Pass from Frome to Heywood Road Jn (not via Westbury)	Acceleration	80x LH Passenger Freight 2200t or less Freight 2400t or above	{1}* {½}* {½}* {1}*
Pass from Frome to Westbury	Acceleration	80x	{½}*

*To be applied approaching next timing point

OFFICIAL

Planning Note
15x/16x SRTs at Clink Road Junction are based on running to/from Frome therefore adjustment allowances are not required.
Junction Margins

First Movement	**Second Movement**	**Margin**
Up pass from Blatchbridge Jn (direct)	Up pass from Frome North Jn	2
Passenger pass from Frome North Jn towards Westbury	Pass from Blatchbridge Jn (via Frome avoiding line)	4

Blatchbridge Junction

Adjustments to Sectional Running Times

Movement	**Reason**	**Timing Load**	**Value**
Pass to Frome	Approach control	80x	{1}
Pass from Frome	Acceleration	80x	{1} approaching next timing point

Planning Note

15x/16x SRTs at Blatchbridge Junction are based on running to/from Frome therefore adjustment allowances are not required.

East Somerset Junction

Adjustments to Sectional Running Times

Movement	**Reason**	**Timing Load**	**Value**
Pass to Merehead Quarry Jn	Approach control	All	{1½ }
Pass from Merehead Quarry Jn	Acceleration	Freight up to 1000t Freight 1200 to 1400t Freight 1600t to 2000t Freight 2200t to 2600t Freight 2800t or above	{½}* {1}* {1½}* # {2}* # {2½}* #

*To be applied approaching next timing point

Reduce by 1 if class 7

Junction Margins

First Movement	**Second Movement**	**Margin**
Down pass to Merehead Quarry Jn (direct)	Up pass from Castle Cary	3
Down pass to East Somerset Jn W324 Signal (via BL)	Up pass from Castle Cary	2½
Up pass from Castle Cary	Down pass to Merehead Quarry Jn	3½
Up pass from Merehead Quarry Jn	Down pass to Merehead Quarry Jn	5
Down pass to Merehead Quarry Jn	Up depart from BL	2
Up pass from Castle Cary	Up pass from Merehead Quarry Jn	2½
Up pass from Castle Cary	Up depart from BL	2

Bruton	
Dwell Time	
153 to 159	1

Castle Cary			
Adjustments to Sectional Running Times			
Movement	**Reason**	**Timing Load**	**Value**
Pass platform 2 to Yeovil	Approach control	All	{1}
Pass platform 3 to Yeovil	Approach control	All	{1½}
Down train stopping in platform 3	Approach control	All	{½}
Pass from Yeovil	Acceleration	All	{1½}*
*To be applied approaching next timing point			
Dwell Time			
80x	1½		
DMU	1		
Junction Margins			
First Movement	**Second Movement**		**Margin**
Up pass/depart platform 2 or 3	Down pass/arrive platform 2 or 3		4

GW5001 BEECHGROVE GF TO WESTBURY SOUTH JUNCTION

Beechgrove GF
Planning Note
During a shunt movement at Beechgrove GF, a down train cannot arrive/pass Warminster due to occupying the section between W306 and W308 signals.

Warminster		
Adjustment to Sectional Running Times		
Movement	**Reason**	**Value**
Depart Warminster platform 2 having arrived with signal section beyond W308 occupied	Restrictive aspects	{½}*
*Applied approaching next timing point		
Shunt Margins		
First Movement	**Second Movement**	**Margin**
Up depart/pass	Shunt move depart Warminster Signal W753	2
Arrive from Warminster Signal W753	Down arrive/pass	3
Planning Note		
A Down train cannot arrive Warminster during a shunt movement at Warminster Signal W753. A Down train cannot depart Warminster from platform 1 while a train is occupying platform 2.		

Dwell Time	
DMU	1

Dilton Marsh	
Dwell Time	
DMU	½*
***** : Request Stop	

Westbury Signal W305		
Adjustment to Sectional Running Time		
Movement	**Reason**	**Value**
Pass to Westbury Down TC Entry/Exit, Westbury Platform 3 or UR	Approach control	{1}
Planning Note		
Pathing time cannot be used between Westbury Signal W305 and Westbury as there are no intermediate signals		

GW510 WESTBURY NORTH JN TO BATHAMPTON JUNCTION

Hawkeridge Jn

Adjustment to Sectional Running Times			
Movement	**Reason**	**Timing Load**	**Value**
Pass to Heywood Road Jn	Approach control	Passenger	{1}
Pass from Heywood Road Jn	Acceleration	Passenger	{2}*
*Applied approaching next timing point			
Planning Note			
Adjustment approaching Hawkeridge Jn must be applied in addition to any adjustment at Bradford Jn. Adjustment after Hawkeridge Jn must be applied in addition to any adjustment at Bradford Jn. No adjustment allowance is required for freight to/from Hawkeridge Jn as this is included in the SRT.			

Trowbridge	
Dwell Time	
DMU	1

Bradford Jn			
Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**

OFFICIAL

Pass to Thingley Jn / Melksham	Approach control	All	{1}
Pass from Thingley Jn / Melksham	Acceleration	All	{½} approaching next timing point

Bradford-on-Avon	
Dwell Time	
DMU	1

Avoncliff	
Dwell Time	
DMU	½

Freshford	
Dwell Time	
DMU	½

Bathampton Junction
Refer to GW105 for junction margins and allowances
Pathing time
It IS not permitted to show pathing time approaching Bathampton Junction from the GW510 direction, due to ARS constraints. It is necessary to show such allowances as an A stop at BL1995 signal TIPLOC.

GW523 THINGLEY JUNCTION TO BRADFORD JUNCTION

Melksham

Dwell Time	
150	½
153 to 159	1

GW540 FILTON JUNCTION TO PATCHWAY JUNCTION

Patchway

For Filton Abbey Wood rules refer to GW450 and for Patchway refer to GW600

GW5401 FILTON WEST JUNCTION TO PATCHWAY JUNCTION (PATCHWAY CHORD)

Trains from Filton West Jn must not have pathing time or stops added approaching Patchway, this should be added approaching Filton West Jn instead. Signal BL1834 (approaching Filton West Jn) cannot be cleared until BL2046 (protecting Patchway Junction) is cleared, this is due to the risk of trains rolling back over 'Filton Tip AOCL'.

GW548 PARSON STREET JUNCTION TO PORTBURY

Ashton Junction

Junction Margins

First Movement	Second Movement	Margin
Up train passing Ashton Junction	Down train departing Ashton Junction	4
Down train passing Parson Street	Up train departing Ashton Junction Signal B335	4

Ashton Junction Signal B335

Dwell Time	2**$**

$ To give up the single line token (up direction only)

GW560 HEYWOOD ROAD JUNCTION TO FAIRWOOD JUNCTION VIA WESTBURY

Westbury

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
From Westbury Up/Down Yard towards Hawkeridge Jn or Heywood Rd Jn	Not at linespeed passing Westbury Station.	All freight traffic	{2} Approaching next timing point
From Westbury P2 or 3 towards Warminster	Slower speed crossovers	80x DMU	{1} approaching next timing point {½} approaching next timing point

Junction Margins*

First Movement	Second Movement	Margin
Up pass/depart	Down conflicting pass/arrive	3^
Down pass/arrive	Up conflicting depart	2
Up pass/arrive	Down conflicting depart	1
Down pass/depart	Up conflicting pass/arrive	4

*For moves at the Country end of Westbury Down Reception line refer to Westbury Yard Entry/Exit

^Increase by 1 if first movement is to Heywood Road and second movement is from Heywood Road

Overlap Restrictions

First Movement	Second Movement	Margin	Notes
Up train arrive platform 3	Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	3	
Up train arrive platform 3	Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	3	

Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train arrive platform 2	Down train arrive platform 1 from Hawkeridge Jn	3	
Down train arrive platform 1 from Hawkeridge Jn	Up train arrive platform 2	3	
Down train pass/ depart platform 1 towards Fairwood Jn	Down train pass/ arrive platform 2	2½	845 pts within overlap of W402
Down train arrive platform 2	Down train pass/ departs platform 1 towards Fairwood Jn	2	845 pts within overlap of W402
Down train arrive platform 2	Up train pass/ arrive platform 1 from Fairwood Jn	2½	845 pts within overlap of W402
Up train arrive platform 1 from from Fairwood Jn	Down train arrive platform 2	2½	845 pts within overlap of W402
Up train arrives/passes Up Reception via 847 pts	Down train arrives platform 3	2½	847 pts within overlap of W502
Down train arrives platform 3	Up train arrives/passes Up Reception via 847 pts	4	847 pts within overlap of W502, slow movement onto Reception

Dwell Time

80x	2
DMU & HSTGW4	1½

Platform Re-occupation	4

Planning Note

Stops in Down trains (except in run rounds) on DR should be shown at Westbury Down TC Entry/Exit and not at Westbury station. This is due to signal location.

Class 80x Reversing moves

The following length restrictions apply for Class 80X units reversing at Westbury:

Platform 1 – 5 and 9 cars only
Platform 2 & 3 – Any formation up to 10 cars permitted

Turnround allowances

	DMU	**Class 80X (5 car)**	**Class 80X (9/10 Car)**
From Weymouth/Bristol/Southampton/Swindon	10		
From Salisbury (GWR only)	5		
From Portsmouth	15		
From Paddington		15	20

Shunting Margins – W707, W722, Down Trowbridge Siding, Westbury DMU Sidings

First Movement	**Second Movement**	**Margin**	**Notes**
Down train to Fairwood Jcn departs or passes Westbury platform 1, 2 or 3	Shunt move to W707 signal departs Westbury	2½ - following passenger	Apply passenger margin when following light engine or ECS

		5 – following freight	
Down train to Fairwood Jcn departs Westbury Down Yard or Westbury DR line	Shunt move to W707 signal departs Westbury	Shunt move to W707 signal departs Westbury	
A shunt move at W707 signal prevents any move at the west end of Westbury platform 2, any move between Westbury Down Yard or Down Reception Line and Fairwood Jcn, and any move between the Up or Down Salisbury and Westbury platform 2, 3 and Up Reception Line.			
Up train arrives or passes Westbury	Conflicting shunt move to Westbury departs W707 signal	2	
Down train to Warminster departs or passes Westbury platform 1	Conflicting shunt move to Westbury platform 1 departs W707 signal	2½	
Shunt move from W707 arrives Westbury	Conflicting Up train from Fairwood Jcn or Warminster arrives or passes Westbury	3	
Shunt move from W707 arrives Westbury	Up train from Fairwood Jcn arrives Westbury Down Yard or Westbury DR line	5	
Up train towards Bradford Jcn departs or passes Westbury	Shunt move to W722 signal or Down Trowbridge Siding departs Westbury or Westbury DMU Sidings	3 – following passenger 4***** – following freight	Apply passenger margin when following light engine or ECS. ***** If freight departs from a standing start, margin is increased to **5 minutes**.
A shunt move at W722 signal prevents any moves from Westbury or Westbury DMU Sidings towards Hawkeridge Jcn or Bradford Jcn.			
Up train to Heywood Road Jcn departs or passes Westbury	Conflicting shunt move to W722 signal or Down Trowbridge Siding departs Westbury	Apply standard junction margin matrix	
Up train to Heywood Road Jcn departs or passes Westbury	Conflicting move departs Westbury DMU Sidings	2½ - following passenger 3½* – following freight	Apply passenger margin when following light engine or ECS. ***** If freight departs from a standing start, margin is increased to **4½ minutes**.
Up train departs or passes Westbury	Conflicting shunt move departs W722 signal or Down Trowbridge Siding	2½ – following passenger 3½***** – following freight	Apply passenger margin when following light engine or ECS. ***** If freight departs from a standing start, margin is increased to **4½ minutes**.
Shunt move arrives W722 signal or Down Trowbridge Siding	Conflicting shunt move departs W722 signal or Down Trowbridge Siding	1½	

Down train from Heywood Road Jcn or Bradford Jcn arrives or passes Westbury	Conflicting shunt move departs W722 signal or Down Trowbridge Siding	1½	
Shunt move from W722 signal or Down Trowbridge Siding arrives Westbury or Westbury DMU Sidings	Conflicting Down train from Bradford Jcn arrives or passes Westbury	3	
Train departs Westbury DMU Sidings	Conflicting Up train or shunt move departs Westbury	4	
Train arrives Westbury DMU Sidings	Conflicting move departs Westbury, W722 signal or Down Trowbridge Siding	1½	
Up train departs or passes Westbury UR line towards Bradford Jn or Heywood Road Jcn	Up train arrives Westbury platform 3	3 – following LD or ECS 4***** – following freight	***** If freight departs from a standing start at W211 signal, margin is increased to **5 minutes**.

Westbury Down TC Entry/Exit

Adjustments to Sectional Running Times

Movement	Reason	Value
From Westbury Down TC	Acceleration	{2½} approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Depart/pass Westbury to Fairwood Jn	Depart to Fairwood Jn	3½
Depart/pass Westbury to Warminster	Depart to Fairwood Jn	4
Depart/pass Westbury to Warminster	Depart to Warminster	Headway
Arrive/pass Westbury from Warminster	Depart to Fairwood Jn	1
Depart/pass Westbury to Fairwood Jn	Pass from Fairwood Jn	6½
Pass from Fairwood Jn	Depart/pass Westbury to Warminster or Fairwood Jn	1½
Pass from Fairwood Jn	Arrive/pass Westbury from Warminster	4½
Depart/pass Westbury to Warminster	Pass from Fairwood Jn	4
Arrive/pass Westbury from Warminster	Pass from Fairwood Jn	1
Pass from Warminster	Depart/pass Westbury to Warminster	1½
Depart to Fairwood Jn	Depart/pass Westbury to Warminster	1½
Depart to Fairwood Jn	Arrive/pass Westbury from Warminster	5½

Planning Note

All Down trains must be planned to stop at Westbury Down TC Entry/Exit.
Note: this TIPLOC cannot be used for shunting into the Down Yard; a subsequent TIPLOC is required.

GW570 CLINK ROAD JUNCTION TO BLATCHBRIDGE JUNCTION

OFFICIAL

Clink Road Jn
See entry under route – GW500

Frome Signal W297		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Up Pass Clink Road Jn from Frome North Jn	Up Pass Frome Signal W297	2
Up Pass Clink Road Jn from Frome North Jn	Up Depart Frome Signal W297	1*
*Increase by 1 if first movement is freight		

Frome North Junction		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Down pass/depart to Whatley Quarry	Up pass from Blatchbridge Jn/Frome	3
Down pass/depart to Frome/Blatchbridge Jn	Up pass from Whatley Quarry to UF	4
Up pass to Clink Road Jn	Conflicting Down pass	3
Up pass to Clink Road Jn	Conflicting Down depart	1*
*Increase by ½ if first movement is freight		
Planning Restriction		
Pathing time should not be used between Whatley Quarry and Frome North Jn due to adverse gradients. Pathing time should not be used between Frome and Frome North Jn as there are no intermediate signals.		
Planning Note		
Freight trains to/from Whatley Quarry do not require adjustment time as the SRT is based on the slower route.		

Frome	
Dwell Time	
15x	1
Turnround allowances	
	DMU
From Weymouth/Bristol/Salisbury	10

GW572 FROME NORTH JUNCTION TO WHATLEY QUARRY

Whatley Quarry

Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive	Depart	24#
Arrive	Arrive	20#
Depart	Depart	18# $
# May be reduced, subject to second member of ground staff being provided at Whatley Quarry. This must be agreed by the operator.		
$ Not applicable for consecutive moves. 40 minutes to be applied ahead of third departure.		

GW580 EAST SOMERSET JUNCTION TO CRANMORE

East Somerset Junction W324 Signal

Planning Note

Movements between East Somerset Jn & W324 Signal are outside the AB headway section

Junction Margins

First Movement	Second Movement	Margin
Up pass East Somerset Jn from Merehead Quarry Jn	Down Depart	2

Overlap Restrictions

First Movement	Second Movement	Margin
Down arrive	Up pass East Somerset Jn from Merehead Quarry Jn	5

Merehead Quarry

Junction Margins

First Movement	Second Movement	Margin
Train depart Whites Crossing to Merehead Quarry Jn	Depart to Whites Crossing	2
Arrive	Depart	24#
Arrive	Arrive	15#
Depart	Depart	18# $

May be reduced, subject to second member of ground staff being provided at Merehead Quarry. This must be agreed by the operator.

$ Increase to 40 minutes for a 3rd consecutive departure

Planning Notes

-There are no conflicts between arriving and departing trains due to multiple arrival and departure lines
-Arriving trains at Merehead Quarry should be routed directly from Merehead Quarry Jn.
-Departing trains from Merehead Quarry should be routed to Whites Crossing, reverse move, then run to Merehead Quarry Jn.

GW600 WOOTTON BASSETT JUNCTION TO PILNING

Wootton Bassett Junction

Adjustment to Sectional Running Times (show approaching this location)

Movement	Reason	Timing Load	Value
Crossing into Wootton Bassett Up Goods Loop from the up main	Slow turnout speed into the loop (20mph)	All traffic (Except Class 66)	+{2}

Hullavington Up and Down Goods Loops

Adjustment to Sectional Running Times (show approaching this location)

Movement	Reason	Timing Load	Value
Crossing into the goods loops	Slow turnout into loops (20mph)	All traffic (Except Class 66)	+{2}

Chipping Sodbury Up and Down Goods Loops

Adjustment to Sectional Running Times (show approaching this location)

Movement	Reason	Timing Load	Value
Crossing into the goods loops	Slow crossing move into loops (20 mph)	All traffic (Except Class 66)	+{2}

Westerleigh Junction

Adjustment to Sectional Running Time (to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Bristol Parkway platform 1 or platform 2	Slow turn out at Bristol Parkway	HST/22x/80x/387	+{½}
From Bristol Parkway platform 4 or Up Passenger Loop Start to Pass	Slow turn out at Bristol Parkway	HST/22X/80x/387	+{½}
From Bristol Parkway to Yate	Slow speed at Westerleigh Junction	HST/22X80x	+{½}

Planning Note

150, 158 and HSTGW4 SRTs are based on running to/from Yate therefore no adjustment is required.

Junction Margins (Westbound trains)

First Movement	Second Movement	Margin	Notes
A train from Swindon passes Westerleigh Junction on the down Badminton towards Bristol Parkway	A train from Yate direction passes Westerleigh jn to the Down Badminton towards Bristol Parkway.	2½	

Bristol Parkway

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
From Yate to Bristol Parkway Pass to Pass and Pass to Stop	Slow speed at Westerleigh Junction	22x/80x HST	{1} {½}

Bristol Parkway

Arrivals into Platform 4 and UPL from Up Tunnel, Up Filton and Avonmouth.	Slow speed at Stoke Gifford Jn	HST/22X/DMU/80x/GWR Short Form HST (HSTGW4)	{1}
Arrivals into Platform 3 and 4 from Down Badminton	Approach control and Slow crossing move	HST/22X/DMU/80x/GWR Short Form HST (HSTGW4)/387	{1}
Crossing into the Down Bristol Parkway Goods Loop (DGL)	Slow crossing move into loops (15 mph)	All traffic	{1½}
Westerleigh Jn to Bristol Parkway platform 1 Pass to Stop	Slower speed into Platform 1	HST, 22x, 80x, 387	{½}
Trains from Patchway running into platforms 1, 3 or 4 via DT	Slow approach	All	{½}
Trains from Filton Abbey Wood running into platforms 1, 3 or 4 via DF	Slow approach	All	{½}

Adjustment to Sectional Running Time (to be shown after this location)			
From Bristol Parkway Platform 1 (towards Patchway), or 3 or 4 (either route) in the Down direction	Slow turn out	150-172/ GWR Short Form HST (HSTGW4) / HST/22X/80x	{½}

Connectional Allowance	7

Dwell Time	
LH / 80x / 387 / 22x	1½
DMU	1

Turnround Allowances		
	Class 80X (5 car)	**Class 80X (9/10 Car)**
From Paddington	15	20

Platform end conflicts – 1 minute, except

West End

First Movement	**Second Movement**	**Margin**
Up train to Up Passenger Loop (UPL)	Down train from Platform 3 or 4 to Patchway, Filton or Avonmouth	2
	(If conflicting at Stoke Gifford No. 2 Junction excluding Avonmouth line) From Platform 1 or 2, or DGL	2
Up train to Platform 4	Down train from Westerleigh to Patchway, Filton or Avonmouth	2
	Down train from Platform 3 to Patchway, Filton or Avonmouth	2
	(If conflicting at Stoke Gifford No. 2 Junction excluding Avonmouth line) From Platform 1 or 2, or DGL	2
Up train to Platform 3	Down train from UPL to Patchway, Filton or Avonmouth	2
	Down train from the up goods loop to Patchway Filton or Avonmouth	2
	(If conflicting at Stoke Gifford no. 2 Junction excluding Avonmouth line)	2

Bristol Parkway

	From Platform 1 or 2, or DGL	
Up train to Platform 1, DGL or Up Badminton / Platform 3 (from the Avonmouth Line)	Down train from Platform 1, 2, 3 or 4, or from the DGL or UPL to Patchway, Filton or Avonmouth	2
Down train from UPL, DGL or Platform 1, 2, 3 or 4	Up train to Up Badminton / Platform 3 or UPL from Avonmouth	6
Up train from Filton arriving platform 3, 4 or UPL	Up train from Filton arriving platform 3, 4 or UPL	3
Down train *arriving or departing* Platform 2	Down train departing Platform 4	2
Freight Train arrives Stoke Gifford Yard reversing using Signal B589.	Down train arrives or passes Platform 2.	2
Up train from Filton arriving platform 3, 4 or UPL	Down train to Patchway from platform 1, 2 or DGL	½ - after passenger 1 – after freight
Up train from Patchway arriving platform 3, 4 or UPL	Up train from Filton arriving platform 3, 4 or UPL	2½
Down train to Filton from platform 3 or 4	Up train from Patchway arriving platform 3, 4 or UPL	3½
Down train to Patchway	Conflicting arrival from Filton Abbey Wood	3

East End

First Movement	Second Movement	Margin
Down train arriving DGL	Down train arriving platform 1 or 2	3½
Down train arrive platform 4 or UPL	Up train pass platform 3	4
Up train from the DGL or Platform 1 to the Up Badminton	Down train to Platform 3, Platform 2 or the UPL	4
Down train from Platform 4	Down train arriving Platform 2	2
Down train from Platform 3	Down train arriving/passing Platform 2	4
Up train from Platform 3 to Up Badminton	Down train to the UPL	3

Junction Margin

First Movement	Second Movement	Margin
Train from Filton Abbey Wood into platform 1	Train Departs Platform 2 towards Filton Abbey Wood	1 minute
Train from Filton Abbey Wood into Platform 1	Train Passes platform 2 towards Filton Abbey Wood	3 minutes

Reversals and Run-Rounds En Route

DMU	3#

: For reversing in Platforms 3 and 4 only, when reversing via the “east end” 10 minutes

Patchway

Adjustment to Sectional Running Times

Movement	Reason	Timing Load	Value
Pass to Filton Abbey Wood	Flashing Yellow Signals	170/22x/HST/80x	{½}
Pass to Bristol Parkway running DT	Approach control	All	{1}

Planning Note

150,158 and HSTGW4 SRTs are based on running to/from Filton Abbey Wood therefore no adjustment is required.

Junction Margins		
First movement	**Second Movement**	**Value**
Down pass/arrive platform 2	Up arrive platform 1, to any conflicting route after Patchway	2

Dwell Time	
158/16x/387	1

Signalling Restriction

A Down train from any route cannot pass/arrive Patchway platform 2 while an Up conflicting move is stopped at Patchway platform 1. This is due to junction signal BL1536 being positioned in rear of Patchway platform 1. If the Down train is routed first, the above Signalling Restriction applies to the Up train.

Trains from Filton West Jn must not have pathing time or stops added approaching Patchway, this should be added approaching Filton West Jn instead. Signal BL1834 (approaching Single Line Jn) cannot be cleared until BL2046 (protecting Patchway Junction No.1) is cleared, this is due to the risk of trains rolling back over 'Filton Tip AOCL'.

Pilning

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Patchway to Pilning Down Loop Pass to Pass or Stop	Slow speed turnout into the loop (40mph) and approach control	All traffic	{1}
From Severn Tunnel East to Pilning Up Loop Pass to Pass or Stop	Slow speed turnout into the loop (20 mph)	All traffic	{1½}

Dwell Time	
150	½
153 to 170	1

Note: Refer to section 4.3 regarding freight movements through the Severn Tunnel

GW606 COWLEY BRIDGE JUNCTION TO BARNSTAPLE

Newton St. Cyres

Dwell Time	
15x to 16x	½*

***** : Request Stop

Crediton

Dwell Time	
15x	1*

Platform end conflicts

A train in the UP (Exeter direction) can depart Crediton at the same time as a train in the DOWN (Barnstaple direction) is shown to arrive.

A train in the DOWN (Barnstaple direction) cannot depart until 1 minute after a train in the UP (Exeter direction) has arrived.

Working of trains from the Meldon Line, all freight trains returning from Meldon must stop at the boundary board between Dartmoor Railway Co. and Network Rail for Rolling Stock Technician examination. Examination takes 5 minutes and is included in the Meldon Quarry to Crediton sectional running time.

Yeoford	
Dwell Time	
15x to 16x	½*
***** : Request Stop	

Copplestone	
Dwell Time	
15x to 16x	½

Morchard Road	
Dwell Time	
15x to 16x	½*
***** : Request Stop	

Lapford	
Dwell Time	
15x to 16x	½*
***** : Request Stop	

Eggesford			
Dwell Time			
15x	2		
If two trains are timed to cross at Eggesford, then the first train to arrive requires 3 minutes dwell to perform station and Token duties. The second train to arrive requires 2 minutes for station and Token duties.			
Platform end conflicts			
First Movement	**Second Movement**	**Margin**	**Reason**
1st train departs Eggesford	2nd train departs Eggesford	1 minute	Calls to signaller
Signalling Restriction			
Train movements and token operations at Eggesford are controlled remotely from Crediton S.B. Due to signaller workload considerations, the following moves cannot be made simultaneously:			
First Movement	**Second Movement**	**Margin**	
Down train departs or Up train arrives Crediton	Train departs Eggesford (either direction)	3	
Train departs Eggesford (either direction)	Down train departs or Up train arrives Crediton	3	

Kings Nympton	
Dwell Time	
15x to 16x	½*
***** : Request Stop	

Portsmouth Arms	
Dwell Time	
15x to 16x	½*
***** : Request Stop	

Umberleigh	
Dwell Time	
15x to 16x	½*
* : Request Stop	

Chapelton	
Dwell Time	
15x to 16x	½*
***** : Request Stop	

Barnstaple	
Turnround allowances	
	DMU
From Exeter St David's, Exeter central, St James' Park and Pinhoe	5
From Beyond Exeter	10*****
* : May be reduced to 5 minutes if train has extended dwell at Exeter St Davids.	

GW608 CREDITON TO MELDON QUARRY	
Okehampton	
Turnaround allowances	
	DMU
From Exeter area	5

GW610 CRANNAFORD L.C. (INCL.) TO EXETER ST. DAVID'S
Pinhoe
Planning note
A train that is required to depart Pinhoe Platform 1 in the Up direction and shunt behind Signal EJ1 prevents a train in the Down direction from being signalled beyond Honiton station (SE4807 or SE4809). Therefore, any Down direction trains must be planned to depart Honiton no less than 1 minute after a shunt move has arrived into Pinhoe Platform 2.

GW610 CRANNAFORD L.C. (INCL.) TO EXETER ST. DAVID'S

Exmouth Junction

Adjustment to Sectional Running Time (shown approaching this location)

Movement	Reason	Timing Load	Value
From Exeter Central to Exmouth Jn EJ7 signal	Approach control	All traffic	{½}

Planning Note

150 SRTs are based on running to/from Topsham therefore no adjustment allowance is required.

St James Park

Dwell Time

15x	½
Arriving from Exeter St David's then departing as ECS to Exmouth Junction	2

Exeter Central

Dwell Time

15x to 16x & 80x	1½

Platform Re-occupation	4

Simultaneous moves not permitted

First Movement	Second Movement	Margin
Down trains from Exmouth Jn direction to the Down Bay platform	Up trains from Exeter St Davids to platform 2 (down platform)	3

No movements may depart from Exeter Central to Exeter St Davids platforms 1 or 3 if said platform is occupied.
ECS from Exeter St Davids may shunt into an occupied Exeter St Davids platform using Down Waterloo line signal E335, however there is no shunt route from Exeter Central itself to E335 due to steep gradient.
No movement is allowed to/ from Exeter St Davids platforms 1/2/3 to/from Taunton/Cowley Bridge Jn direction while a train is moving from Exeter Central to Exeter St Davids platform 1 (due to gradient and SPAD risk)

Turnround allowances

	DMU	
From Barnstaple/Paignton/Exmouth	4	

GW611 EXMOUTH JUNCTION TO EXMOUTH

Polsloe Bridge

Dwell Time

15x to 16x	½*

***** Increased to 1 minute toward Exeter 0730–0930 and from Exeter 1630-1830 Monday to Friday

Digby & Sowton

Dwell Time

15x	1

Newcourt

OFFICIAL

Dwell Time	
15x	1

Topsham

Dwell Time	
15x	1

Platform End Conflicts		
Trains can arrive at Topsham at the same time.		
First Movement	**Second Movement**	**Margin**
First train arriving	Second train departing/passing	1

Exton

Dwell Time	
15x to 16x	½*
* : Request Stop	

Lympstone Commando

Dwell Time	
15x to 16x	½*
* : Request Stop	

Lympstone Village

Dwell Time	
15x to 16x	½*
***** Increased to 1 minute towards Exeter 0700-0900 and from Exeter 1700-1900 Monday to Friday	

Exmouth

Turnround allowances	
	DMU
From Paignton/Barnstaple	5
From Exeter	4

GW620 NEWTON ABBOT WEST JUNCTION TO GOODRINGTON C.S.

Torre

Dwell Time	
15x	1

Planning Note
A down train cannot depart Torre until 2 minutes after the preceding train has departed Torquay.

Torquay

Dwell Time

LH / 22x	2
80x	2
15x	1
Platform Reoccupation	5 minutes
Planning Note	
An up train cannot depart Torquay until 2 minutes after the preceding train has passed/departed Torre.	

Paignton

Turnround allowances

	L/H	22x	DMU	Class 80X (5 car)	Class 80X (9Car)
From Exmouth/Exeter			4	10	10
From Newton Abbot			4	10	10
From Paddington	40			20^	20^
From Waterloo via Pinhoe			25		
From North of Bristol Temple Meads (including South Wales)	40	20	20	20^	20^
From Bristol Temple Meads		15			
From Barnstaple/Plymouth			10		

^ Plus 5 minutes if a shunt move is required

***** : Where trains are using the Up platform in the opposite direction, the minimum platform re-occupation time is 4 minutes.

The time allowed for a train to arrive at Paignton and then depart for Goodrington C.H.S. should be 9 minutes. This allows for detraining of customers; closing doors; contacting the signaller and traincrew lowering the barriers at Paignton South T.M.O. except when an attendant is on duty at Paignton South. In addition, the person in charge of the Yard must be contacted for permissions to allow access to the single line/yard. This will apply to all train types.

In addition, once a movement has been accepted from Goodrington C.H.S. and Signal PN12 cleared for the same, No route can be set from Signal PN3 on the Down Line (from Torquay) for arrivals into the station - a minimum of 3 minutes should elapse. Likewise, once Signal PN3 has been cleared for an arrival at Paignton from the Torquay direction no route can be set for an arrival from Goodrington C.H.S. Once that move is stationary a route from Goodrington C.H.S. can be set. It should be noted that Down trains can be routed either into DPL or UPL at Paignton. However, depending on the turnround allowances and occupation of the UPL it is desirable they be timed into the UPL.

Alternatively, a unit may run from the DPL into the UPL via Paignton Signal 3. This move should coincide with a train departing from Paignton (towards Torquay) to minimise the occupation of Paignton North crossing. All locomotives - hauled services are required to run to Goodrington CHS for run round purposes.

When more than one movement is to take place to and from (or within) Goodrington Carriage Sidings the sidings and line to Paignton are under the control of a “Person in Charge” in the event of more than one train being timed into Goodrington the Area Production Manager must be informed for staffing purposes.

Trains are to be timed as a single move Paignton - Goodrington - Paignton with the TID of the next working with the exception of DB Cargo; where each movement will be timed as separate trains, each with the appropriate TID relating to the incoming or outgoing passenger train.

Paignton South Level Crossing Attendant

A level crossing attendant is provided at Paignton South on Period EFG Saturdays between the hours of 0900-1800. During these periods, the time required to unload/secure terminating down trains in Paignton platform 1 prior to running ECS to Goodrington Sidings can be reduced to standard values. In these circumstances the 9-min allowance (shown above) does not apply.

GW628 LAIRA JUNCTION TO PLYMOUTH FRIARY SS VIA SPEEDWAY JUNCTION
Laira Depot
Trains from Plymouth to Laira Depot run under normal headway between Plymouth and Lipson Junction/Laira Junction see below for allowances around Mount Gould Junction.
Trains from Laira Depot must leave at a minimum of 15 minutes intervals.

Laira Junction
Routes to and from this location to Laira Depot
Inbound
Empty 220s/221s, 80x, GWR Short Form HST (HSTGW4), DMU formations or Loco Hauled Passenger Vehicles from Plymouth to Laira Depot are normally routed via Mount Gould Junction then via the Washing Apron to Laira Depot.
Empty 220s/221s, 80x, GWR Short Form HST (HSTGW4), DMU formations to Laira Depot may reverse at Mount Gould Junction without flushing or washing to avoid congestion and will perform these operations on the outward journey see the allowances for Mount Gould Junction. Such working must be agreed by the TOC with the Depot Manager at Laira.
Empty trains may only be routed via Laira Junction where it is possible for the driver to walk through the train as there is no walking route.
Loco hauled NPCCS vehicles are normally routed via Mount Gould Junction to reverse.
Light Diesel locomotives between Plymouth station and Laira Depot will normally be routed via Laira Junction.
Outbound
Empty 80x & GWR Short Form HST (HSTGW4) departing from Laira Depot to Plymouth station will normally be routed via Mount Gould Junction where they will reverse. However, it is possible to route them via Laira Junction DGL to correct the orientation of the train.
Empty 220s/221s single sets will normally be routed via Laira Junction.
Empty loco hauled trains departing from Laira depot will normally be routed via Mount Gould Junction.
Empty trains where it is not possible to walk through the train may only be routed via Laira Jn if reversing on the Down Goods line. Empty trains where it is possible to walk through the train may reverse on either the Down Goods line or Main line.
Light Diesel locomotives between Laira Depot and Plymouth station will normally be routed via Laira Junction.
Method of working loco hauled trains
Loco hauled trains are normally worked from Mount Gould Junction to Laira Depot by the Depot pilot locomotive with the train engine remaining attached or following.

Mount Gould Junction
Two 80x, GWR Short Form HST (HSTGW4), DMU formations or Class 220/1 units may be timetabled to be held in the section between Lipson Jn and Mount Gould Junction awaiting entry to the flushing apron.

Mount Gould Platform	
Reoccupation	5

GW637 ST BUDEAUX JUNCTION TO GUNNISLAKE	
St. Budeaux Victoria Road	
Dwell Time	
150 to 153	1½*
***** : Includes allowance for token	

Bere Ferrers	
Dwell Time	
150 to 153	½

Bere Alston	
Dwell Time	
150 to 153	3

Calstock	
Dwell Time	
150 to 153	½

GW640 LISKEARD TO LOOE VIA COOMBE	
Coombe Junction Halt	
Dwell Time	
DMU	3

St Keyne	
Dwell Time	
DMU	½*
***** Request Stop	

Causeland	
Dwell Time	
DMU	½*
***** Request Stop	

Sandplace	
Dwell Time	
DMU	½*
***** Request Stop	

GW660 PAR TO NEWQUAY
Par
See entry on route GW108

St Blazey Signal Box			
Adjustments to Sectional Running Times			
Movement	**Reason**	**Timing Load**	**Value**
Up train arriving St Blazey with section	Approach control	All	{2}

ahead occupied			
Junction Margins			
First Movement	**Second Movement**	**Margin**	**Notes**
Up train arrive/pass St Blazey	Down train arrive/pass St Blazey	3	If possible, down train should not pass/depart Par until Up train has arrived at St Blazey.
Up train of longer than 130m departs St Blazey	Down train arrive/depart/pass St Blazey	2	*See below
Up train arrive/pass St. Blazey from Goonbarrow Jn	Down train depart St. Blazey to Goonbarrow Jn	3	
Please note - If trains are crossing at St Blazey Signal Box, the Up train must **ALWAYS** arrive first. *If the Up train is longer than 130m it is preferable to cross at Goonbarrow Junction.			

Luxulyan

Dwell Time	
DMU	½*
***** : Request Stop	

Goonbarrow Junction

Junction Margins			
First Movement	**Second Movement**	**Margin**	**Notes**
Down Train arrives	Up train arrives/pass	2½	Down train always arrives first
Up train arrive/pass	Down train departs	2	
Arrive/pass from Par	Depart to Par	2	
. Operation of 10-car 80x requires special arrangements if crossing another service at Goonbarrow Junction			

Bugle

Dwell Time	
DMU	½*
***** : Request Stop	

Roche

Dwell Time	
DMU	½*
***** Request Stop	

Goss Moor Loop

Junction Margins		
First Movement	**Second Movement**	**Margin**
Up pass	Down depart	1

Up arrive	Down pass	2
Down pass	Up depart	1
Down arrive	Up pass	2

St Columb Road	
Dwell Time	
DMU	½*
***** Request Stop	

Newquay					
Turnround allowances					
		DMU	**GWR Short Form HST (HSTGW4)**	**Class 80X (5 car)**	**Class 80X (9/10 Car)**
From Paddington				25	30
From Bristol/Plymouth		10	10	15	20
From Truro/ Falmouth		5			
From Par		5*	6	7	10
* : 3 minutes acceptable, if not sequential in unit diagram					
Planning note					
To ensure both platforms receive use throughout the year, preffereed platforming for local services is platform 2 Monday – Saturday and platform 1 on Sundays.					

GW680 PENWITHERS JUNCTION TO FALMOUTH	
Penryn	
Dwell Time	
15x	1
Platform working:	
Up trains MUST be timed to arrive before a down train.	
Trains in the up direction must arrive at least 3 minutes before a down train. Departure can be simultaneous.	
Up trains cannot use the down loop.	

Penmere	
Dwell Time	
15x	1

Falmouth Town	
Dwell Time	
15x	1

GW690 ST. ERTH TO ST. IVES
St. Erth
Dwell Time

GW690 ST. ERTH TO ST. IVES	
15x	½*
* : For through trains only.	

Lelant Saltings	
Dwell Time	
15x	½

Lelant	
Dwell Time	
15x	½*
* : Request Stop	

Carbis Bay	
Dwell Time	
15x	½

GW700 GLOUCESTER BARNWOOD JUNCTION TO SEVERN TUNNEL JUNCTION

Horton Road Junction

Junction Margin:- 2 minutes (can be reduced to **1½ minutes** if second train has at least 1-minute pathing or adjustment time approaching Horton Road Junction.)

Adjustment to Sectional Running Times (show approaching this location)

Movement (Down)	Reason	Timing Load	Value
Trains routed beyond Horton Road Jn into Gloucester platform 1, if platform 2 is occupied	Approach Control	All Passenger trains	{½}
Trains routed beyond Horton Road Jn into Gloucester platform 2, via a weave over UML to pass a train in P1	Approach control and slow speed connection	All Passenger trains	{½}
Trains routed beyond Horton Rd Jn towards Awre via the UML or URL at Gloucester	Approach control and slow speed connection	Freight All Passenger trains	{2} {½}
Trains routed beyond Horton Rd Jn into Gloucester platform 4	Approach control and slow speed connection	All Passenger trains	{½}
Trains routed beyond Horton Road Jn directly into Gloucester C.H.S	Approach control and slow speed connection	All ECS moves	{½}

Gloucester

Adjustment to Sectional Running Times (to be shown approaching this location)

Movement	Reason	Timing Load	Value
Horton Road Jcn to Gloucester platform 2 Via platform 1	Longer route combined with precision stop requirement for longer formations	80x / HST only	{½}

Gloucester

Horton Road Jcn to Gloucester platform 2 Via UML	Approach control at G154 signal and precision stop requirement for longer formations	80x / HST only All other traffic	{1} {½}
Horton Road Jcn to Gloucester Platform 4	Slow speed connections	80x / HST only All other traffic	{1} {½}

Adjustment to Sectional Running Times (to be shown after this location)

Movement	Reason	Timing Load	Value
Gloucester platform 2 to Horton Rd Jn via platform 1	Approach control at G135	All traffic	{½}
Gloucester platform 4 or URL to Horton Rd Jn	Slow speed connections	80x / HST only All other traffic	{1} {½}
Gloucester platform 1 departure towards Awre	Extra distance travelled through platform 2	All traffic	{½}

Junction margins

First Movement	Second Movement	Margin
Depart Platform 2 via UML towards Horton Road Jn	Arrive platform 2 from Horton Road Jn via platform 1	3½
Depart platform 2 via platform 1 towards Horton Road Jn	Arrive platform 2 from Horton Road Jn via UML	3
Depart platform 2 towards Gloucester West Jn	Arrive platform 2 from Gloucester West Jn	4
Depart platform 3	Arrive platform 3	4

Connectional Allowance	7

Dwell Time

All	2
XC 170	2*

*By exception, dwell time may be reduced to 1½ minutes after discussion and agreement between CrossCountry and Network Rail.

Minimum allowance for reversals or run rounds en-route

LH	13 #
DMU (Does not apply to XC traction)	3

Staff are not provided for locomotive run-rounds at Gloucester

Platform Re-occupations (Horton Road Jn end)	Platform 1 (opposite) – Apply junction margin at Horton Road Jn Platform 2 (same direction, down) – 3 Platform 2 (opposite, via UML both ways) – Apply junction margin at Horton Road Jn Platform 4 (same direction, Down) – 4 Platform 4 (opposite) – Apply junction margin at Horton Road Jn

Gloucester

Platform re-occupations (Gloucester West end)	Platform 2 (same direction, Up) – 4 Platform 4 (same direction, Up) – 4 Platform 4 (opposite direction) – Apply junction margin at Over Jn.

Turnround allowances

	22X	DMU/GWR Short Form HST (HSTGW4)	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington			15	20
From Swindon / Bristol	20*	10	10	15
From Worcester / Birmingham	20*	10		
From Cardiff		10		
From West of Cardiff		20		
From North of Birmingham	20*	20*		
From Penzance / Plymouth / Paignton	20*	20*		

* May be reduced to 10 minutes on agreement

Platform End Conflict Margin

First Movement	Second Movement	Margin
An arrival into platform 1 from Horton Road Jn	An arrival into platform 2 from Horton Road Jn via UML	2 mins
An arrival into Platform 1 from Horton Road Jn	A departure from Platform 2 to Horton Road Jn via the Up Main	2 mins
An arrival into Platform 1 from Horton Road Jn	A departure from Platform 3	Simultaneous
An arrival into Platform 2 from Horton Road Jn	A departure from Platform 3	2 minutes
An arrival into Platform 2 from Horton Road Jn	An arrival into Platform 3	3 minutes
A departure from platform 2 towards Awre	A departure from platform 1 towards Awre	3½ minutes
A departure from Platform 3	An arrival into Platform 2 via the UML from Horton Road Jn (preferred route in this scenario)	Simultaneous
A departure from Platform 3	An arrival into Platform 2 via Platform 1 (not preferred due to signalling time-out)	Second train passes Horton Rd jn 2 minutes after first train departs Gloucester Platform 3.

Gloucester

An arrival into Platform 2 from Horton Road Jn	An arrival into Platform 1 from Horton Road Jn	Second train passes Horton Rd Jn 1 minute after the first train arrives platform 2, refer also to the adjustment allowances table
An arrival into Platform 1 from Horton Road Jn	An Up arrival into Platform 2 from Gloucester West / Awre	3 minutes
An Up arrival into Platform 2 from Gloucester West / Awre	An arrival into Platform 1 from Horton Road Jn	4 minutes
An arrival into Platform 2 from Gloucester Yard Jn via the UML	A departure from Platform 1 towards Horton Road Jn	Apply a 2 minute junction margin at Horton Rd Jn
An arrival into Platform 2 from Horton Road Jn via the UML	A departure from Platform 4 or the Up Relief Line towards Horton Road Jn	1 minute
An arrival into Platform 3	A departure from Platform 2 towards Awre	2 minutes
An arrival into Platform 4	A departure from Platform 2 via the UML to Horton Road Jn	1 minute
An arrival into any through platform	An opposite direction arrival into the same platform for attachment purposes	4 minutes
A departure from Platform 2 to Horton Road Jn via UML	An arrival into Platform 1 from Horton Road Jn	3*
*If the first and second moves conflict at Horton Road Jn then a junction margin will apply at that location		

Shunting Margins – G454, G448, G446, G444 & Gloucester CHS

First Movement	Second Movement	Margin	Notes
Train towards Barnwood Jcn or Gloucester Yard Jcn passes Horton Road Jcn	Conflicting shunt move departs Gloucester or Gloucester CHS	1 – following passenger 2 – following freight	Apply passenger margin when following light engine or ECS
Shunt move arrives Gloucester or Gloucester CHS	Conflicting Down train to Gloucester or Gloucester CHS passes Horton Road Jcn	1½	
Shunt move arrives Gloucester or Gloucester CHS	Conflicting Up train towards Horton Road Jcn passes Gloucester	2½	
Down train from Horton Road Jcn or shunt move arrives Gloucester or Gloucester CHS	Conflicting shunt move departs Gloucester or Gloucester CHS	1	
Down train towards Awre passes Gloucester	Conflicting shunt move to G448, G446 or G444 signal departs Gloucester	1 – following passenger 2 – following freight	Apply passenger margin when following light engine or ECS

Gloucester			
Up train to Horton Road Jcn departs Gloucester platform 4	Shunt move to Gloucester platform 4 departs G454 signal	2	
Shunt move from G454 signal arrives Gloucester platform 4	Train departs Gloucester CHS	1	
Down train from Horton Road Jcn arrive Gloucester platform 1	Shunt move to G448, G446 or G444 signal departs Gloucester platform 2	2	A train standing at G448 or G446 signal prevents any movement over the UML to/from Horton Road Jcn, or any passenger movement towards Barnwood Jcn.
Down train from Horton Road Jcn arrive Gloucester platform 2 via UML	Shunt move to G446 or G444 signal departs Gloucester platform 1	Simultaneous	
Down train from Horton Road Jcn arrives Gloucester platform 1, 2 or 4	Conflicting shunt move to Gloucester platform 1, 2 or 4 departs G446, G448 or G454 signal	1½	If shunting into an occupied platform, apply {½} only due to short distance travelled
Down train from Horton Road Jcn arrives or passes Gloucester	Conflicting shunt move departs G444 signal	1	A train standing at G444 signal prevents an Up train from entering the UGL at Horton Road Jcn.
Up train from Gloucester passes Horton Road Jcn	Conflicting shunt move departs G444 signal	1 – following passenger 2 – following freight	Apply passenger margin when following light engine or ECS
Shunt move to Gloucester platform 4 or Gloucester CHS departs G444 signal, routed via No.1 or 2 Spur	Up train from Gloucester UML, platform 1 or 2 passes Horton Road Jcn routed to UGL	3	If the shunt move is routed to Gloucester platform 1, 2 or UML, apply appropriate margin at Gloucester
Shunting Margins – G419 & G31			
First Movement	**Second Movement**	**Margin**	**Notes**
Down train to Awre departs or passes Gloucester	Conflicting shunt move to G419 signal departs Gloucester	2½	If first train runs via UML to Over Jcn then these moves are simultaneous
Down train to Awre departs or passes Gloucester (is <u>not</u> routed via UML to Over Jcn)	Conflicting shunt move to G31 signal departs Gloucester	3	
Down train via UML to Over Jcn departs or passes Gloucester	Conflicting shunt move to G31 signal departs Gloucester	4	

Gloucester

Shunt move from G419 or G31 signal arrives Gloucester	Conflicting Down train departs Gloucester	1	
Shunt move from G419 or G31 signal arrives Gloucester	Conflicting Down train passes Gloucester	2½	
Shunt move from G419 or G31 signal arrives Gloucester	Up train from Awre arrives or passes Gloucester	4	

Planning notes

It is not permitted to show pathing time approaching Gloucester Platform 2 in a down passenger train that is routed via Platform 1. Any pathing time should be applied approaching Horton Rd Jn.

For a down train approaching Gloucester Platform 2 via UML, a maximum of 1 minute of pathing time is permitted between Horton Rd Jn and Gloucester (in addition to the adjustment value for approach control). Any excess pathing time should be applied approaching Horton Rd Jn.

Any train using Platform 4 or the Up Relief when travelling towards Lydney needs to be timed at Over Junction

Platform Workings for Class 80x (when reversing)

Platform	Max length (coaches)
1	5
2	9
4	10

Platform Workings for Class 80x (through services)

Platform	Max length (coaches)
1 (Up)	10*
1 (Down)	5
2 (Up)	9
2 (Down)	10**
4 (Up)	10
4 (Down)	10

*10 car operation obstructs Platform 2 in rear
**10 car operation obstructs Platform 1 in rear. Passenger stop not permitted if arriving from UML

Lydney

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From the Down Main to the Down Loop and Up Main to the Up Loop	Slow turnout speed into the loop (15 mph)	All traffic	+{2}

Dwell Time

150 to 231 (Down platform)	1 (maximum)
150 to 231 (Up platform)	1

Level Crossing Restriction

To prevent excessive level crossing barrier down-time, passenger trains stopped at Lydney in the Down direction only, to be advertised earlier by the amount of recovery / pathing allowances shown between Gloucester and Lydney.

Chepstow

Dwell Time

150 to 170	1

Chepstow				
Turnround allowances				
	DMU			
From Cardiff and beyond	8			

Caldicot	
Dwell Time	
150 to 153	1
156 to 175	1
* See the note in route GW700 in section 5.2.1. Headway Values	

Severn Tunnel Junction			
Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
From Down Main to Down Relief prior to Severn Tunnel Junction	Slow speed turnout with approach control	Passenger and ECS Freight	{1½} # {2} #
# A quicker crossover of 70mph is available at Severn Tunnel Jn that would not require an adjustment allowance			
Dwell Time			
For all other entries, refer to GW900			

GW730 SHREWSBURY SUTTON BRIDGE JUNCTION TO NEWPORT MAINDEE WEST JUNCTION (NORTH AND WEST LINE)

English Bridge Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
Trains towards Abbey Foregate Jn	Approach control	All	{1}
If a train of over 38SLUs is stopped at Abbey Foregate Jn in the Wellington direction, then a 3 minute margin must apply from the train departs Abbey Foregate to the next train passing English Bridge Jn. This is to mitigate against the length of train fouling the junction.			
Junction Margin			
A margin of 3 minutes is required between a train using the Up main from Shrewsbury P3 to the next train from Sutton Bridge Jn			

Sutton Bridge Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	**Reason**	**Timing Load**	**Value**
From Shrewsbury to Cambrian Line	Slow speed crossover	DMU	{½}
Junction Margin			
When Dorrington Signal box is switched-out, creating a block section from Marsh Brook L.C. to Sutton Bridge Jn, Shrewsbury bound trains may be planned following junction fouling moves at Sutton Bridge Jn on the normal headway from Dorrington plus 2 minutes. This permits running under clear signals.			

Church Stretton

Dwell Time	
150 to 175 / LH	1

Marsh Brook L.C.

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Llandrindod (Heart of Wales Line) Craven Arms to Marsh Brook L.C. Start to Pass	Slow speed at Craven Arms	150 to 153	{2}

Craven Arms

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Marsh Brook L.C. to Llandrindod (Heart of Wales Line) Pass to Pass	Slow speed at Craven Arms	150 to 153	{1}
From Marsh Brook L.C. to Llandrindod (Heart of Wales Line) Pass to Stop	Slow speed at Craven Arms	150 to 153	{2}

Dwell Time	
150 to 175 / LH	1
All (to/from GW910)	2
Platform Re-occupation	4

Ludlow

Dwell Time	
150 to 175	1
LH	1½

Leominster

Dwell Time	
150 to 175	1
LH	1½

Moreton – on – Lugg

-All trains to/from Moreton on Lugg terminal must stop at Moreton on Lugg
-Trains from the Craven Arms direction are able to propel into the Stone Terminal at Moreton-on-Lugg if ground staff are provided by the operator. If not, the train is required to run round at Hereford.
-Trains departing Moreton-on-Lugg Stone terminal northbound propel onto the down main at Moreton on Lugg.

Moreton-on-Lugg Terminal

Planning Note
Only 1 train can be accommodated at a time

Shelwick Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value

Pass from Ledbury	Acceleration	All except 80x and 196	{1}
Pass to Ledbury	Slow speed Junction	All except 80x and 196	{1}
Planning Note			
80x and 196 SRTs at Shelwick Jn are based on running to/from Ledbury, therefore adjustment allowances are not required.			

Hereford

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Up departure from Platform 1 or 2	Slow speed junction	196 All other traffic	{1}* {1½}*
Down arrival into Platform 1	Slow crossover speed	196	{1}
* Applied approaching next timing point. To be applied in addition to adjustment shown at Shelwick Jn.			

Connectional Allowance	7

Dwell Time

All	2

Platform Working (SPAD mitigation)

First Movement	Second Movement	Margin
Arrive Platform 1	Depart Platform 2	3 minutes
Arrive Platform 2	Depart Platform 1	3 minutes

Junction Margin

First Movement	Second Movement	Margin
Up departure from Platform 1 or 2	Down arrive/ pass	6
9 or 10 Car 80x Down depart Platform 1 or 2	Down arrive Platform 1 or 2	3
Platforms 1 & 2 – a 9 or 10-car 800/802 occupies the track circuit in rear of the platform, locking 36pts.Therefore a second southbound train cannot arrive into P1 or P2 at Hereford whilst a 9 or 10-car stands in either platform.		

Turnround allowances

	LH	All WMT services	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Paddington	40		15	25	30
From Oxford/Worcester		5	10	15	20
From Birmingham/Cardiff/Crewe		5	15		

Abergavenny

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Trains terminating at Abergavenny	Approach control and signalling constraints	Passenger	{2½}

Dwell Time

150 to 175	1
LH	1½

Turnround allowances

Abergavenny	
	DMU
From Cardiff	10

Pontypool & New Inn	
Dwell Time	
150 to 153	½
156 to 175 /LH	1

Cwmbran	
Dwell Time	
150 to 175	1
LH	1½

GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN	
Shrewsbury	
Dwell Time Through	
All	2
Dwell Time Reverse	
LH	20 Run round (LH)
Power	5 a) 5 b)
a) From Cambrian	
b) To Cambrian	
All WMT services	5
Turnround Allowance	
Power	10 c) 15 d)
c) All service groups other than Central Wales	
d) Ex Central Wales Line	

Gobowen	
Dwell Time	
Power / LH	1

Chirk	
Dwell Time	
Power	1
Freight services for Chirk Kronospan to be allowed a minimum of 10 minutes dwell for shunting duties to be undertaken	

Ruabon	
Dwell Time	
LH	1

Wrexham General

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains from Platform 3 towards Ruabon	Slow speed junction	{1} after Wrexham
Trains from Ruabon towards Platform 3	Slow speed junction	{1} approaching Wrexham

Dwell Time

LH	1½
Slam	1*
Power	1*

* - ½ minute for trains to/from Bidston (LH/HST stop not permitted)

Junction Margins

First Movement	Second Movement	Margin
Arrive Plat.1 from Saltney Jn.	Depart Plat.3 or Up Bay Sidings towards Croes Newydd	4
Arrive Plat.1 from Saltney Jn.	Arrive Wrexham from Croes Newydd N.F. via Up Main	5½
Depart Plat.3 or Up Bay Sidings towards Croes Newydd	Arrive Plat.1 from Saltney Jn.	6
Arrive Plat.3 or Up Bay Sidings from Croes Newydd North Fork.	Arrive Plat.1 from Saltney Jn.	4½
Depart Plat.3 towards Croes Newydd	Arrive Plat.2/3 from Gobowen	5½

Platform Reoccupation

Platform 1	6

Turnaround Allowance

Class 230	4
Class 197	3

GW733 SUTTON BRIDGE JUNCTION TO ABERYSTWYTH

Sutton Bridge Jn

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Shrewsbury to Cambrian Line	Slow speed crossover	DMU	{½}

Reoccupation of Single Lines

At Sutton Bridge Junction a minimum of 3 minutes is to be allowed before planned reoccupation of the single line section.

Welshpool

Dwell time

Power	1

Platform end conflicts

First Movement	Second Movement	Margin
Up DMU into Up platform Stop	Down DMU into Down platform Stop or pass	Parallel move

Welshpool		
Dwell time		
Up DMU into Up platform pass	Down DMU into Down platform Stop or pass	N/A
Up DMU into Up platform Stop	Down Loco hauled into Down platform stop or pass	Parallel move
Up Loco Hauled into Up platform	Down DMU into Down platform	3½
Up Loco Hauled into Up platform	Down Loco hauled into Down platform	4½
Up DMU into Down platform stop	Down DMU into Up platform stop or pass	Parallel move
Up DMU into Down platform stop	Down Loco hauled into Up platform stop or pass	Parallel move
Up Loco Hauled into Down platform	Down DMU into Up platform	3½
Up Loco Hauled into Down platform	Down Loco hauled into Up platform	4½
Down DMU into Down platform	Up DMU from Fron Jn into Up platform	Parallel move
Down DMU into Down platform	Up Loco hauled from Fron Jn into Up platform	7
Down Loco hauled into Down platform	Up DMU from Fron Jn into Up platform	Parallel move
Down Loco hauled into Down platform	Up Loco hauled from Fron Jn into Up platform	8
Down DMU into Up platform Stop	Up DMU into Down platform	Parallel move
Down DMU into Up platform Pass	Up DMU into Down platform	Parallel move
Down DMU into Up platform	Up Loco hauled into Down platform	3
Down Loco hauled into Up platform Stop	Up DMU into Down platform	Parallel move
Down Loco hauled into Up platform pass	Up DMU into Down platform	Parallel move
Down Loco hauled into Up platform	Up Loco hauled into Down platform	4

Fron Junction		
Platform end conflicts		
First Movement	**Second Movement**	**Margin**
Up DMU from Newtown to Up loop	Down DMU from Welshpool from Down loop	1½
Up DMU from Newtown to Up loop	Down Loco hauled from Welshpool from Down loop	2½
Up Loco Hauled from Newtown to Up loop	Down DMU from Welshpool from Down loop	1½
Up Loco Hauled from Newtown to Up loop	Down Loco hauled from Welshpool from Down loop	2
Up DMU from Newtown to Down loop	Down DMU from Welshpool from Up loop	1½
Up DMU from Newtown to Down loop	Down Loco hauled from Welshpool from Up loop	2
Up Loco Hauled from Newtown to Down loop	Down DMU from Welshpool from Up loop	1½
Up Loco Hauled from Newtown to Down loop	Down Loco hauled from Welshpool from Up loop	2

Newtown		
Dwell Time		
Power	1	
Platform end conflicts		
First Movement	**Second Movement**	**Margin**
Up DMU into Up platform	Down DMU into Down platform	2½
Up DMU into Up platform	Down Loco hauled into Down platform	4
Up Loco Hauled into Up platform	Down DMU into Down platform	2½
Up Loco Hauled into Up platform	Down Loco hauled into Down platform	4
Up DMU into Down platform	Down Loco hauled into up platform	4½
Up DMU into Down platform	Down DMU into up platform	2½
Up Loco Hauled into down platform	Down Loco Hauled into up platform	4½
Up Loco Hauled into down platform	Down DMU into up platform	2½
Down DMU into Down platform	Up DMU into Up platform	2½
Down DMU into Down platform	Up Loco hauled into Up platform	4
Down Loco Hauled into Down platform	Up DMU into Up platform	3½*a
Down Loco Hauled into Down platform	Up Loco hauled into Up platform	4*b
Down DMU into Up Platform	Up DMU into Down platform	1½

Newtown		
Down DMU into Up platform	Up loco hauled into Down platform	3
Down Loco hauled into Up platform	Up DMU into Down platform	3
Down Loco hauled into Up platform	Up Loco hauled into Down platform	5
* This applies to down train comprising light locos and trains up to 120m long		
a 4 for over 120m		
b 4½ for over 120m		

Caersws	
Dwell Time	
Power	1

Talerddig		
Dwell Time		
Power	1	
Junction Margins		
First Movement	**Second Movement**	**Margin**
DMU into Up loop	DMU passes on Down loop	1½
DMU into Up loop	Loco hauled passes on Down loop	2½
Loco Hauled into Up loop	DMU passes on Down loop	2½
Loco Hauled into Up loop	Loco hauled passes on Down loop	3½
The first train into Talerddig MUST use the up loop.		

Machynlleth		
Adjustments to Sectional Running Times		
Movement	**Reason**	**Value**
Dovey Jn to Machynlleth	Approach control for attaching moves	{2}
Attachment Allowance	5	
Detachment Allowance	6	
Connectional Allowance	4	
Dwell Time		
Power	2	
Platform end conflicts		
First Movement	**Second Movement**	**Margin**
Up DMU into Up platform	Down DMU along/ from Down Loop into Down platform	1½
Up DMU into Up platform	Down Loco hauled along/ from Down Loop into Down platform	2
Up Loco Hauled into Up platform	Down DMU from Talerddig into Down platform	3½
Up Loco Hauled into Up platform	Down Loco hauled from Talerddig into Down platform	4½
Platform end conflicts		
First Movement	**Second Movement**	**Margin**
Up DMU into Down platform	Down DMU into Up platform	Parallel
Up DMU into Down platform	Down Loco hauled into Up platform	3
Up Loco Hauled into Down platform	Down DMU into Up platform	Parallel* a
Up Loco Hauled into Down platform *b	Down DMU into Up platform	3*b

Machynlleth		
Up Loco Hauled into Down platform	Down Loco hauled into Up platform	5
Down DMU into Up platform	Up DMU into Down platform	Parallel
Down DMU into Up platform	Up Loco hauled into Down platform	Parallel* a
Down DMU into Up platform	Up Loco hauled into Down platform *b	4*b
Down Loco Hauled into Up platform	Up DMU into Down platform	2½
Down Loco Hauled into Up platform	Up Loco hauled into Down platform	4½
Down DMU into Down platform	Up DMU into Up platform	2½
Down DMU into Down platform	Up Loco hauled into Up platform	4
Down Loco Hauled into Down platform	Up DMU into Up platform	2½
Down Loco Hauled into Down platform	Up Loco hauled into Up platform	4
* a This applies to up direction light locos and trains up to 120m long		
* b This applies to up trains longer than 120m which require to stop ahead of the platform in order to be clear of the junction in rear		
Station Working		
Permissive working is not permitted, with the exception of attaching/detaching movements.		
Turnround Allowance	5	
158 (4 car)	6	

Dovey Jn and Dovey Jn Down Loop		
Connectional Allowance	4	
Dwell Time		
Power	1*	
Platform usage		
Platform detail MUST be shown		
If trains to and from Aberystwyth are planned to pass at Dovey Junction, the up (from Aberystwyth) train must arrive into platform 2a, the down train (from Machynlleth) must travel via Dovey Jn Down Loop and then into platform 2b. If there is no passing movement, trains to Aberystwyth are not required to travel via Dovey Jn Down Loop.		
Cambrian coast trains can only use platform 1		
Platform end conflicts		
First Movement	**Second Movement**	**Margin**
DMU from Aberystwyth into platform 2a	DMU to Aberystwyth into Down Loop	Parallel
DMU from Aberystwyth into platform 2a	Loco hauled to Aberystwyth into Down Loop	2½
Loco Hauled from Aberystwyth into platform 2a	DMU to Aberystwyth into Down Loop	4½
Loco Hauled from Aberystwyth into platform 2a	Loco hauled to Aberystwyth into Down Loop	5½
DMU from Machynlleth into Down Loop	DMU from Aberystwyth into platform 2a	Parallel
DMU from Machynlleth into Down Loop	Loco hauled from Aberystwyth into platform 2a	2
Loco hauled from Machynlleth into Down Loop	DMU from Aberystwyth into platform 2a	2½
Loco hauled from Machynlleth into Down Loop	Loco hauled from Aberystwyth into platform 2a	3
Platform end conflicts		
First Movement	**Second Movement**	**Margin**
DMU from Aberystwyth into Down Loop	DMU from Machynlleth into platform 2b	4
DMU from Aberystwyth into Down Loop	Loco Hauled from Machynlleth into platform 2b	5

Dovey Jn and Dovey Jn Down Loop		
Loco Hauled from Aberystwyth into Down Loop	DMU from Machynlleth into platform 2b	4
Loco Hauled from Aberystwyth into Down Loop	Loco Hauled from Machynlleth into platform 2b	5½
DMU from Aberystwyth arrived clear in platform 2a	DMU to Aberystwyth into platform 2b from Down loop	½
DMU from Aberystwyth arrived clear in platform 2a	Loco hauled to Aberystwyth into platform 2b from Down loop	½
Loco hauled from Aberystwyth arrived clear in platform 2a	DMU to Aberystwyth into platform 2b from loop	½
Loco hauled from Aberystwyth arrived clear in platform 2a	Loco hauled to Aberystwyth into platform 2b from loop	½
DMU to Cambrian Coast into platform 1	DMU from Aberystwyth into platform 2a	Parallel
DMU to Cambrian Coast into platform 1	Loco hauled from Aberystwyth into platform 2a	2
Loco Hauled to Cambrian Coast into platform 1	DMU from Aberystwyth into platform 2a	Parallel
Loco Hauled to Cambrian Coast into platform 1	Loco hauled from Aberystwyth into platform 2a	2½
All movements from the Cambrian coast (Twywn) direction can arrive in platform 1 at the same time as movements to/from platforms 2a or 2b and Down Loop		
Single line re-occupation		
Re-occupation of the single line to Machynlleth after a Coast bound (Twywn) or Aberystwyth bound train	½	

Borth	
Dwell Time	1

Bow Street	
Dwell Time	1

Aberystwyth	
Turnround Allowance	
Power/158 (2 car)	5
158 (4 car)	6

GW734 DOVEY JUNCTION TO PWLLHELI		
Tywyn		
Dwell Time		
Power	1	
Platform end conflicts		
First Movement	**Second Movement**	**Margin**

GW734 DOVEY JUNCTION TO PWLLHELI

DMU into Up platform (1)	DMU into Down platform (2)	Parallel
DMU into Up platform (1)	Loco hauled into Down platform (2)	3½
Loco Hauled into Up platform (1)	DMU into Down platform (2)	2½
Loco Hauled into Up platform (1)	Loco hauled into Down platform (2)	3½
DMU into Down platform (2)	DMU into Up platform (1)	Parallel
DMU into Down platform (2)	Loco hauled into Up platform (1)	3½
Loco Hauled into Down platform (2)	DMU into Up platform (1)	3
Loco Hauled into Down platform (2)	Loco hauled into Up platform (1)	4

The above movements and margins apply also to reverse direction running, ie a Down train into the Up platform (1) and an Up train into the Down platform (2)

Barmouth

Detachment Allowance	6

Dwell Time

Power	1 Down 2 Up

Platform end conflicts

First Movement	Second Movement	Margin
Up DMU into Up platform (1)	Down DMU into Down platform (2)	4
Up DMU into Up platform (1)	Down Loco hauled into Down platform (2)	5
Up Loco Hauled into Up platform (1)	Down DMU into Down platform (2)	4
Up Loco Hauled into Up platform (1)	Down Loco hauled into Down platform (2)	5
Down DMU into Down platform (2)	Up DMU into Up platform (1)	2½
Down DMU into Down platform (2)	Up Loco hauled into Up platform (1)	3½
Down Loco Hauled into Down platform (2)	Up DMU into Up platform (1)	3
Down Loco Hauled into Down platform (2)	Up Loco hauled into Up platform (1)	4

Harlech

Dwell Time

Power	1

Platform end conflicts

First Movement	Second Movement	Margin
Up DMU into Up platform (1)	Down DMU into Down platform (2)	2½
Up DMU into Up platform (1)	Down Loco hauled into Down platform (2)	3½
Up Loco Hauled into Up platform (1)	Down DMU into Down platform (2)	2½
Up Loco Hauled into Up platform (1)	Down Loco hauled into Down platform (2)	3½
Down DMU into Down platform (2)	Up DMU into Up platform (1)	1½
Down DMU into Down platform (2)	Up Loco hauled into Up platform (1)	3
Platform end conflicts		
First Movement	**Second Movement**	**Margin**
Down Loco Hauled into Down platform (2) *	Up Loco hauled into Up platform (1)	3*

* Down direction light locos and trains up to 110m long are permitted to arrive first

The above movements and margins apply also to reverse direction running, ie a Down train into the Up platform (1) and an Up train into the Down platform (2)

Porthmadog	
Dwell Time	
Power	1 Down 2 Up

Platform end conflicts		
First Movement	**Second Movement**	**Margin**
Up DMU into Up platform (1)	Down DMU into Down platform (2)	3½
Up DMU into Up platform (1)	Down Loco hauled into Down platform (2)	4½
Up Loco hauled into Up platform (1)	Down DMU into Down platform (2)	3½
Up Loco hauled into Up platform (1)	Down Loco hauled into Down platform (2)	4½
Down DMU into Down platform (2)	Up DMU into Up platform (1)	2
Down DMU into Down platform (2)	Up Loco hauled into Up platform (1)	3
Down Loco Hauled into Down platform (2) *	Up DMU into Up platform (1)	2½
Down Loco Hauled into Down platform (2) *	Up Loco hauled into Up platform (1)	3½
* Down direction light locos and trains up to 145m long are permitted to arrive first		
Train towards Pwllheli cannot be routed into the up platform (platform 1)		

Pwllheli	
Turnround Allowance	7

GW735 SHREWSBURY CREWE JN TO NANTWICH	
Yorton	
Dwell Time	
LH	1

Wem	
Dwell Time	
LH	1

Prees	
Dwell Time	
LH	1

Whitchurch	
Dwell Time	
LH	1

Wrenbury	
Dwell Time	
LH	1

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Nantwich	
Dwell Time	
LH	1

GW770 EBBW VALE TOWN TO GAER JUNCTION (WESTERN VALLEY LINE)	
Ebbw Vale Town	
Turnaround Allowance	4

GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION	
Bargoed	
Dwell Time for Cardiff Valley 150 & 231	1
Junction Margin	2
Platform Re-occupation	3

Ystrad Mynach	
Platform Re-occupation	3*
* 4 minutes applies on the Up Platform between a Down departure in the Cardiff direction and an Up arrival from the Cardiff direction	

Caerphilly	
Platform Re-occupation	3
Up terminating passenger trains can only arrive in the Bay Platform (Platform 1).	

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET		
Merthyr Tydfil		
Junction Margin		
First Movement	**Second Movement**	**Margin**
Depart to Pentre-Bach	Arrive from Pentre-Bach	2

Pentre-Bach		
Junction Margin		
First Movement	**Second Movement**	**Margin**
Depart to Merthyr Tydfil	Arrive from Merthyr Tydfil	2½

Troed-y-Rhiw		
Junction Margin		
First Movement	**Second Movement**	**Margin**
Depart to Merthyr Vale	Arrive from Merthyr Vale	3½

Merthyr Vale

Junction Margin		
First Movement	**Second Movement**	**Margin**
Arrive from Quakers Yard	Depart to Quakers Yard	Simultaneous
Dwell	1	

Quakers Yard

Junction Margin		
First Movement	**Second Movement**	**Margin**
Arrive from Abercynon	Depart to Abercynon	1
Arrive From Merthyr Vale	Depart to Merthyr Vale	1

Abercynon

Platform end conflicts		
First Movement	**Second Movement**	**Margin**
Arrive from Quakers Yard	Depart to Quakers Yard	½
Depart to Quakers Yard	Arrive from Aberdare	3*
Arrive from Aberdare	Depart to Quakers Yard	½
Arrive from Aberdare	Depart to Aberdare	Simultaneous
♣ Linked with route GW834		
*Can be reduced to 2 minutes if second train has pathing time applied approaching Abercynon		

Dwell (For Merthyr Tydfil Services only)	1

Stormstown

Junction Margin		
First Movement	**Second Movement**	**Margin**
Depart Loop to Pontypridd	Pass on Up Main from Pontypridd	4
Pass on Up Main from Pontypridd	Depart Loop to Pontypridd	1

Pontypridd

Junction Margin		
First Movement	**Second Movement**	**Margin**
Up depart P3 to Merthyr/Aberdare	Down arrive from Treherbert	3
Up depart P2 to Merthyr/Aberdare/Treherbert	Down arrive from Merthyr/Aberdare/Treherbert	4
Down arrive from Treherbert	Up depart P3 to Merthyr/Aberdare	2
Depart Platform 1 or 2 towards Treforest	Arrive Platform 1	3½
Arrive Platform 1	Down Depart platform 2 or 3	1

Dwell	1

Platform Re-occupation	3

When 2 trains depart from Platform 2 in opposite directions after splitting, the departure times must be 2 minutes apart.

Taffs Well

Junction Margin		
First Movement	**Second Movement**	**Margin**
Arrive from Depot	Depart to Radyr	1
Depart to Radyr	Arrive Platform 1 from Radyr	2½

Radyr

Junction Margins		
First Movement	**Second Movement**	**Margin**
Up Depart Platform 2	Down Arrive Platform 2	3½
Down Depart Platform 2 to Danescourt	Up Arrive Platform 3 from Llandaf	3
Down Depart Platform 2 to Danescourt	Up Arrive Platform 2 from Llandaf	4
Up Arrive Platform 3 from Llandaf	Down Depart Platform 2 to Danescourt	1

Dwell	1
Connectional Allowance	3

Trains running to the Llandaf line starting at Radyr cannot run from Platform 3.
Trains running to the city line can only run from Platform 2 or 3.

Services using Platform 2 arriving from Cathays require an additional ½ minute allowance to cater for slower line speed.

Cardiff Queen Street

Connectional Allowance	3
Dwell Time for Cardiff Valley	1½
Junction Margin	See Section 5.3.1

Platform end conflicts		
First Movement	**Second Movement**	**Margin**
Down train arriving at Platform 3	Down train departing Platform 2 towards Cardiff Central	½ minute
Down Train departing or passing Platform 2	Down train arriving or passing Platform 3	3 minutes
Down train arriving from Llandaf to Platform 2 or 3	Up train departing to Heath Junction from Platform 4 or 5	1 minute
Down train departing from Platform 2 or 3 to Cardiff Bay	Up train arriving from Cardiff Central to Platform 2	3 minutes
Down train departing from Platform 2 or 3 to Cardiff Central	Up train from Cardiff Central arriving into Platform 2	3 minutes
Up train departing to Heath Junction from Platform 4 or 5	Down train arriving from Llandaf to Platform 2 or 3	3 minutes
Up train departing or passing Platform 5	Up train arriving or passing Platform 4	3 minutes
Up train from Cardiff Bay or Cardiff Central Platform 8 arriving into Platform 4 or 5	Down departure from Platform 2 or 3 to Cardiff Bay.	1 minute
Up train from Cardiff Bay or Cardiff Central Platform 8 arriving into Platform 4 or 5	Down departure from Platform 2 or 3 to Cardiff Central.	1 minute
Up train from Cardiff Central arriving into Platform 2	Down train arriving into Platform 3	3 minutes
Up train from Cardiff Central arriving into Platform 2	Down departure from Platform 3 to Cardiff Central or Cardiff Bay.	3 minutes

Platform Re-occupation	3 (Platforms 2 & 3)

Cardiff Queen Street	
	2 (Platforms 4 & 5)

Cogan Junction
When a train is signalled from the Penarth Branch towards Cardiff the protecting signal for Cogan Junction is C424 signal which is the controlling signal for movements into the Down Goods Loop. The signal that controls Cogan Junction, C426 is too close the junction in the event of a SPAD incident

Cadoxton			
Adjustments to Sectional Running Time			
Movement	**Reason**	**Timing Load**	**Value**
To Barry Docks ABP	Junction Differential	Freight trains only	{1} before Cadoxton
From Barry Docks ABP	Junction Differential	Freight trains only	{2} after Cadoxton

Barry			
Connectional Allowance	3		
Adjustments to Sectional Running Time			
Movement	**Reason**	**Timing Load**	**Value**
From Barry Island to Cadoxton (platform 3 only)	Junction differential		{½} after Barry

GW834 HIRWAUN TO ABERCYNON		
Aberdare		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Depart Platfrom 1	Arrive Platform 1 from Platform 2	1½

Cwmbach		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Depart to Aberdare	Arrive from Aberdare	2

Abercwmboi		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive Loop from Cwmbach	Depart Fernhill towards Cwmbach	1

Fernhill		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Depart to Mountain Ash	Arrive from Mountain Ash	2

Mountain Ash		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive from Penrhwceiber	Depart to Penrhwceiber	Simultaneous
Dwell	1	

Abercynon
See entry under route GW830 Merthyr Tydfil to Barry Island via Cardiff Queen Street

GW835 TREHERBERT TO PONTYPRIDD JUNCTION

Treherbert		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive	Depart	1
Depart	Arrive	3

Ynyswen		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive from Treochy	Depart to Treochy	Simultaneous

Ton Pentre		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Depart to Ystrad Rhondda	Arrive from Ystrad Rhondda	2

Ystrad Rhondda		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive from Llwynypia	Depart to Llwynypia	Simultaneous
Dwell Time for Cardiff Valley Class 150	1	

Dinas Rhondda		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive from Tonypandy	Depart to Tonypandy	Simultaneous

Porth

Dwell Time for Cardiff Valley	1

GW840 RADYR JUNCTION TO CARDIFF RADYR BRANCH JUNCTION VIA CITY LINES

Ninian Park

Connectional Allowance	3

GW850 LECKWITH LOOP NORTH JN TO LECKWITH LOOP SOUTH JN

Leckwith Loop Jn North & Leckwith Loop Jn South

Planning Rule

A train cannot be planned to stand between Leckwith Loop North Jn and Leckwith Loop South Jn if its length exceeds:290m/45 SLU standage at CF2541 (Down direction)
319m/49 SLU at CF2540 (Up direction), signal to block joint.
235m/36 SLU is the distance between the signals for reversing.

GW870 BARRY TO BRIDGEND BARRY JUNCTION (VALE OF GLAMORGAN LINE)

Rhoose

Dwell Time: 150	½

Llantwit Major

Dwell Time: 150	½

Waterton LC

Services over this crossing should only be planned between the hours of 2100 and 0700.

GW874 BRIDGEND LLYNFI JUNCTION TO MAESTEG

Wildmill

Dwell Time: 150 to 175	½

Sarn

Dwell Time: 150 to 175	½

Tondu

Dwell Time: 150 to 175	½

Garth

Dwell Time: 150 to 175	½

Maesteg Ewenny Road

Dwell Time: 150 to 175	½

GW900 PILNING TO FISHGUARD HARBOUR

Pilning

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Patchway to Pilning Down Loop Pass to Pass or Stop	Slow speed turnout into the loop (40mph) and approach control	All traffic	{1}
From Severn Tunnel East to Pilning Up Loop Pass to Pass or Stop	Slow speed turnout into the loop (20 mph)	All traffic	{1½}

Note: Refer to section 4.3 regarding freight movements through the Severn Tunnel

Dwell Time

Severn Tunnel West

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
From Severn Tunnel Up Loop	Slow speed turnout (15mph)	All Traffic	{2} Approaching next timing point

Severn Tunnel Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Pass to Severn Tunnel Junction Up Goods Loop	Slow speed turnout at loop entry (25 mph) and approach control	All traffic	{1½}
Pass Up Main to Up Tunnel via platform 3	Slow speed turnout (40mph) and approach control	All traffic	{1}* {½} Approaching next timing point

*Not to apply to services reversing behind NT1730

Dwell Time

DMU/EMU	1

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	First Movement									
Second Movement		Pass P1	Depart Pl	Pass P2	Arrive P2	Pass P3 in DOWN	Pass P3 in UP via DT	Depart P3 in DOWN	Pass P4	Arrive P4
	Pass P1			Parallel	Parallel	3 to DR 4 to DM	Parallel	4	Parallel	Parallel
	Depart P1			Parallel	Parallel	2	Parallel	3	Parallel	Parallel
	Pass P2 from ML	Parallel	Parallel			3	3	3	4	4
	Pass P2 from RL	Parallel	Parallel			4	4	4	4	4
	Arrive P2	Parallel	Parallel			4½	4	Parallel	Parallel	Parallel
	Pass P3 in DOWN	4	4	3	3		4½		Parallel	Parallel
	Arrive P3 in DOWN	Parallel	Parallel	Parallel	Parallel		5		Parallel	Parallel
	Depart P3 in DOWN	2	4	2	2				Parallel	Parallel
	Pass P3 in UP via DT	Parallel	Parallel	4	4	4½		5	4	4
	Depart P3 in UP via DT	Parallel	Parallel	Parallel	Parallel	4½ to arrive		4 to arrive	4	4
	Pass P4	Parallel	Parallel	4	4	Parallel	5	Parallel		
	Depart P4	Parallel	Parallel	4 to arrive	4 to arrive	Parallel	4	Parallel		

Note: Refer to section 4.3 regarding freight movements through the Severn Tunnel

Llanwern West Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Down Main to Down Relief	Slower speed turnout	All trains timed over 75mph	{½}
Up Relief to Up Service Line	Slow speed turnout	All	{2}
From Up Relief at Llanwern Jn to Up Main	Slow speed turnout at Llanwern West	All	{1} Approaching next timing point
Down Service Line to Down Relief	Slow speed turnout	All	{2} Approaching next timing point

East Usk Yard

Attachment & Detachment Allowances

First Movement	Second Movement	Value
Up 'Jumbo' train arrive	First portion depart	15
First portion depart	Second portion depart (same direction)	15
Second portion arrive	Down 'Jumbo' train depart	30#

#may be reduced with prior agreement with the operator

'Jumbo' refers to a train formed of two portions

Maindee East Junction

The single line from Maindee North junction cannot be re-occupied until 3 minutes after the previous train has passed Maindee North Jn in the Hereford direction or 2 minutes after it has passed Maindee East in the Llanwern West Jn direction.

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Maindee West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Maindee North Jn	Passenger Pass towards Llanwern West Jn having departed Newport Platforms 3 or 4	2*
Pass from Maindee North Jn	Passenger Pass towards Llanwern West Jn having passed Newport Platforms 3 or 4	2½*

*increase by ½ minute if the first movement is a Freight

Newport

Junction Margins

First Movement	Second Movement	Margin
Dep via ML towards Ebbw Jn*	Arrive/Pass Newport (S. Wales) from Gaer Jn via DM	5½
Pass via ML towards Ebbw Jn*	Arrive/Pass at Newport (S. Wales) from Gaer Jn via DM	5

*Refer to Gaer Jn Margins if the first movement is timed DM to Gaer Jn

Dwell Time

All services except below	1½
All TfW Services	2

Platform Re-occupation	3*#

* Where trains are using the same platform in the opposite direction, the minimum platform reoccupation time is 4 minutes.
#Permissive working is not allowed unless agreed locally

Turnaround/Reversal allowance	4 – To / From Park Jn

Gaer Junction

Junction Margins

First Movement	Second Movement	Margin
Train passes Gaer Jn from Park Jn to Newport (S. Wales)	Train Passes Ebbw Jn for Newport (via UM) (S. Wales)	2½
Train Dep / Pass Gaer Jn towards Newport (S. Wales) (via UM)	Train Passing Ebbw Jn (via UM to Newport (S. Wales)) from Marshfield	1½
Train Dep / Pass Gaer Jn towards Newport (S. Wales) (via DM)	Train Passing Ebbw Jn (via UM to Newport (S. Wales)) from Marshfield	1½
Pass / Dep Gaer Jn from Newport (S. Wales) (via DM) (to Park Jn)	Dep Newport (S. Wales) towards Gaer Jn (via DM)	2
Pass / Dep Gaer Jn from Newport (S. Wales) (via UM) (to Park Jn)	Dep Newport (S. Wales) towards Gaer Jn (via UM) (To Park Jn)	2
Pass / Dep Gaer Jn from Newport (S. Wales) (via UM) (to Park Jn)	Pass Ebbw Jn towards Newport (S. Wales) (via UM)	1½
Pass/Depart to Newport (from Park Jn)	Pass to Park Jn (from Newport)	2
Pass to Newport (from Park Jn)	Depart to Park Jn (from Newport)	1

Newport Alexandra Dock Junction

Headway Between Arrivals (including light engines)	15 minutes minimum
Headway Between Departures (including light engines)	15 minutes minimum

Maximum Length

The maximum length of trains into Newport AD Junction is 58 SLU governed by the length of Number 3 Reception Siding. Trains over this length can be accommodated by special arrangement with South Wales Production Team on 087- 66641.

Movement	Allowance
Field Sidings to Reception and vice versa	10
Arrival from the Cardiff direction to being placed in the New Sidings and vice versa	15
Arrival from the Newport direction to being placed in the New Sidings and vice versa	15
Arrival from the Cardiff direction to being placed in the Low Level Sidings and vice versa	15
Arrival from the Newport direction to being placed in the Low Level Sidings and vice versa	5
Arrival from the Newport direction to arrival at Newport Docks	30
Arrival from the Cardiff direction to arrival at Newport Docks (including run-round)	60
Arrival from Newport Docks to the Cardiff direction (including run-round)	60
Arrival from Newport Docks to Newport direction	30
Arrival from the Cardiff direction to being placed in the Branch Sidings and vice-versa	15
Arrival from the Newport direction to being placed in the Branch Sidings and vice-versa	5

Ebbw Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Up Main/Up Relief to Park Jcn	Junction differential	Passenger Freight	{1} {2}
Up Main to Up Relief	Junction differential	All traffic	{½}
Up Relief to Up Main	Junction differential	All traffic	{½} before and {½} Approaching next timing point
Park Jcn to Down Main/Relief	Junction differential	Passenger Freight	{1} Approaching next timing point {2} Approaching next timing point
Down Main to Down Relief	Junction differential	All traffic	{½}
Down Relief to Down Main	Junction differential	All traffic	{½} Approaching next timing point

Marshfield

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Up pass from Wentloog Freightliner Terminal	Acceleration & Running Brake Test	Freight up to and including 60SLU/384m Freight over 60SLU/384m	½* 1*

Wentloog Freightliner Terminal

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Down depart	5mph within the terminal	Freight over 60SLU/384m	½*

*Approaching next timing point

Planning Restriction

A margin of 20 minutes to be allowed between movements at the Newport and Cardiff ends of Wentloog FLT. This may be reduced on a train by train basis with agreement from Freightliner.

Junction Margins

First Movement	Second Movement	Margin
Down pass Marshfield on RL	Up Depart	4
Down depart	Down pass Marshfield on RL	5½ #
Down arrive	Down pass Marshfield on RL	6 %
Up pass Marshfield on RL	Up Depart	Same time
Up Depart	Down pass Marshfield on RL	5*
Up Arrive	Down pass Marshfield on RL	5*

Reduce by 1½ if second movement diverges at Rumney River Bridge

% Increase by 2 if first movement is over 60SLU/384m

* Increase by ½ if first movement is over 60SLU/384m

Arrival time is based on arriving at the stop board. The margins are based on the time it takes to shunt after arrival.

Rumney River Bridge

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Down Main and Down Relief	Slow speed at yard entry	All traffic	{2}

Pengam Sidings

Of the three lines available at Pengam, one should always be free to facilitate run-rounds or access to/from Tidal Sidings.
Note that the maximum standage in the sidings here is 64 SLUs (total length) each. FOCs need to make allowance for loco length when run rounds are required.

Pengam Junction

Junction Margins

First Movement	Second Movement	Margin
Down Pass Long Dyke Jn having run RL from Marshfield, Wentloog or Rumney River Bridge Jn	Up Pass crossing RL to DRL or Pengam Sidings	Same time
Down Pass Moorlands Road Jn crossing ML to RL	Up Pass crossing RL to DRL or Pengam Sidings	3½
Up Pass to Pengam Sidings	Down pass Long Dyke Jn having run RL from Marshfield, Wentloog or Rumney River Bridge Jn	6
Up Pass to Pengam Sidings	Down Pass Moorlands Road Jn crossing ML to RL	3

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Long Dyke Junction

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Crossing from Down Relief to Line B, C or D	Slower speed crossover	All	{½}

Junction Margin (Standard Junction Margin Matrix applies to those values not referenced in the below table)

First Movement	Second Movement	Value
Passenger train Down Main to Line C	Train crossing Line B to Up Relief or Line D to Up Main	2½
Freight train Down Main to Line C	Train crossing Line B to Up Relief or Line D to Up Main	3
Passenger train Line B to Up Main	Train crossing Line C to Up Main	2½
Passenger train Line B to Up Main	Train crossing Line E to Up Main	3
Freight train Line B to Up Main	Train crossing Line C to Up Main	3
Freight train Line B to Up Main	Train crossing Line E to Up Main	4
Freight train Line D/E to Up Relief	Train crossing Down Relief to Line B/D or E	4½
Passenger train Line D/E to Up Relief	Train crossing Down Relief to Line B/D or E	3½
Passenger train Line D to Up Relief	Train crossing Down Main to Line D or E	2
Freight train Line D to Up Relief	Train crossing Down Main to Line D or E	2½
Freight train Down Relief to Line C	Train crossing Line D to Up Main/Up Relief or Line C to Up Relief	3
Passenger train Down Relief to Line C	Train crossing Line D to Up Main/Up Relief or Line C to Up Relief	2½
Passenger train Down Main to Line E	Train crossing Line D to Up Relief or Up Main	3
Passenger train Down Main to Line E	Train crossing Line B to Up Relief	2½
Freight train Down Main to Line E	Train crossing Line D to Up Relief or Up Main	4
Freight train Down Main to Line E	Train crossing Line B to Up Relief	3
Passenger train Line C to Up Main/Up Relief	Train crossing Down Main to Line C	2
Passenger train Line C to Up Main/Up Relief	Train crossing Down Relief to Line C	3½
Freight train Line C to Up Main	Train crossing Down Main to Line C	2½
Freight train Line C to Up Main	Train crossing Down Relief to Line C	3½
Freight train Line C to Up Relief	Train crossing Down Main to Line C	3
Freight train Line C to Up Relief	Train crossing Down Relief to Line C	4½
Passenger train Down Relief to Line B	Train crossing Down Main to Line C or Line D to Up Relief	2
Freight train Down Relief to Line B	Train crossing Down Main to Line C or Line D to Up Relief	2½
Passenger train Line E to Up Main	Train crossing Down Main to Line E	3
Freight train Line E to Up Main	Train crossing Down Main to Line E	3½
Passenger train Line B to Up Relief	Train crossing Down Main to Line C	3
Freight train Line B to Up Relief	Train crossing Down Main to Line C	2½
Passenger train Line B to Up Relief	Train crossing Down Main to Line E	4
Freight train Line B to Up Relief	Train crossing Down Main to Line E	3
Passenger train Line B to Up Relief	Train crossing Down Relief to Line C	4½
Freight train Line B to Up Relief	Train crossing Down Relief to Line C	3½
Passenger train Line D to Up Relief	Train crossing Down/Up Relief to Line C or Down Main to Line E	3
Passenger train Line D to Up Relief	Train crossing Down Main to Line C	2
Passenger train Line D to Up Relief	Train crossing Down Main to Line D	2½

Cardiff Central

Adjustments to Sectional Running Times (allowance to be shown after this location)

Cardiff Central

Movement	Reason	Timing Load	Value
Departure in the Up direction from Platform 0	*Longer distance to travel*	*Passenger*	*{½}*

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
Arriving into an occupied platform	*Approach Control*	*All*	*{1}*

Connectional Allowance	7

Dwell Time	
LH	3
80x	2
150 to 175 / 197	3
Platforms 4/6/7/8 150/153	1½
Class 387 (ECS to passenger)	2

Minimum allowance for reversals or run rounds en route (loco hauled (Except TfW))	15 minutes

Intervals for ECS to/from Canton Sidings

Services in the same direction, to and from Canton Sidings, should be timed a minimum of 5 minutes apart at Canton.

Platform Working

Permissive working is not permitted with Class 80X (9/10 car) units

Platform Number	Platform Capability
Platform 0	Can fit up to a 4x23m DMU car only.
Platform 1	Permissive move possible, please check length of train and adhere to platform re-occupation values below.
Platform 2	Permissive move possible, please check length of train and adhere to platform re-occupation values below.
Platform 3	Split into A (Cardiff West end) and B (Cardiff East end), with 80x 9/10 car required to be booked in middle (whole platform). Permissive move possible, please check length of train and adhere to platform re-occupation values below.
Platform 4	Split into A (Cardiff West end) and B (Cardiff East end), with 80x 9/10 car required to be booked in middle (whole platform). Permissive move possible, please check length of train and adhere to platform re-occupation values below.
Platform 6	Permissive move possible, please check length of train and adhere to platform re-occupation values below.
Platform 7	Permissive move possible, please check length of train and adhere to platform re-occupation values below.
Platform 8	Permissive move possible, please check length of train and adhere to platform re-occupation values below.

Platform end conflicts (East End)

First Movement	Second Movement	Margin
Down arrival from Line B into Platform 0/1	Up train pass Platform 0/1/2 from Line A/B/Up Barry/Up Barry Relief to Line B	2½
Down arrival from Line D/E into Platform 3	Up train pass Platform 4/Line D from Up Barry/Up Barry Relief to Line D/E	2
Down arrival from Line C to Platform 2	Up train pass Line C from Line C to Line C	2

Cardiff Central

Down arrival from Line D to Platform 3	Up train pass Line D from Line D to Line D	2½
Down arrival from Line B to Platform 1/2	Up train pass Platform 0 from Line A to Line B	3

Platform end conflicts (West End)

First Movement	Second Movement	Margin
Down departure Platform 3/4/6 to Down Barry/Down Barry Relief	Down departure Platform 4/6/8 to Line A/D/E	1½
Up train passing Line D from Up Barry/Up Barry Relief	Down departure Platform 3 to Line D/E	1½
Down departure Platform 0/1/2 to Line D	Down departure Platform 3/4 to Line A	2
Up arrival from Up Barry to Platform 1/2/3	Down train pass platform 4 to Down Barry Relief	2½
Down train pass Line D/C to Down Barry/Down Barry Relief	Down train depart Platform 4/6/7/8 to Line D/E	2½
Up train passing Line C/D from Up Barry	Down train pass platform 4 to Down Barry Relief	3
Up train depart Platform 0 to Line D/E	Up train pass Line C from Line C	3½
Down departure Platform 0/1/2 to Line D/E	Up arrive/pass Platform 1/2/Line C from Line C	4
Down departure Platform 0/1/2/3/4/6 to Line A/D/E	Pass Line C from Up Barry/Up Barry Relief	4
Down departure Platform 0/1 to Line D/E	Up arrival Platform 1/2 from Line A/C	4½
Down departure Platform 4 to Line D/E	Up arrival Platform 0/1/2 from Up Barry/Up Barry Relief	4½
Down departure Platform 4/6 to Line A	Arrive/Pass Platform 0/1/2/Line C/Line D from Line C	4½
Down train pass Line C to Down Barry Relief	Up arrival Platform 0/1/2 from Line C/D/E	4½
Down departure Platform 4 to Down Barry Relief	Up train pass Platform 3 from Up Barry	4½
Down departure Platform 6 to Down Barry Relief	Up train pass Platform 2 from Up Barry	4½
Down departure Platform 6/7 to Line D/E	Up arrival Platform 4 from Up Barry Relief	3½
Down departure Platform 0/1 to Line D/E	Up arrival Platform 1/2 from Line A/B	5
Down departure Platform 6 to Line A	Up arrival Platform 0/2/Line C/Line D from Line B	5½
Down departure Platform 3/4 to Line A	Up arrival Platform 0/1/2/Line C/Line D from Line B	6

Platform Re-occupation	2 mins Cardiff Valley Services 3 mins All except Cardiff Valley Services 4 mins Where trains are using the same platform in the opposite direction

Station Working

Units coming empty stock from Canton Depot to work services to Manchester, Holyhead, Crewe, Birmingham, Portsmouth, Penzance and Paignton that do not require cleaning should be allowed 5 minutes in the Platform prior to departure for labelling and boarding of passengers.

Units coming empty stock from Canton Depot to work services to Manchester, Holyhead, Crewe, Birmingham, Brighton, Penzance and Paignton that do require cleaning, tanking and labelling should be allowed 10 minutes in the Platform prior to departure.

Prior to submitting a bid, Train Operators are requested to discuss with their Network Rail Business Manager any service (i) with a proposed platform occupation time of longer than 10 minutes beyond the specified minimum Turnround allowance time and/or (ii) which requires attaching and/or detaching of locomotive(s). The maximum dwell time for through services is 15 minutes.

Turnround allowances

	LH	22X	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
Cardiff Valley terminus (including Barry Island/Penarth)			3		
From Maesteg/Swansea	10		10	10^	10^

OFFICIAL

Cardiff Central

West Wales	20		15	15^	15^
Paddington/Waterloo	30		20	20^	20^
Worcester / Birmingham / Nottingham & beyond	30	20	15#		
North of Hereford	30¥	25	30¥		
Bristol/Hereford/Cheltenham/Gloucester	20	10	10	10^	10^
Taunton/Westbury/Warminster	30	20$	15#	15^	20^
Portsmouth/Salisbury	30	20$	20$		
Locations West of Taunton	30	20$	20$	15^	20^

^ Plus 10 minutes if a shunt move is required

¥ May be 20 minutes if a cross platform shunt is not required.

$ May be reduced to 15 minutes if a cross platform shunt is not required.

May be reduced to 10 minutes if a cross platform shunt is not required.

Cardiff West

Unit coupling and Reversals at Cardiff West

Units that require to be coupled at Cardiff West must only do so in the Brickyard sidings.

A train consisting of more than one unit that is not gangwayed throughout and requires the driver to change ends is only able to do this at the following locations:
Brickyard sidings
Line A (Signal CF2342)
Line E (Signal CF7048)
This does not apply when two drivers are provided (by TOC agreement only)

Leckwith Loop North Junction

Adjustments to Sectional Running Times (shown after this location)

Movement	Reason	Timing Load	Value
Passing Leckwith Loop North Junction coming from Line E	Slower Speed from Line E	All Passenger	{½}
Passing Leckwith Loop North Junction coming from Line E	Slower Speed from Line E	All Freight	{1}
Passing Leckwith Loop North Jn to Line B	Slow Line Speed	All	{½}

Adjustments to Sectional Running Times (shown approaching this location)

Movement	Reason	Timing Load	Value
Up Main to Leckwith Loop	Approach Control	All	{1½}

Junction Margin

First Movement	Second Movement	Value
Passenger train from Up Main to Leckwith Loop	Train passing on the Down Main	2½
Freight train from Up Main to Leckwith Loop	Train passing on the Down Main	3
Passenger train passing on the Down Main	Train passing Up Main to Leckwith Loop	2
Freight train passing on the Down Main	Train passing Up Main to Leckwith Loop	2½

Miskin Up and Down Goods Loops

Adjustments to Sectional Running Times (allowance to be shown approaching this location)

Movement	Reason	Timing Load	Value
From Up and Down main	Slow speed at loop entry (15 mph)	All traffic	+{2}

Pontyclun	
Dwell Time	
150 to 153	½
156 to 159 / LH	1

Llanharan	
Dwell Time	
LH	1

Pencoed	
Dwell Time	
150 to 153	½
156 to 159 / LH	1

Tremains Down Loop		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Arrive in Loop	Down Pass Bridgend from Pontyclun	5
Arrive in Loop	Down Arrive Bridgend from Pontyclun	5½
Arrive/Pass Bridgend from Pontyclun	Depart Loop	1

Bridgend			
Adjustments to Sectional Running Times			
Movement	**Reason**	**Timing Load**	**Value**
Down Main to Maesteg Branch (Route GW874) non – stop services	Approach control	All	{½} approaching Bridgend
Maesteg Branch (Route GW874) to Up Main non – stop services	Slow speed junction	All	{½} after Bridgend
Up Main to Up VOG (Route GW870) non – stop services	Approach control	All trains	{1} approaching Bridgend
Up Main to Up VOG (Route GW870) stopping at Bridgend	Approach control	Passenger trains only	{½} approaching Bridgend
Down VOG ((Route GW870) to Down Main non – stop services	Slow speed junction SRT differential	Passenger trains only	{½} after Bridgend
Down VOG (Route GW870) to Down Main non – stop services	Slow speed junction SRT differential	Freight trains only	{1} after Bridgend

Dwell Time	
80x / TFW LH	1½
15x	1

Junction Margin				
First Movement	**Second Movement**	**Reason**	**Timing Load**	**Value**
Down main to Maesteg branch	Up Pass Stormy	Conditional double red aspects		Same time
Pass/Depart to Aberthaw	Arrive/Pass from Aberthaw			4
Pass/Depart to Aberthaw from	Pass/Arrive from Down Main			3½

OFFICIAL

Up Main/Maesteg				

Stormy

Junction Margins

First Movement	Second Movement	Value
Down Pass	Down Depart Loop	2
Down Arrive Loop	Down Pass	4
Up Pass	Up Depart Loop	2
Up Arrive Loop	Up Pass	4

Planning Note

Stopping SRTs are based on stopping in the Loops therefore no Adjustment time is required.

Pyle

Dwell Time

15x / 175 LH	1

Margam Moors Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Down Pass to Margam Abbey Works East Jn	Approach Control	Freight Passenger	{1} {2}
Pass from Margam Abbey Works East Jn	Acceleration	All	{2} Approaching next timing point

Junction Margin

First movement	Second Movement	Value
Up Pass from Margam Abbey Works East Jn	Down Pass	4

Margam East Junction

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Up Pass from Up Relief	Acceleration	400 – 1400 1600 – 2200 2400 – 2800 3000	1* 1½* 2* 2½*
Up pass having stopped at Port Talbot		2200 – 2400 2600 and above	½* 1*
Up Pass from Up Main to Margam Yard	Approach control	All	1½
Down pass from Margam Yard	Acceleration	All freight	1*
Down train converging from OVE to Down Main	Acceleration/ slow crossovers	80x	{2}*
Up train diverging to OVE from Up Main	Decceleration/ slow crossovers	80x	{1½}
* applies approaching next timing point			

Port Talbot

Adjustments to Sectional Running Times			
Movement	**Reason**	**Timing Load**	**Value**
From the Down Main to Down Relief Line	Approach Control	All traffic	{2}
From the Up Main to Up Relief Line	Approach Control	All traffic	{2}

Dwell Time	
150 to 175 / 197	1
Class 80x / LH	1½

Baglan

Dwell Time	
150 to 153	½
156 to 159 / LH	1

Briton Ferry

Dwell Time	
150 to 153	½
156 to 159 / LH	1

Neath

Dwell Time	
150 to 175	1
22x / 80x / LH	1½

Skewen

Dwell Time	
150 to 153	½
156 to 159 / LH	1

Llamsamlet

Dwell Time	
150 to 153	½
156 to 159 / LH	1

Swansea Loop West Junction

Adjustments to Sectional Running Times			
Movement (Up direction)	**Reason**	**Timing Load**	**Value**
Trains that have stopped at Gowerton	Trains that have stopped at Gowerton will not be at linespeed when passing Cockett West	Class 150 Class 158	{1} {½}

Gowerton

Dwell Time	
150 to 175	1

Llandeilo Junction

Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Pass to Down Goods Loop or Down Sidings	Approach control	1½
Pass from Morlais Jn to Llanelli	Acceleration	1* % Passenger 2* Freight
Movement Up	**Reason**	**Value**
Pass from Llanelli to Morlais Jn	Slower speed junction	½
Pass from Down Goods Loop, Down Sidings, or Up Goods Loop towards Morlais Jn	Acceleration	1½*#
Pass from Down Goods Loop, Down Sidings, or Up Goods Loop towards Duffryn West	Acceleration	2*
*Applied approaching next timing point		
% Can be reduced to ½ if stopping at Llanelli		
#Does not apply to trains routed from Up Goods Loop to Troestre Works Jn via GL		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Down Pass from Morlais Jn to Llanelli	Up Pass from Llanelli to Gowerton	2

Llandeilo West Junction

Junction Margins		
First Movement	**Second Movement**	**Margin**
Down pass/arrive Llanelli	Down pass/arrive from Up Goods Loop, Down Goods Loop or Down Sidings	2
Up pass Llandeilo Jn	Down pass/arrive from Up Goods Loop	2
Down pass/arrive from Up Goods Loop	Up pass/depart Llanelli	3½
Up pass Llandeilo Jn	Down pass/arrive from Up Goods Loop	1½
Up pass Llandeilo Jn	Up depart	1½

Llanelli Dock Junction East

Junction Margins		
First Movement	**Second Movement**	**Margin**
Up Pass/Depart Llanelli	Down pass from Up Reception	2½

Llanelli

Adjustments to Sectional Running Times		
Movement Down	**Reason**	**Value**
Pass from UM	Acceleration	2*
*Applied approaching next timing point		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Down pass/arrive from UM	Up arrive	5
Down pass/arrive from UM	Up pass	4
Down pass/arrive Pembrey and Burry Port	Down pass from UM	1
Connectional Allowance	7	
Dwell Time		

Llanelli	
LH	2
80x	1½
150 to 175 / 197	1
Minimum allowance for reversals or run rounds en route	
DMU	4
Platform Re-occupation	4

Pembrey & Burry Port	
Dwell Time	
150 to 175	1
80x	1½

Carmarthen Junction		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Down Main to Carmarthen	Pass on Up Main	3

Whitland	
Dwell Time	
LH / 80x	2**S**
150 to 175 / 197	1**S**
$ It is possible for a Down train requiring a token for the route towards Tenby to arrive in Whitland if there is no conflicting route from the branch. The Down train should arrive no less than 4 minutes before the Up train is due. The Down train will then have to wait for the driver of the Up train to hand in the token and for the signaller to deliver the token to the Down train. The minimum dwell time is the time difference between the arrival of the Down train and the departure from Whitland of the Up train plus 5 minutes for the token delivery.	
Junction Margin.	

First Movement	**Second Movement**	**Margin**
Up from Tenby	Down arrival	5

Token exchange.
Trains to/from GW950 Whitland to Pembroke Dock have to either collect or set down a token for the single line section between Whitland and Tenby. They do this at Whitland SB, which is approximately 120 yards to the east of Whitland station. The SRTs include an allowance for this between Carmarthen and Whitland and vv.

Clunderwen	
Dwell Time	
150 to 175 / 197	½*
* Request Stop	

Clarbeston Road	
Dwell Time	
150 to 175 / 197	½*
* Request Stop	

Fishguard & Goodwick	
Dwell Time	
150 to 175	½

Fishguard Harbour	
Turnround allowances	
	DMU
From East of Cardiff	20*
From Cardiff and West thereof #	10#
* may be reduced to 5 mins for the last service of the day from East of Cardiff # may be reduced to 5 mins for early morning / late evening services from / to Carmarthen	

GW9001 LANDORE JUNCTION TO SWANSEA	
Swansea Loop East	
Junction Margin	2

Swansea	
Connectional Allowance	5
Dwell Time	
150 to 175 / 197	4
Platform Re-Occupation	*
***** Where trains are using the same platform in the opposite direction, the minimum platform re-occupation time is 6 minutes.	
Junction Margin	

First Movement	Second Movement	Reason	Value
Depart to Swansea Loop East	Depart to Swansea Loop East (to different diverging route)	Diverging Margin	3
Depart to Swansea Loop East	Conflicting arrival from Swansea Loop East	Signalling overlap	Apply Junction Margin at Swansea Loop East

Turnround allowances

Swansea

	LH	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Birmingham & North	20	20		
From Bristol TM	30	20	15	20
From Cardiff Central	10	10	10	10
From Central Wales		20#		
From Paddington	25		25	30
From West Wales		15		

One train a day from the Central Wales direction can turnaround in 10 minutes.

6 minutes must be allowed between the departure of a Cardiff direction service from Swansea and the arrival of a service from West Wales.
Prior to submitting a bid, Train Operators are requested to discuss with their Network Rail Business Manager any service (i) with a proposed platform occupation time of longer than 15 minutes beyond the specified minimum Turnround allowance time and/or (ii) which requires attaching and/or detaching of locomotive(s).

GW910 CRAVEN ARMS JUNCTION TO LLANDEILO JUNCTION

Craven Arms

Refer to GW730 for Planning Rules

Broome

Dwell Time	
15x	*

* Request Stop

Hopton Heath

Dwell Time	
15x	*

* Request Stop

Bucknell

Dwell Time	
15x	*

* Request Stop
'All Up' services must stop in platform to operate the level crossing ½ minute.

Knighton

Dwell Time	
15x	3

Knucklas

Dwell Time	
15x	*

* Request Stop

Llangyllo

Dwell Time	
15x	*
* Request Stop	

Llanbister Road

Dwell Time	
15x	*
* Request Stop	

Dolau

Dwell Time	
15x	*
* Request Stop	
'All Up' services must stop in platform to operate the level crossing ½ minute.	

Pen-y-bont

Dwell Time	
15x	*
* Request Stop	

Llandrindod

Dwell Time	
15x	3

Junction Margin		
First Movement	**Second Movement**	**Margin**
Arrival from the South/North	Departure to the North/South	8

Builth Road

Dwell Time	
15x	*
* Request Stop	

Cilmeri

Dwell Time	
15x	*
* Request Stop	

Garth

Dwell Time	
15x	*
* Request Stop	

Llangammarch

Dwell Time	
15x	*
* Request Stop	

OFFICIAL

Llanwrtyd	
Dwell Time	
15x	3*
Junction Margins	

First Movement	**Second Movement**	**Margin**
Arrival from South/North	Departure to North/South	6

Sugar Loaf	
Dwell Time	
15x	*
* Request Stop	

Cynghordy	
Dwell Time	
15x	*
* Request Stop	

Llandovery	
Dwell Time	
15x	3

Llanwrda	
Dwell Time	
15x	*
* Request Stop	
'All Up' services must stop then proceed at caution, Down services proceed at caution over crossing with no requirement to stop.	

Llangadog	
Dwell Time	
15x	*
* Request Stop	
'All Up' services must stop in platform to operate the level crossing ½ minute.	

Llandeilo	
Dwell Time	
15x	3

Ffairfach	
Dwell Time	
15x	*
* Request Stop	
'All Down' services must stop in platform to operate the level crossing ½ minute.	

Llandybie
Dwell Time

15x	*
* Request Stop	
'All Up' services must stop in platform to operate the level crossing ½ minute.	

Ammanford	
Dwell Time	
15x	*
* Request Stop	
'All Up' services must stop in platform to operate the level crossing ½ minute.	

Pantyffynnon	
Dwell Time	
15x	*

Pontarddulais	
Dwell Time	
15x	*
* Request Stop	

Llangennech	
Dwell Time	
15x	*
* Request Stop	

Bynea	
Dwell Time	
15x	*
* Request Stop	

Genwen Junction		
Junction Margins		
First Movement	**Second Movement**	**Margin**
Down pass to DG	Up pass Llandeilo Jn towards Morlais Jn	4½
Up pass Llandeilo Jn towards Morlais Jn	Down pass to DG	4

GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION

Carmarthen

Dwell Time	
80x	6
150 / 153 / 197 2 car	3
158 / 175 & 197 3 car and above	4
Turnround Allowances	
	Class 80X (5 car)
From Paddington	25
From Swansea	10
ECS arrival to form passenger train	10

OFFICIAL

GW940 CARMARTHEN STATION TO CARMARTHEN BRIDGE JUNCTION

Passenger arrival to form ECS	10

GW950 WHITLAND TO PEMBROKE DOCK

Whitland

See entry under GW900 Pilning (excl) to Fishguard Harbour for Whitland

Narberth

Dwell Time	
80x	1
15x / 175 / 197	½*

* Request Stop

Kilgetty

Dwell Time	
80x	1
15x / 175 / 197	½*

* Request Stop

Saundersfoot

Dwell Time	
80x	1
15x / 175 / 197	½*

* Request Stop

Tenby

Dwell Time	
80x	3$
15x / 175 / 197	2$

$ Includes allowance for token exchange

Turnround allowances

	80x	**LH**	**DMU**
	15	20	10#

Shorter Turnround allowances if not sequential

Penally

Dwell Time	
80x	1
15x / 175 / 197	½*

* Request Stop

Manorbier

Dwell Time

80x	1½
15x / 175 / 197	½ Down direction, 1 min. Up Direction

Lamphey	
Dwell Time	
80x	1
15x / 175 / 197	½*
* Request Stop	

Pembroke	
Dwell Time	
80x	1½
15x / 175 / 197	½

Pembroke Dock		
Turnround allowances		
	DMU	**Class 80X (5 car)**
	10*	15
* May be reduced to 5 minutes for the last service of the day and for early morning / late evening services from/to Carmarthen		

GW960 CLARBESTON ROAD TO MILFORD HAVEN	
Haverfordwest	
Dwell Time	
150 to 175 / 197	1

Johnston	
Dwell Time	
150 to 175 / 197	½*
* Request Stop	

Milford Haven		
Turnround allowances		
	LH	**DMU**
From East of Cardiff	40	20*
From Cardiff and West thereof #	20	10#
* may be reduced to 5 mins for the last service of the day from East of Cardiff # may be reduced to 5 mins for early morning / late evening services from / to Carmarthen		

NW3001 SALTNEY JUNCTION TO HOLYHEAD	
Shotton Low Level	
Dwell Time	
All	1

Flint Jn
Standard NW Route Jn Margins apply

Flint	
Dwell Time	
LH	1
Power	1
220/221/LH MK4	1½
390 (hauled)	1½

Mostyn East Jn		
Crossing and conflicting moves		
First Movement	**Second Movement**	**Margin**
An up train passing on the Up Holyhead	A down train crossing from the Down Holyhead to arrive at Mostyn Docks	2½
A down train crossing from the Down Holyhead to arrive at Mostyn Docks	An up train passing on the Up Holyhead	4½
A down train passing on the Up Holyhead (Reversible)	An up train from Mostyn Docks crossing to the Down Holyhead (Reversible)	4
An up train from Mostyn Docks crossing to the Down Holyhead (Reversible)	A down train passing on the Up Holyhead (Reversible)	14 (Second movement is passenger) 18 (Second movement is freight)

Mostyn Docks and Trading			
For arrivals from the Holywell direction:			
Holywell dep	XX.00		
	"-"		
Mostyn Ground Signal 21 arr	XXOP07#		
Mostyn Ground Signal 21 dep	XXOP11~		
	"-"		
Mostyn Ground Signal 15 arr	XXOP13*****		
Mostyn Ground Signal 15 dep	XXOP17		
	"-"		
Mostyn Docks arr	XX.22		
# Stops and sets back to Up Main ~ Cannot depart until 2 minutes after preceding train on the Up Main has passed Holywell Junction (Minimum standing time 4 minutes). ***** Stops and draws forward into yard			
The next planned service on the Down Main cannot pass Holywell Junction until 2 minutes after the train to Mostyn Docks has arrived at Mostyn Ground Signal 15. The next planned service on the Up Main cannot pass Rhyl (Talacre when open) until 2 minutes after the train to Mostyn Docks has arrived inside at Mostyn Docks.			

Mostyn West Jn
Standard NW Route Jn Margins apply

Prestatyn	
Dwell Time	
LH (MK IV)	1½
Power	1
220/221	1½
390 (hauled)	1½

Rhyl		
Dwell Time		
LH	2	
Power	1	
220/221/LH MK4	1½	
390 (hauled)	2	
Platform Reoccupation		
First Movement	**Second Movement**	**Margin**
Train departs Platform 1 towards Chester on Up Holyhead	Train arrives into Platform 1 from Chester, crossing at Rhyl Jn from Down Holyhead	3½
Train departs Platform 2 towards Chester, crossing to Up Holyhead at Rhyl Jn	Train arrives into Platform 2 from Chester	7½

Abergele & Pensarn	
Dwell Time	
LH	1
Power	1
LH MK4	1½

Colwyn Bay	
Dwell Time	
LH	2
Power	1
220/221/LH MK4	1½
390 (hauled)	2

Llandudno Junction		
Adjustments to Sectional Running Times		
Movement	**Reason**	**Value**
Down services to Platform 1 from direction of Colwyn Bay or Tal-y-Cafn	Approach Control	{1}
Down loco-hauled services departing platforms 1 or 3.	Acceleration	{1}
Dwell Time		
All	2	

Llandudno Junction

Junction Margins

First Movement	Second Movement	Margin
Depart Plat. 2	Arrive Platform 2	5

Splitting and Coupling of Units: Permitted Platform 1 and Platform 3 only. Coupling in the up direction only.

Llandudno Junction Down Sidings

Arrivals and departures from and to Llandudno Jn Station

Llandudno Junction dep	XX†00	Llandudno Jn Down Sdg dep	XX†00
Llandudno Jn Signal 70 or 260 arr	XXRM03	Llandudno Jn Signal 69 arr	XX*02
Llandudno Jn Signal 70 or 260 dep	XXRM07	Llandudno Jn Signal 69 dep	XX*02
Llandudno Jn Down Sdg arr	XX†12	Llandudno Jn Signal 70 or 260 arr	XXRM05
		Llandudno Jn Signal 70 or 260 dep	XXRM09
		Llandudno Junction arr	XX†12

Arrivals and departures from and to Llandudno Station

Llandudno dep	XX†00	Llandudno Jn Down Sdg dep	XX†00
Llandudno Jn Signal 74 arr	XX*??	Llandudno Jn Signal 69 arr	XX*02
Llandudno Jn Signal 74 dep	XX*??	Llandudno Jn Signal 69 dep	XX*02
Llandudno Jn Down Sdg arr	XX†??	Llandudno arr	XX†??

Arrivals and departures from and to Llandudno Station

As required then		Llandudno Jn Down Sdg dep	XX†00
Llandudno Jn Signal 70 arr	XX*00	Llandudno Jn Signal 69 arr	XX*02
Llandudno Jn Signal 70 dep	XX*00	Llandudno Jn Signal 69 dep	XX*02
Llandudno Jn Down Sdg arr	XX†05	then as required	

Penmaenmawr

Dwell Time

LH / Power	½

Penmaenmawr Quarry

For arrivals and departures from Llandudno Junction direction:

Llandudno Junction dep	XX/XX	Penmaenmawr Quarry dep	XX.00
	"-"		"-"
Penmaenmawr Signal 4	XX/XX	Penmaenmawr Signal 19	XX/05
	"-"		"-"
Penmaenmawr Quarry arr	XX.XX	Llandudno Junction dep	XX/XX

Llanfairfechan	
Dwell Time	
LH	½
Power	½

Bangor (Gwynedd)	
Dwell Time	
LH/Power/ 390 (hauled)/DMU	2
220/221	1½
Splitting and Coupling of Units: In all platforms	
Train Watering Points	Fixed watering point available
Turnround Allowance	
11 minutes for service shunting between arrival platform and a different departure platform	

Bangor Sidings - 'Back Platform'			
Arrivals and departures from and to Bangor			
Bangor Platform 2 dep	XX†00	Bangor 'Back Platform' dep	XX†00
Bangor Signal 37 arr	XXRM02	Bangor Signal 37 arr	XXRM02
Bangor Signal 37 dep	XXRM06	Bangor Signal 37 dep	XXRM06
Bangor 'Back Platform' arr	XX†08	Bangor Platform 1 arr	XX†08
Other restrictions			
Shunt moves of passenger trains will require the manual operation of points at Bangor Yard. Virgin Trains staff do not have the necessary qualifications for such operation so prior arrangements must be put in place with Local Operations Manager and Virgins Train Manager reps, before such moves are planned.			

Holyhead Rio Tinto Sidings			
Access is only available from the Up Mainline i.e. Down trains RR in Holyhead			
Holyhead dep	XX.00	Rio Tinto Sidings dep	XX.00
Holyhead Signal 107 arr	XXOP06#	Valley	XX/11
Holyhead Signal 107 dep	XXOP10		
Rio Tinto Sidings arr	XX.15		
# Stops and sets back into yard			

Holyhead	
Connectional Allowance	30*
* - between train and shipping services only.	
Platform End Conflicts	4 Between departure and next arrival
Train Watering Points	Fixed watering point available

OFFICIAL

NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG

Llandudno Junction

See entry under NW3001 – SHOTTON (LOW LEVEL) TO HOLYHEAD

Glan Conwy

Dwell Time	
LH	-
Power	0

Tal-y-Cafn

Dwell Time	
LH	-
Power / 197	1

Dolgarrog

Dwell Time	
LH	-
Power	0

Llanrwst North

Dwell Time	
LH	1
Power	0

Pont-y-Pant

Dwell Time	
LH	-
Power	0

Dolwyddelan

Dwell Time	
LH	-
Power	0

Roman Bridge

Dwell Time	
LH	-
Power	0

NW3017 LLANDUDNO JUNCTION TO LLANDUDNO

Llandudno Junction

See entry under NW3001 - SHOTTON (LOW LEVEL) TO HOLYHEAD

Llandudno	
Train Watering Points	Fixed watering point available

NW3007 WREXHAM CENTRAL TO NESTON	
Wrexham Central	
Turnround Allowance (MU)	
For Class 150/153/ 197 units only	3
Class 230	4

Wrexham General
See entry under Route GW731 – Abbey Foregate Jn to Wrexham North Junction
Other Restrictions
When Penyffordd SB is switched out, loco hauled trains of all types must not be timed to pass each other between Wrexham General and Dee Marsh Jn. Owing to weight restriction at Hawarden Bridge.

Penyffordd
Other Restrictions
Loco hauled trains of all types must not be timed to pass each other between Penyffordd * and Dee Marsh Jn. owing to weight restriction at Hawarden Bridge. * Applies between Wrexham General and Dee Marsh Jn. when Penyffordd SB is switched out. See also Note at Penyffordd Cement Sidings regarding train movements.

Penyffordd Cement Sidings
Note: Whilst the moves detailed below are taking place at Penyffordd, no following Down train should be timed to depart Wrexham General.
Arrivals and departures from and to Wrexham for loaded and empty trains

Penyffordd Cement Sidings			
Penyffordd pass	XX.XX	Penyffordd Cement Sdgs dep	XX.00
Penyffordd Cement Sdgs Ground Frame arr.	XXPR04	Penyffordd Cement Sdgs Ground Frame arr.	XXOP05
Penyffordd Cement Sdgs Ground Frame dep	XXPR34	Penyffordd Cement Sdgs Ground Frame dep.	XXOP35
Penyffordd Cement Sdgs arr	XX.39	Dee Marsh Junction	/
		Dee Marsh Reception Sdgs arr	RR
		Dee Marsh Reception Sdgs dep	RR
		Penyffordd pass	/
Arrivals and departures from and to Wrexham for light locomotives			
Penyffordd pass	XX.XX	Penyffordd Cement Sdgs dep	XX.00
Penyffordd Cement Sdgs Ground Frame arr.	XXRM04	Penyffordd Cement Sdgs Ground Frame arr.	XXRM05
Penyffordd Cement Sdgs Ground Frame dep	XXRM08	Penyffordd Cement Sdgs Ground Frame dep	XXRM09
Penyffordd Cement Sdgs arr	XX.13	Penyffordd pass	XX/11
Departure to Dee Marsh Reception Sidings for light locomotives			
		Penyffordd Cement Sdgs dep	XX.00
		Penyffordd Cement Sdgs Ground Frame arr.	XXOP05
		Penyffordd Cement Sdgs Ground Frame dep	XXOP09
		Dee Marsh Reception Sdgs arr	

Shotton High Level	
Dwell Time	
Slam	½
Power	½

Dee Marsh Junction
Other Restrictions
Loco hauled trains of all types must not be timed to pass each other between Penyffordd * and Dee Marsh Jn. owing to weight restriction at Hawarden Bridge. * Applies between Wrexham General and Dee Marsh Jn. when Penyffordd SB is switched out.

5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting.

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
GW routes			
Aber	Down	124	
Aber	Up	124	
Abercynon	Down	84	
Abercynon	Up	84	
Aberdare	Single	101	
Aberdovey	Single	123	
Abererch	Single	31	
Abergavenny	1 Up	246	
Abergavenny	2 Down	106	
Aberystwyth	3	245	
Acton Main Line ML	2 Up	153	
Acton Main Line RL	3 Down	153	
Acton Main Line RL	3 Down	99	Top of ramp to nearest mirror
Acton Main Line RL	3 Down	148	Top of ramp to furthest mirror
Acton Main Line RL	4 Up	148	
Aldermaston	1 Up	71	Ramp west end to ‘S’ Car Marker
Aldermaston	1 Up	115	
Aldermaston	2 Down	80	
Ammanford	Single	109	
Appleford	1	76	
Appleford	2	76	
Ascott-Under-Wychwood	Down	71	
Ascott-Under-Wychwood	Up	71	
Ashchurch for Tewkesbury	1	97	
Ashchurch for Tewkesbury	2	97	
Ashley Down	Down Filton Relief	126	
Ashley Down	Up Filton Relief	126	
Avoncliff	1	30	
Avoncliff	2	30	
Avonmouth	1	83	On the Severn Beach branch several platform lengths have been shortened by barriers. The detail shown here the usable length inside the barrier
Avonmouth	2	64	On the Severn Beach branch several platform lengths have been shortened by barriers. The detail shown here the usable length inside the barrier
Baglan	1	97	
Baglan	2	97	
Barmouth	2 Down	212	Bi-directional
Barmouth	1 Up	212	Also for departures in down direction
Bargoed	1	124	
Bargoed	2	124	
Barnstaple	Single	144	Usable Length

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Barry	1	222	
Barry	2	138	
Barry	3	138	
Barry Docks	Down	148	
Barry Docks	Up	148	
Barry Island	1 Single	102	
Bath Spa	1	197	
Bath Spa	2	282	
Bedminster ML	1	104	
Bedminster ML	2	93	
Bedminster RL	Down	71	Not in passenger use
Bedminster RL	3	93	
Bedwyn	1	121	
Bedwyn	2	123	
Bere Alston	Single	99	
Bere Ferrers	Single	114	
Birchgrove	Single	65	
Bodmin Parkway	1	198	
Bodmin Parkway	2	180	
Bodmin Parkway	Bay	87	Operated by the Bodmin & Wenford Steam Railway.
Borth	Single	122	
Bourne End	Down	67	Top of ramp to drivers yellow stop line
Bourne End	Down	67	Points for Marlow Branch to drivers yellow stop line
Bourne End	Down	47	Mirror to drivers yellow stop line
Bourne End	Up	125	Top of ramp to drivers yellow stop line
Bradford-on-Avon	1	120	
Bradford-on-Avon	2	120	
Bridgend	1 (Down)	255	
Bridgend	1A (VoG Bay)	88	
Bridgend	2 (Up)	255	
Bridgend	3 (Maesteg Bay)	60	
Bridgwater	1	198	
Bridgwater	2	153	
Bristol Parkway	1 (Down)	280	
Bristol Parkway	2 (Down)	280	
Bristol Parkway	3 (Up)	280	
Bristol Parkway	4 (Up)	280	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	

Bristol TM

Platforms 3 to 12 inclusive are islands combining two platforms on each face, with the odd numbers London end and even numbers at the Penzance end Mid Platform Signals indicate the limits of each platform.

Permissive Working
Permissive working (PP) is allowed on through platform lines 3/-/12 for the purpose of attaching, detaching and platform sharing.

Classes of train 1, 2, 3 ECS, 5, 9 and 0 are allowed, together with any class of train formed only of MPV vehicles when operating as a railhead treatment or inspection train.

When a train (the second train) arrives which is due to attach to the rear of another train in a far platform, there **must** be enough room for the whole of the second train in the **near** platform.

The platform lengths shown below in the third column, are the measured lengths of the platforms, and DO NOT account for the positions of car stop markers, or stand back distances (assume 10m)

Bristol TM	1 (Up Bay)	96	Buffer stop to top of ramp
Bristol TM (non-passenger)	2 (West Bay)	161	Stop to end of platform ramp
Bristol TM	3 (Single)	299	Signal to mid-platform signal
Bristol TM	4 (Single)	115	Top of ramp (Penzance end) to mid-platform signal
Bristol TM	Up Through	362	Between opposing signals 342m or 53 SLU useable length
Bristol TM	5 (Single)	139	Top of ramp (London end) to mid-platform signal
Bristol TM	6 (Single)	168	Top of ramp to mid-platform signal
Bristol TM	7 (Single)	155	Top of ramp (London end) to mid-platform signal
Bristol TM	8 (Single)	148	Top of ramp (Penzance end) to mid-platform signal
Bristol TM	9 (Single)	231	Signal to mid-platform signal
Bristol TM	10 (Single)	164	Top of ramp (Penzance end) to mid-platform signal
Bristol TM	11 (Single)	212	Top of ramp (London end) to mid-platform signal
Bristol TM	12 (Single)	162	Top of ramp (Penzance end) to mid-platform signal
Bristol TM	Down Through	576	Between opposing signals 556m or 86 SLU useable length
Bristol TM	13 (Single)	281	Signal to top of ramp (London end)
Bristol TM	15 (Single)	277	
Brithdir	Single	124	
Briton Ferry	1	109	
Briton Ferry	2	109	
Broome	Single	73	
Bruton	1	130	
Bruton	2	144	
Bucknell	Single	73	
Bugle	Single	70	
Builth Road	Single	103	
Burnham RL only	1 (Down)	184	
Burnham RL only	2 (Up)	184	
Burnham RL only	2 (Up)	156	Top of ramp to nearest mirror
Bynea	1	91	
Bynea	2	106	
Cadoxton	Down	125	
Cadoxton	Up	123	
Caerphilly	1 (Bay)	150	
Caerphilly	2 (Down)	230	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Caerphilly	3 (Up)	230	
Caersws	Single	109	
Caldicot	1	84	
Caldicot	2	106	
Calstock	Single	49	
Cam and Dursley	1	104	
Cam and Dursley	2	104	
Camborne	1	184	
Camborne	2	194	190 Metres to signal R14
Carbis Bay	Single	138	
Cardiff Bay	Single	87	Usable area to stop block.
Cardiff Central	0	99	
Cardiff Central	1	299	Top of ramp to top of ramp
Cardiff Central	1 Down	286	Usable platform length accessible to train crew and passengers
Cardiff Central	1 Up	277	Usable platform length accessible to train crew and passengers
Cardiff Central	2	298	Top of ramp to top of ramp
Cardiff Central	2 Down	285	Usable platform length accessible to train crew and passengers
Cardiff Central	2 Up	285	Usable platform length accessible to train crew and passengers
Cardiff Central	3	303	Top of ramp to top of ramp
Cardiff Central	3 Down	299	Usable platform length accessible to train crew and passengers
Cardiff Central	3 Up	299	Usable platform length accessible to train crew and passengers
Cardiff Central	4	303	Top of ramp to top of ramp
Cardiff Central	4 Down	297	Usable platform length accessible to train crew and passengers
Cardiff Central	4 Up	297	Usable platform length accessible to train crew and passengers
Cardiff Central	6	225	Top of ramp to top of ramp
Cardiff Central	6 Down	221	Usable platform length accessible to train crew and passengers
Cardiff Central	6 Up	221	Usable platform length accessible to train crew and passengers
Cardiff Central	7	226	To top of ramp (Cardiff West Jn end).
Cardiff Central	7 Down	223	Usable platform length accessible to train crew and passengers
Cardiff Central	7 Up	223	
Cardiff Central	8	156	Top of ramp to top of ramp
Cardiff Central	8 Down	155	Usable platform length accessible to train crew and passengers
Cardiff Central	8 Up	155	Usable platform length accessible to train crew and passengers
Cardiff Queen St	1 (Bay)	55	
Cardiff Queen St	2 (Down)	124	Signal at Queen Street North Jn end fixed at RED.
Cardiff Queen St	3 (Down)	184	
Cardiff Queen St	4 (Up)	160	
Cardiff Queen St	5 (Up)	166	
Carmarthen	1	210	
Carmarthen	2	213	
Castle Bar Park	1	50	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Castle Bar Park	2	50	
Castle Cary	1 (Up)	198	
Castle Cary	2 (Down)	197	
Castle Cary	3 Bay	70	
Cathays	Down	124	
Cathays	Up	124	
Causeland	Single	30	
Chapleton	Single	100	In use with 140m top of ramp to top of ramp
Charfield	Down	120	
Charfield	Up	121	
Charlbury	Down	186	
Charlbury	Up	186	
Cheltenham Spa	1	250	
Cheltenham Spa	2	280	
Chepstow	1	102	
Chepstow	2	102	
Chippenham	1	239	
Chippenham	2	239	
Chirk	Down	157	
Chirk	Up	157	
Cholsey ML	1 (Down)	142	
Cholsey ML	2 (Up)	154	
Cholsey RL	3 (Down)	141	
Cholsey RL	4 (Up)	153	
Church Stretton	1	168	
Church Stretton	2	168	
Cilmeri	Single	79	
Clarbeston Road	1	122	
Clarbeston Road	2	80	
Clifton Down	1	106	Usable length inside the barrier
Clifton Down	2	108	Usable length inside the barrier
Clunderwen	1	95	
Clunderwen	2	134	
Cogan	Down	125	
Cogan	Up	109	
Combe	Single	46	
Cookham	Single	108	Platform end to STOP board 126m top of ramp to top of ramp
Coombe	Single	30	
Copplestone	Single	87	
Coryton	Single	65	
Craven Arms	1	198	
Craven Arms	2	134	
Crediton	1	155	
Crediton	2	135	
Criccieth	Single	128	
Crosskeys	1	97	
Crosskeys	2	97	
Culham	Down	107	
Culham	Up	77	
Cwmbach	Single	94	
Cwmbran	1	129	
Cwmbran	2	129	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Cynghordy	Single	97	
Danescourt	Down	38	
Danescourt	Up	38	
Dawlish	1	286	
Dawlish	2	182	
Dawlish Warren	1	129	
Dawlish Warren	2	129	
Devonport	1	100	
Devonport	2	180	
Didcot Parkway	1 (Down Main)	319	
Didcot Parkway	2 (Up Main)	326	
Didcot Parkway	3 (Down Relief)	284	Inside Signal SB921
Didcot Parkway	4 (Up Relief Bi - Di)	220	Inside Signal SB923 at rear
Didcot Parkway	5 (Up Loop Bi - Di)	240	Inside Signal SB925 at rear
Digby & Sowton	(Single)	109	
Dilton Marsh	1	27	
Dilton Marsh	2	27	
Dinas Powys	Down	120	
Dinas Powys	Up	120	
Dinas Rhondda	Single	137	
Dingle Road	Single	124	
Dockyard	1	96	
Dockyard	2	79	
Dolau	Single	77	
Dovey Junction	1 Barmouth Single	99	
Dovey Junction	2 Aberystwyth line	321	Overall length of platform face on Up Dovey Loop - connection from Down Dovey Loop - Aberystwyth U&D line; usable by an Aberystwyth train in either direction
Dovey Junction	2 (Machynlleth end), Up Dovey Loop	91	Bi-directional, planned use for up trains
Dovey Junction	2 (Aberystwyth end), Aberystwyth single line	112	Bi-directional, planned use for down trains
Drayton Green	1	53	
Drayton Green	2	50	
Dyffryn Ardudwy	Single	113	
Ealing Broadway	1 (Down Main)	168	
Ealing Broadway	2 (Up Main)	184	
Ealing Broadway	2 (Up Main)	114	Top of ramp to mirror
Ealing Broadway	3 (Down Relief)	182	
Ealing Broadway RL	4 (Up Relief)	200	
Eastbrook	Down	90	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Eastbrook	Up	90	
Ebbw Vale Town	Single	150	
Ebbw Vale Parkway	Single	100	
Edginswell	1	125	
Edginswell	2	125	
Eggesford	1	63	
Eggesford	2	56	
Energlyn and Churchill Park	1	126	
Energlyn and Churchill Park	2	126	
Evesham	Down	186	
Evesham	Up	186	
Exeter Central	1 (Bay)	184	
Exeter Central	2 (Down)	287	
Exeter Central	3 (Up)	276	
Exeter St. Davids	1 (Down Relief Bi-Di)	302	
Exeter St. Davids	2 North Bay (Single)	102	
Exeter St. Davids	3 (Up Relief Bi-Di)	276	
Exeter St. Davids	4 (Down Main Bi-Di)	277	
Exeter St. Davids	5 (Up Main Bi-Di)	350	
Exeter St. Davids	6 (Up Loop)	350	
Exeter St. Thomas	1 (Down)	107	
Exeter St. Thomas	2 (Up)	115	
Exmouth	Single	119	Top of Ramp to stop blocks
Exton	Single	128	
Fairbourne	Single	92	
Fairwater	Down	48	
Fairwater	Up	46	
Falmouth Docks	Single	65	
Falmouth Town	Single	57	
Fernhill	Single	94	
Ferryside	1	93	
Ferryside	2	134	
Ffairfach	Single	34	
Filton Abbey Wood	1	117	
Filton Abbey Wood	2	126	
Filton Abbey Wood	3	117	
Filton Abbey Wood	4	117	
Finstock	Single	40	
Fishguard & Goodwick	Single	80	
Fishguard Harbour	(Single)	299	Top of Ramp to Buffer stops
Freshford	1	121	
Freshford	2	121	
Frome	Single	109	
Furze Platt	Single	138	Platform end to stop board
Garth	Single	80	
Garth (Mid-Glamorgan)	Single	84	
Gilfach Fargoed	Down	16	
Gilfach Fargoed	Up	16	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Gloucester	1 & 2 (Combined Down)	494	Between Signals G135/58
Gloucester	1 (North End)	246	Between Signals G54/135
Gloucester	2 (South End)	248	Between Signals G58/133
Gloucester	3 (South Bay)	105	Inside Signal G354
Gloucester	4 (Up)	324	Inside Signal G358 (South end)
Gloucester Horse box stop block to Signal G458	(Down)	72	
Gobowen	Down	126	
Gobowen	Up	166	
Goring and Streatley	1 (Down Main Line)	69	Useable length
Goring and Streatley	2 (Up Main Line)	140	Useable length
Goring and Streatley	3 (Down Relief Line)	150	
Goring and Streatley	4 (Up Relief Line)	150	
Gowerton	Down	175	
Gowerton	Up	143	
Grangetown	Down	124	
Grangetown	Up	124	
Greenford (LUL)	Single	83	Bay platform : from stop board
Gunnislake	Single	103	Top of ramp to stop Block Mk3/HSTs PROHIBITED
Hanborough	Single	185	
Hanwell	1 (Up Relief Line)	143	
Hanwell	2 (Down Relief Line)	143	
Harlech	2 Down (Down direction)	142*	Clear of points (Tywyn end) to Block Marker 1216. (*208m to top of ramp (Porthmadog end)). Length includes fenced-off section at Porthmadog end
Harlech	2 Down (Up direction)	193	Length includes fenced-off section at Porthmadog end
Harlech	1 Up (Up direction)	188	Length includes fenced-off section at Porthmadog end
Harlech	1 Up (Down direction)	142*	Clear of points (Tywyn end) to Block Marker 1218. (*188m to top of ramp (Porthmadog end)) Length includes fenced-off section at Porthmadog end
Haverfordwest	1	266	
Haverfordwest	2	266	
Hayes & Harlington	1 (Down Main Line)	230	
Hayes & Harlington	2 (Up Main Line)	153	
Hayes & Harlington	3 (Down Relief Line)	146	
Hayes & Harlington	4 (Up Relief Line)	150	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Hayes & Harlington	4 (Up Relief Line)	139	Top of ramp to mirror
Hayes & Harlington	5 (Bay)	171	
Hayle	1	132	
Hayle	2	135	
Heath High Level	Down	124	
Heath High Level	Up	124	
Heath Low Level	Single	106	
Heathrow Terminal 2,3	1 (Down)	195	Not Network Rail property, but controlled by Thames Valley Signalling Centre
Heathrow Terminal 2,3	2 (Up)	195	Not Network Rail property, but controlled by Thames Valley Signalling Centre
Heathrow Terminal 4	1 & 2	195	Not Network Rail property, but controlled by Thames Valley Signalling Centre
Heathrow Terminal 5	3 & 4	217	Not Network Rail property, but controlled by Thames Valley Signalling Centre
Hengoed	Down	124	
Hengoed	Up	124	
Henley-on-Thames	Single	177	Long vehicles (except Turbos) PROHIBITED on the Henley Branch
Hereford	1 (Down Loop)	205	
Hereford	2 (Down Main)	204	
Hereford	3 (Up Main)	221	
Hereford	4 (Up Bay)	70	
Heyford	1	70	
Heyford	2	70	
Highbridge & Burnham	1	163	
Highbridge & Burnham	2	178	
Honeybourne	Down	186	
Honeybourne	Up	186	
Hopton Heath	Single	83	Of which only 42 metres have been white lined for passenger use. Overlength trains not permitted
Hungerford	1	153	
Hungerford	2	150	
Iver	1 (Down Main Line)	180	
Iver	2 (Up Main Line)	180	
Iver	3 (Down Relief Line)	180	
Iver	4 (Up Relief Line)	180	
Iver	4 (Up Relief Line)	156	Top of ramp to mirror
Ivybridge	1	104	
Ivybridge	2	104	
Johnston (Dyfed)	Single	110	
Kemble	1	135	
Kemble	2	180	Top of ramp to top of ramp
Keyham	1	129	
Keyham	2	123	
Keynsham	1	209	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Keynsham	2	209	
Kidwelly	1	122	
Kidwelly	2	125	
Kilgetty	Single	128	
Kingham	Down	154	
Kingham	Up	161	
Kings Nympton	Single	90	
Kintbury	1	105	
Kintbury	2	106	
Knighton	1	63	
Knighton	2	87	
Knucklas	Single	80	
Lamphey	Single	106	
Langley	1 (Down Main Line)	168	
Langley	2 (Up Main Line)	168	
Langley	3 (Down Relief Line)	168	
Langley	4 (Up Relief Line)	169	
Lapford	Single	81	
Lawrence Hill	1	116	
Lawrence Hill	2	114	
Lelant	Single	92	
Lelant Saltings	Single	140	
Leominster	1	99	
Leominster	2	101	
Leominster	2	97	Top of Ramp to Sprinter Stop marker
Liskeard	1	208	
Liskeard	1	150	Top of ramp to Signal LD33
Liskeard	2	177	
Liskeard	2	161	Top of ramp to Signal LD3
Liskeard	3 (Bay)	120	Top of ramp to stop blocks. Stop blocks to section board.
Lisvane & Thornhill	Down	124	
Lisvane & Thornhill	Up	124	
Llanaber	Single	32	
Llanbister Road	Single	80	
Llanbradach	Down	124	
Llanbradach	Up	124	
Llandaf	Down	143	
Llandaf	Up	131	
Llandanwg	Single	23	
Llandecwyn	Single	22	
Llandeilo	1	118	
Llandeilo	2	72	Usable length
Llandovery	1	67	
Llandovery	2	53	
Llandrindod	1	98	
Llandrindod	2	95	
Llandybie	Single	39	
Llanelli	1	170	
Llanelli	2	184	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Llangadog	Single	85	
Llangammarch	Single	108	
Llangennech	1	53	
Llangennech	2	53	
Llangynllo	Single	63	
Llanharan	1	98	
Llanharan	2	98	
Llanhilleth	1	150	
Llanhilleth	2	150	
Llanishen	Down	124	
Llanishen	Up	122	
Llansamlet	1	108	
Llansamlet	2	108	
Llantwit Major	1	100	
Llantwit Major	1	100	
Llanwrda	Single	91	
Llanwrtyd	1	98	
Llanwrtyd	2	166	
Llwyngwril	Single	53	
Llwynypia	Single	124	
London Paddington	1 (Single)	316	Length from the buffer stop to top of ramp
London Paddington	1 (Single)	307.6.	Length from the stop line to top of ramp
London Paddington	10 (Single)	266	Length from the buffer stop to sign
London Paddington	10 (Single)	255.5	Length from the stop line to sign
London Paddington	11 (Single)	302	Length from the buffer stop to signal
London Paddington	11 (Single)	291.5	Length from the stop line to signal
London Paddington	12 (Single)	294	Length from the buffer stop to signal
London Paddington	12 (Single)	171.8	Length from the stop line to signal
London Paddington	14 (Single)	147	Length from the buffer stop to signal
London Paddington	14 (Single)	144.2	Length from the stop line to signal
London Paddington	2 (Single)	278	Length from the buffer stop to top of ramp
London Paddington	2 (Single)	277.6	Length from the stop line to top of ramp
London Paddington	3 (Single)	278	Length from the buffer stop to top of ramp
London Paddington	3 (Single)	280.6	Length from the yellow stop line to top of ramp
London Paddington	3 (Single)	273.4	Length from the red stop line to top of ramp
London Paddington	4 (Single)	272	Length from the buffer stop to signal
London Paddington	4 (Single)	249.6.	Length from the stop line to signal
London Paddington	5 (Single)	272	Length from the buffer stop to signal
London Paddington	5 (Single)	252.6	Length from the stop line to signal
London Paddington	6 (Single)	262	Length from the buffer stop to top of ramp
London Paddington	6 (Single)	253	Length from the yellow stop line to top of ramp
London Paddington	6 (Single)	256	Length from the white stop line to top of ramp
London Paddington	7 (Single)	264	Length from the buffer stop to top of ramp
London Paddington	7 (Single)	251.3	Length from the yellow stop line to top of ramp
London Paddington	7 (Single)	256.1	Length from the white stop line to top of ramp
London Paddington	8 (Single)	275	Length from the buffer stop to top of ramp
London Paddington	8 (Single)	261.1	Length from the yellow stop line to top of ramp
London Paddington	8 (Single)	237.5	Length from the red stop line to top of ramp
London Paddington	8 (Single)	263.5	Length from the white stop line to top of ramp
London Paddington	9 (Single)	256	Length from the buffer stop to sign
London Paddington	9 (Single)	245.6	Length from the stop line to sign
Looe	Single	42	Top of ramp to stop blocks
Lostwithiel	1	103	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Lostwithiel	2	130	
Lostwithiel	2	124	Top of ramp to 9 car stop
Ludlow	1	132	
Ludlow	2	104	
Luxulyan	Single	120	72 metres of platform (Newquay end) uneven surface but platform edges intact
Lydney	1	97	
Lydney	1	85	Top of ramp to signal NI84
Lydney	2	97	
Lympstone Commando	Single	64	
Lympstone Village	Single	90	
Machynlleth	2 Down (Down direction)	142	Top of ramp to top of ramp
Machynlleth	2 Down (Up direction)	133*	Top of ramp to Block Marker 1099. (*142m to top of ramp (Newtown end))
Machynlleth	1 Up	179	Bi-directional
Maesteg	Single	87	
Maesteg (Ewenny Road)	Single	84	
Maidenhead	1 (Down Main Line)	177	
Maidenhead	2 (Up Main Line)	199	
Maidenhead	2 (Up Main Line)	112	Top of ramp to nearest mirror
Maidenhead	2 (Up Main Line)	149	Top of ramp to furthest mirror
Maidenhead	3 (Down Relief Line)	198	
Maidenhead	3 (Down Relief Line)	149	Top of ramp to mirror
Maidenhead	4 (Up Relief Line)	205	
Maidenhead	4 (Up Relief Line)	67	Top of ramp (Reading end) to nearest camera
Maidenhead	4 (Up Relief Line)	114	Top of ramp (Reading end) to furthest camera
Maidenhead	4 (Up Relief Line)	197	Top of ramp (London end) to signal (for bi-directional working).
Maidenhead	5 (Bay)	205	Bi-directional
Manorbier	Single	107	
Marlow	Single	54	Top of ramp to drivers yellow stop line
Marsh Barton	Down	124	
Marsh Barton	Up	124	
Melksham	Single	74	
Menheniot	1	124	
Menheniot	2	151	Of which 53.6 metres have no flag stones. Platform edges intact
Merthyr Tydfil	Single	111	
Merthyr Vale	1	94	
Merthyr Vale	2	94	
Midgham	1 (down)	87	Ramp (Reading end) to ‘S’ Car Marker
Midgham	1 (down)	117	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Midgham	2 (up)	85	Top of ramp (Westbury end) to mirror
Midgham	2 (up)	96	Top of ramp (Westbury end) to Signal TRC105
Milford Haven	Single	94	Top of ramp to buffer stops
Minffordd	Single	118	
Montpelier	Single	132	Usable length inside the barrier
Morchard Road	Single	90	
Moreton-In-Marsh	Down	198	
Moreton-in-Marsh	Up	183	
Morfa Mawddach	Single	91	
Mountain Ash	Down	97	
Mountain Ash	Up	97	
Nailsea & Backwell	1	122	
Nailsea & Backwell	2	121	
Nantwich	Down	118	
Nantwich	Up	105	
Narberth	Single	90	
Neath	1	232	
Neath	2	182	
Newbridge	1	150	
Newbridge	2	150	
Newbury	1 (Down)	291	
Newbury	2 (Up)	327	
Newbury	3 (Up) Bay	131	Top of ramp to stop blocks
Newbury	3 (Up) Bay	129	Top of ramp to yellow painted Stop marker
Newbury Racecourse	1 (Down)	180	Top of ramp to top of ramp
Newbury Racecourse	1 (Down)	89	Resurfaced and lit area only
Newbury Racecourse	2 (Up)	183	Top of ramp to top of ramp
Newbury Racecourse	2 (Up)	74	Resurfaced and lit area only
Newbury Racecourse	3 (Down Loop)	206	Unlit platform
Newcourt	Single	124	
Newport	1 (Down)	278	Usable length
Newport	1 (Down)	360	Top of ramp to signal NT1369
Newport	2 (Bi Di)	287	
Newport	3 (Bi Di)	311	Top of ramp to top of ramp. Additional 31 metres available for Power Car/Loco ONLY for DOWN direction trains
Newport	4	250	
Newquay	1	256	Trains up to 260m permitted with SDO
Newquay	2	96	
Newton Abbot	1 (Bi Di)	327	
Newton Abbot	2 (Down)	326	
Newton Abbot	3 (Up)	327	
Newton St Cyres	Single	120	
Newtown	Down	138	Bi-directional
Newtown	Up	140	Bi-directional
Ninian Park	Down	150	
Ninian Park	Up	150	
Oldfield Park	1	129	
Oldfield Park	2	129	
Oxford	1 (Bay)	157	
Oxford	2 (Bay)	161	
Oxford	3 (Up)	274	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Oxford	4 (Down)	275	
Oxford	5	275	*Once Oxford platform 5 is comissioned*
Paignton	1	251	
Paignton	2	220	
Pangbourne	1 (Down Relief Line)	149	
Pangbourne (RL only)	2 (Up Relief Line)	149	
Pantyffynnon	Single	76	
Par	1 (Down)	190	
Par	2(Up)	190	
Par	3 (Branch)	164	
Par	3 (Branch)	138	Top of ramp to signal
Parson Street	1	94	
Parson Street	2	92	Top of ramp to signal
Patchway	1	121	
Patchway	2	121	
Pembrey & Burry Port	1	145	
Pembrey & Burry Port	2	127	
Pembroke	Single	128	
Pembroke Dock	Single	131	
Penally	Single	151	
Penarth	Single	117	
Pencoed	1	102	
Pencoed	2	112	
Pengam	Down	124	
Pengam	Up	124	
Penhelig	Single	62	
Penmere	Single	92	
Penrhiwceiber	Single	94	
Penrhyndeudraeth	Single	66	
Penryn	Down	71	
Penryn	Up	71	
Pensarn	Single	148	
Pentre-Bach	Single	142	
Penychain	Single	108	
Pen-y-Bont	Single	81	
Penzance	1	265	Top of ramp to buffer stops
Penzance	2	265	Top of ramp to buffer stops
Penzance	3	238	Top of ramp to buffer stops
Penzance	4	225	Buffer stops to signal
Perranwell	Single	90	
Pewsey	1	177	
Pewsey	2	170	
Pilning	1	120	
Pilning	2	121	OOU – not passenger accessible
Pinhoe	1	150	
Pinhoe	2	150	
Plymouth	3 (Down Bay)	78	
Plymouth	4 (Down side)	298	
Plymouth	5 (Single)	300	
Plymouth	6 (Single)	260	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Plymouth	7 (Single)	298	
Plymouth	8 (Single)	300	
Plymouth	Dock Line 2 (East End)	171	Top of ramp to buffer stops. ECS only
Plymouth	Dock Line 3 (East End)	171	Top of ramp to buffer stops. ECS only
Polsloe Bridge	Single	184	
Pontarddulais	Single	138	
Pontlottyn	Single	127	
Pontyclun	1	102	
Pontyclun	2	102	
Pontypool & New Inn	1	163	
Pontypool & New Inn	2	163	
Pontypridd	1	138	Bay platform
Pontypridd	2	124	Bi-directional
Pontypridd	3	124	
Port Talbot Parkway	1	277	
Port Talbot Parkway	2	280	
Porth	(Down)	124	
Porth	(Up)	132	Top of ramp (Pontypridd end) to signal. The platform is unusable beyond signal VR304
Porthmadog	2 Down	142	Bi-directional. Pwllheli end of platform fenced off
Porthmadog	1 Up	143	Also for departures in down direction
Portsmouth Arms	Single	74	
Portway Park and Ride	Single	126	
Prees	Down	83	
Prees	Up	66	
Pwllheli	Single	131*	Car Stop board (buffer stops end) to departure Block Marker 1257. (*162m to top of ramp; departure requires use of Written Order)
Pye Corner	Single	145	
Pyle	1	108	
Pyle	2	108	
Quaker's Yard	Single	126	
Quintrel Downs	Single	90	Down Direction Only
Quintrel Downs	Single	74	Up direction only. Top of ramp to stop board
Radley	Down	158	
Radley	Up	158	
Radyr	1 (Down)	124	
Radyr	2 (Up)	108	Bi directional
Radyr	3 (Up)	124	
Reading	1	124	Top of ramp to stop blocks Maximum 5 vehicles
Reading	2	120	Top of ramp to stop blocks Maximum 5 vehicles
Reading	3	120	Top of ramp to stop blocks. 6 Turbo vehicles can be accommodated within signal, providing the west end set is not in use.
Reading	7	280	Between car stops
Reading	7a (east)	127	Between car stop and rear clear
Reading	7b (west)	143	Between car stop and rear clear
Reading	8	277	Between car stops
Reading	8a (east)	148	Between car stop and rear clear
Reading	8b (west)	119	Between car stop and rear clear

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Reading	9	255	Between car stops
Reading	9a (east)	120	Between car stop and rear clear
Reading	9b (west)	125	Between car stop and rear clear
Reading	10	240	Between car stops
Reading	10a (east)	73	Between car stop and rear clear
Reading	10b (west)	157	Between car stop and rear clear
Reading	11	272	Between car stops
Reading	11a (east)	127	Between car stop and rear clear
Reading	11b (west)	135	Between car stop and rear clear
Reading	12	272	Between car stops
Reading	12a (east)	132	Between car stop and rear clear
Reading	12b (west)	130	Between car stop and rear clear
Reading	13	272	Between car stops
Reading	13a (east)	132	Between car stop and rear clear
Reading	13b (west)	130	Between car stop and rear clear
Reading	14	272	Between car stops
Reading	14a (east)	132	Between car stop and rear clear
Reading	14b (west)	130	Between car stop and rear clear
Reading	15	272	Between car stops
Reading	15a (east)	132	Between car stop and rear clear
Reading	15b (west)	130	Between car stop and rear clear
Reading West	1 (Down)	276	
Reading West	2 (Up)	157	
Reading West	2 (Up)	93	Top of ramp (Westbury end) to mirror
Redland	Single	120	Usable lengths inside the barrier
Redruth	1	169	
Redruth	2	173	
Rhiwbina	Single	107	
Rhoose	1	100	
Rhoose	2	100	
Rhymney	Single	127	Top of ramp to stop board
Risca	1	97	
Risca	2	97	
Roche	Single	89	
Rogerstone	Single	97	
Ruabon	Down	198	
Ruabon	Up	158	
Saltash	1	124	
Saltash	2	83	Top of ramp to signal
Sandplace	Single	30	
Sarn	Single	84	
Saundersfoot	Single	105	
Sea Mills	Single	118	Usable lengths inside the barrier
Severn Beach	Single	121	Usable lengths inside the barrier. Marked up for 2 car use.
Severn Tunnel Jn	1 (Down Main Line)	145	
Severn Tunnel Jn	2 (Up Main Line)	171	
Severn Tunnel Jn	3 (Down Tunnel)	171	
Severn Tunnel Jn	4 (Up Tunnel)	171	
Shiplake	Single	182	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Shiplake	Single	173	Top of ramp to stop board (Henley end)
Shiplake	Single	105	Top of ramp (Henley end) to nearest mirror
Shiplake	Single	149	Top of ramp (Henley end) to furthest mirror
Shipton	Down	80	
Shipton	Up	56	
Shirehampton	Single	128	Usable lengths inside the barrier
Shrewsbury	3	263	
Shrewsbury	4	285	Up
Shrewsbury	4	308	Down
Shrewsbury	5	130	
Shrewsbury	6	130	
Shrewsbury	7	309	
Skewen	1	107	
Skewen	2	107	
Slough	1 (Bay)	122	
Slough	2 (Down Main Line)	208	
Slough	3 (Up Main Line)	192	
Slough	4 (Down Relief Line)	161	
Slough	5 (Up Relief Line)	161	
South Greenford	1	49	
South Greenford	2	51	
Southall	1 (Down Main Line)	152	
Southall	2 (Up Main Line)	139	
Southall	3 (Down Relief Line)	152	
Southall	4 (Up Relief Line)	155	
Southall	4 (Up Relief Line)	78	Length to nearest camera
Southall	4 (Up Relief Line)	149	Length to furthest camera
St Andrews Rd	Single	155	Usable lengths inside the barrier
St Columb Road	Single	93	
St Germans	1	128	
St Germans	2	133	
St Ives	Single	123	Top of ramp to Red lights
St James Park	1	86	
St James Park	2	86	
St Keyne	Single	30	
St. Austell	1 (Down)	178	
St. Austell	2 (Up)	180	Top of ramp to signal PR104
St. Austell	2 (Up)	181	Trains can use top of ramp to top of ramp length ONLY if signal PR104 is showing a proceed aspect.
St. Budeaux (Victoria Rd)	Single	110	
St. Budeaux Ferry Road	1	124	
St. Budeaux Ferry Road	2	126	
St. Erth	1 (Down)	177	
St. Erth	2 (Up)	176	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
St. Erth	3 (Bay)	108	
Stapleton Road	1	216	
Stapleton Road	2	211	
Starcross	1	168	
Starcross	2	184	
Stonehouse	1	61	
Stonehouse	2	61	
Stroud	1	185	
Stroud	2	185	
Sugar Loaf	Single	21	
Swansea	1 (Single)	268	Top of ramp to buffer stops
Swansea	2 (Single)	272	Top of ramp to buffer stops
Swansea	3 (Single)	273	Top of ramp to buffer stops
Swansea	4 (Single)	263	Top of ramp to buffer stops
Swindon	1 (Single)	261	(Up reversible)
Swindon	2 (Single)	80	(Gloucester Bay) A train formed 4 x 20m vehicles CANNOT be accommodated behind signal
Swindon	3 (Single)	282	(Down reversible)
Swindon	4 (Single)	284	Approx (Down reversible)
Tackley	Down	80	
Tackley	Up	80	
Taffs Well	Down	142	
Taffs Well	Up	142	
Talsarnau	Single	80	
Talybont	Single	32	
Taplow	1 (Down Main Line)	184	
Taplow	2 (Up Main Line)	140	
Taplow	3 (Down Main Line)	184	
Taplow	4 (Up Relief Line)	184	
Taplow	4 (Up Relief Line)	177	Top of ramp to camera
Taunton	2 (Up/Down Relief)	278	
Taunton	3 (Down Main)	262	
Taunton	4 (Up Main)	262	
Taunton	5 (Up Relief)	242	
Taunton	6 (Bay)	79	
Teignmouth	1	207	
Teignmouth	2	177	
Tenby	1	150	
Tenby	2	150	
Thatcham	1 (down)	170	
Thatcham	1 (down)	147	Top of ramp (Reading end) to CCTV camera
Thatcham	2 (up)	155	
Theale	1 (Up)	152	
Theale	1 (Up)	148	Top of ramp to furthest mirror
Theale	1 (Up)	76	Top of ramp to nearest mirror
Theale	2 (Down)	152	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Tilehurst ML	1 (Down Main Line)	153	
Tilehurst ML	2 (Up Main Line)	152	
Tilehurst RL	3 (Down Relief Line)	153	
Tilehurst RL	4 (Up Relief Line)	153	
Tir-Phil	Down	124	
Tir-Phil	Up	124	
Tiverton Parkway	1	248	
Tiverton Parkway	2	248	
Ton Pentre	Single	147	
Tondu	Single	84	
Tonfanau	Single	92	
Tonypandy	Single	147	
Topsham	1	138	
Topsham	2	123	
Torquay	1	237	
Torquay	2	232	
Torre	1	128	
Torre	2	144	
Totnes	1	193	
Totnes	2	200	
Trefforest	Down	143	
Trefforest	Up	143	
Trefforest Estate	Down	183	
Trefforest Estate	Up	183	
Trehafod	Down	137	
Trehafod	Up	137	
Treherbert	Single	135	
Treorchy	Single	124	
Troed-y-Rhiw	Single	139	
Trowbridge	1	121	
Trowbridge	2	154	Usable length
Truro	1 (Bay)	80	To the stop blocks 85.7
Truro	2 (Down)	199	
Truro	3 (Up)	211	
Twyford	5 (Bay)	110	Top of ramp to stop blocks
Twyford ML	1 (Down Main Line)	172	
Twyford ML	2 (Up Main Line)	182	
Twyford RL	3 (Down Relief Line)	244	
Twyford RL	4 (Up Relief Line)	250	
Twyford RL	4 (Up Relief Line)	180	Signal TR214 to Top of ramp (London end)
Ty Glas	Single	49	
Tygwyn	Single	22	
Tywyn	2 Down	123	Bi-directional

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Tywyn	2 Down (down direction)	116*	Top of ramp to Block Marker 1164. (*123m to top of ramp (Barmouth end))
Tywyn	1 Up	123	Bi-directional
Tywyn	1 Up (down direction)	116*	Top of ramp to Block Marker 1166. (*123m to top of ramp (Barmouth end))
Umberleigh	Single	139	
Wargrave	Single	152	
Wargrave	Single	77	Top of ramp to nearest mirror
Warminster	1	128	
Warminster	2	121	
Waun-Gron Park	Down	46	
Waun-Gron Park	Up	45	
Welshpool	Down	165	
Welshpool	Up	165	
Wem	Down	78	
Wem	Up	87	
West Drayton	1 (Down Main Line)	205	
West Drayton	2 (Up Main Line)	210	
West Drayton	3 (Down Relief Line)	210	
West Drayton	4 (Up Relief Line)	158	
West Drayton	5 (Loop)	212	
West Ealing	3 (Down Relief Line)	145	Top of ramp to nearest mirror
West Ealing	4 (Up Relief Line)	212	Top of ramp to footbridge
West Ealing	5 (Bay Platform)	132	
Westbury	1	224	(reversible) 224 ramp top to ramp top
Westbury	2	315	(reversible)
Westbury	3	295	(reversible)
Weston Milton	Single	184	
Weston-super-Mare	1 (Down)	210	
Weston-super-Mare	2 (Up)	312	
Whitchurch (Salop)	Down	144	
Whitchurch (Salop)	Up	86	
Whitchurch (S. Glam.)	Single	98	
Whitland	1	178	
Whitland	2	177	
Whitland	3 (Bay)	134	Pembroke Dock trains only
Wildmill	Single	84	
Windsor & Eton Central	Single	117	
Worle	1	100	
Worle	2	100	
Wrenbury	Down	101	
Wrenbury	Up	101	
Yate	1	105	
Yate	2	103	
Yatton	1	162	
Yatton	2	121	

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Yeoford	Single	136	
Ynyswen	Single	124	
Yorton	Down	51	
Yorton	Up	61	
Ystrad Mynach	Down	124	
Ystrad Mynach	Up	124	
Ystrad Rhondda	Down	124	
Ystrad Rhondda	Up	124	
NW routes			
Abergele & Pensarn	Down	197	
Abergele & Pensarn	Up	147	
Bangor (Gwynedd)	Down	275	
Bangor (Gwynedd)	Up	232	
Betws-y-Coed	Single	99	
Bidston	1	120	Up line
Bidston	2	120	Down line
Blaenau Ffestiniog	Single	200	
Bodorgan	Down	96	
Bodorgan	Up	96	
Buckley	Down	52	
Buckley	Up	53	
Caergwrle	Down	77	
Caergwrle	Up	76	
Cefn–y–Bedd	Down	60	Additional 25m OOU
Cefn–y–Bedd	Up	61	Additional 25m OOU
Colwyn Bay	Down	245	
Colwyn Bay	Up	246	
Conwy	Down	51	
Conwy	Up	51	
Deganwy	Down	196	
Deganwy	Up	180	
Dolgarrog	Single	41	
Dolwyddelan	Single	92	
Fflint	Down	210	
Fflint	Up	179	
Glan Conwy	Single	106	
Gwersyllt	Down	84	
Gwersyllt	Up	83	
Hawarden	Down	98	
Hawarden	Up	120	
Hawarden Bridge	Down	92	
Hawarden Bridge	Up	91	
Heswall	Down	56	
Heswall	Up	56	
Holyhead	1	336	Bay. Additional 10.6m beyond
Holyhead	2	307	Bay
Holyhead	3	216	
Hope (Flintshire)	Down	74	
Hope (Flintshire)	Up	80	
Llandudno	1	214	Bay. Additional 28m OOU
Llandudno	2	217	Bay. Additional 30m OOU
Llandudno	3	218	Bay. Additional 30m OOU

STATION	PLATFORM	USABLE LENGTH	NOTES
		In metres	
Llandudno Junction	1	300	Bi–dir
Llandudno Junction	2	102	Bay to Llandudno
Llandudno Junction	3	300	Bi–dir
Llandudno Junction	4	221	Down line
Llanfairfechan	Down	142	
Llanfairfechan	Up	115	Additional 38.5m OOU
Llanfairpwll	Down	36	
Llanfairpwll	Up	36	
Llanrwst	Single	60	
Llanrwst North	Down	126	
Llanrwst North	Up	132	
Neston	Up	85	Additional 25m OOU
North Llanrwst see Llanrwst North			
Penmaenmawr	Down	166	
Penmaenmawr	Up	170	
Penyffordd	Down	69	
Penyffordd	Up	71	
Pont–y–Pant	Single	98	
Prestatyn	Down	245	
Prestatyn	Up	245	
Rhosneigr	Down	91	
Rhosneigr	Up	92	
Rhyl	Down	306	
Rhyl	Up	347	Additional 8m beyond signal
Roman Bridge	Single	82	
Shotton (High Level)	Down	101	
Shotton (High Level)	Up	101	
Shotton (Low Level)	Down	106	
Shotton (Low Level)	Up	107	
Tal–y–Cafn	Single	107	
Ty Croes	Down	84	
Ty Croes	Up	85	
Valley	Down	37	
Valley	Up	45	
Wrexham Central	Single	52	Bay.
Wrexham General	1	198	Up Main line.
Wrexham General	2	197	Down Main line
Wrexham General	3	152	Up/Down Loop
Wrexham General	4	60	Single Wrexham Exchange Junction/Wrexham Central

5.4.1 Loop Lengths

The table below shows the maximum length of train that may use each of the loops at the following stations. All lengths are in SLUs (Standard Length Unit); an SLU measures 21 Feet, and metres. All lengths are exclusive of an allowance of one locomotive. Check Sectional Appendix for locations where standage is not quoted. Bids for trains longer than the quoted lengths will only be accepted subject to the authority of the Route Director. See also Section 4.5.

GW103 PADDINGTON TO UFFINGTON				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
West Ealing No.1	Up	65	420	Bi-directional between SN6161 and SN6154
West Ealing No.1	Up	97	624	Between SN216 and SN227, this is foul of sidings no.2 and 3, and blocks access to Engineers Sidings and Plasser Works
West Ealing No.2	Up	57	370	GWR Lease; between SN6163 and SN6156
West Ealing No.3	Up	57	370	GWR Lease; between SN6165 and SN6158
Hanwell Goods Loop	Up / Down	30	196	
Hanwell Bridge Up Goods Loop	Up	112	719	Bi-directional
Hanwell Bridge Down Goods Loop	Down	112	719	Bi-directional
Southall West Loop	Up / Down	123	787	Bi-directional
Southall Up Brentford Siding	Up / Down	114	729	Bi-directional
Hayes Up Goods Loop	Up / Down	130	832	Bi-directional
Dawley Loop	Up / Down	103	659	Bi-directional
Up Iver Loop	Up	185	1186	T474 to T480
Langley Sidings	Up	55	352	40 clear of GF
Slough Up Goods Loop	Up / Down	87	557	Only for run rounds in Down direction
Kennet Loop	Down	81	518	
Kennet Loop	Up	56	359	
Foxhall Jn (Didcot Goods Loop)	Up	64	409	
Milton Jn (Steventon Loop)	Down	226	1446	

GW105 UFFINGTON TO FORDGATE				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Stratton Green (Up Swindon Goods Loop)	Up	89	569	
Down Swindon (East) Goods Loop	Down	102	652	
Swindon Up Reception line	Up	124	793	Between Signal SW6521 and SW6512
Swindon Up Main	Down	44	281	Between Signal SW1203 and SW1194, bidirectional
Bathampton	Up	82	525	
Bath Goods Loop	Down	89	569	
Bristol East Depot Down Goods Loop	Down	105	672	
Yatton	Up	85	544	
Yatton	Down	88	563	
Highbridge	Up	78	499	Bi-directional

GW108 FORDGATE TO PENZANCE				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Tiverton	Up	86	550	
Tiverton	Down	103	659	
Dawlish Warren	Up	72	461	Up platform loop (No.2)
Dawlish Warren	Down	92	589	DPL (No.1)
Totnes	Up	60	384	UPL (No.2)
Totnes	Down	55	352	DPL (No.1)
Laira Jn Goods Loop				
Lostwithiel	Up	60	384	
Lostwithiel	Down	60	384	
Par	Down	60	384	

GW200 DIDCOT TO HEYFORD				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Kennington Up Goods Loop	Up	82	525	Between OD9113A points AND OD2336
Kennington Down Goods Loop	Down	73	467	
Oxford Up Platform Loop	Up / Down	44	281	At OX71 signal clear of 245 points
Oxford Down Platform Loop	Down	55	352	At OX72 signal clear of 237 points

GW220 OXFORD ROAD JUNCTION TO READING WEST JUNCTION				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Reading West Jn (Up Reading West Curve)	Up	121	774	T1753 signal to clear of 8804 points
Oxford Road Jn (Up Reading West Curve)	Down	110	704	T2807 signal to clear of 8478 points
Reading West Jn (Down Reading West Curve)	Up	123	787	T1751 to clear of 8806B points

GW225 READING CAVERSHAM ROAD JN to OXFORD ROAD JN (READING FEEDER LINES)				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	*Note: these differ from Table A lengths, which are signal to signal*
Reading (Reading Feeder Relief)	Up	67	429	T1728 signal to clear of 8803A points Note: allows full use of West Curve and Up Feeder Main.
Oxford Road Jn (Reading Feeder Relief)	Down	87	556	Down direction T2805 signal to clear of 8456 points
Reading (Reading Feeder Main)	Up	58	376	T1726 signal to clear of 8807 points
Oxford Road Jn (Reading Feeder Main)	Down	118	756	T2803 to clear of 8445A/B points

GW401 ASHCHURCH (INCL.) TO WESTERLEIGH JUNCTION				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Ashchurch	Down	70	448	
Cheltenham High Street	Up	85	544	
Lansdown	Down	80	512	
Haresfield	Up	80	512	
Haresfield	Down	88	563	
Charfield	Up	73	467	
Charfield	Down	69	441	

GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Horfield Jn	Down	10	64	BL. 1589 to 7015B pts
Horfield Jn	Down	36	230	BL. 1589 to 7012A pts

GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AVOIDING LINE				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Towney	Down	119	761	
Newbury	Up	56	358	Up platform loop (bi-directional)
Newbury	Down	69	441	Down platform loop
Hungerford	Up	105	672	
Woodborough	Up	104	665	
Woodborough	Down	102	653	

GW520 WESTBURY EAST LOOP JN TO HAWKERIDGE JN				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Up East Loop	Up	80	512	
Down East Loop	Down	73	467	

GW530 NORTH SOMERSET JN TO DR. DAY'S JN ("RHUBARB LOOP")				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Up Bristol Loop 'Rhubarb Curve'	Up	29	186	
Down Bristol Loop 'Rhubarb Curve'	Down	29	186	May be increased to 333m/52SLU with rear of train standing foul of Filton Mainlines at Dr Days Jn

GW560 HEYWOOD ROAD JUNCTION TO FAIRWOOD JUNCTION VIA WESTBURY				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Westbury Up Reception	Up	24	153	W211 to W602/ clear 847pts
Westbury Up Reception	Up	97	620	W211 to LOS/ clear 890pts
Westbury Up Reception	Up	52	332	W207 to LOS/ clear 809pts
Westbury Down Reception	Up/Down	95	608	

GW572 FROME NORTH TO WHATLEY QUARRY				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Frome North Jn (Down Frome)	Down	158	1016	Signal W312 to block joint clear of 906pts at Clink Road Jn
Frome North Jn (Up Frome)	Down	158	1014	Signal W212 to signal block joint clear of 906pts at Clink Road Jn
Frome North Jn (Up Frome)	Up	158	1016	Signal W199 to block joint clear of 911pts at Frome North Jn
Frome North Jn (Up Goods Loop)	Up	59	381	Signal W297 to block joint clear of 912B pts at Frome North Jn Only accessible from Whatley Quarry line

GW580 EAST SOMERSET JUNCTION TO CRANMORE				
TIMING POINT	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
East Somerset Junction (Branch Loop)	Down	91	588	Signal W324 to block joint clear of 941A pts
East Somerset Junction (Branch Loop)	Up	95	610	Signal W277 to block joint clear of 946pts

GW600 WOOTTON BASSETT JUNCTION TO PILNING				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Wootton Bassett	Up	89	569	
Hullavington	Up	73	467	
Hullavington	Down	87	557	
Chipping Sodbury	Up	88	563	Bi-directional
Chipping Sodbury	Down	82	525	Bi-directional
Bristol Parkway	Up/Down (P1)		374	Bi-directional, can be extended to 570m when foul of DGL access
Bristol Parkway	Up (P4)	63	405	Can be extended if foul of UPL
Bristol Parkway Up Passenger Loop	Up	71	457	Can be extended if foul of P4
Bristol Parkway Up Passenger Loop	Down	39	252	
Bristol Parkway Down Goods Loop	Down	67	431	Cannot be extended onto Down Passenger Loop as blocks access to P2 due to interlocking
Pilning	Up	209	1338	Permissive standage
Pilning	Down	233	1491	Permissive standage

GW660 PAR TO NEWQUAY				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Goss Moor Loop		42	270	

GW700 GLOUCESTER BARNWOOD JUNCTION TO SEVERN TUNNEL JUNCTION				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Barnwood Up Loop	Up	99	640	
Barnwood Down Loop	Down	79	512	
Lydney	Up	83	531	
Lydney	Down	82	525	

GW730 SHREWSBURY TO NEWPORT MAINDEE WEST JN (NORTH AND WEST LINE)				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Sutton Bridge	Up	94	601	
Craven Arms	Down	62	397	
Woofferton	Up	62	397	
Hereford	Up Relief	110	704	
Hereford	Down Relief	103	659	
Pontrilas	Up	72	461	
Panteg	Up	60	384	
Panteg	Down	67	429	

GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Ystrad Mynach	Down	90	576	

GW830 MERTHYR TYDFIL TO BARRY ISLAND				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Stormstown	Up	93	595	
Cogan	Up	138	883	
Cogan	Down	133	851	

GW870 BARRY TO BRIDGEND BARRY JUNCTION				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Barry Jcn	Down	84	537	
Aberthaw	Down	30	192	

GW900 PILNING TO FISHGUARD HARBOUR				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Pilning	Up	209	1337	Permissive standage
Pilning	Down	233	1491	Permissive standage
Severn Tunnel Junction	Up	106	678	
Alexandra Dock	Down	57	365	
Cardiff Central (Line C)	Up	49	313	Bi-Directionally signaled
Cardiff Central (Line D)	Down	45	288	Bi-Directionally signaled
Miskin	Up	129	825	

GW900 PILNING TO FISHGUARD HARBOUR				
LOCATION	**DIRECTION**	**USABLE LENGTH**		**NOTES**
		SLU	**Metres**	
Miskin	Down	122	781	
Pencoed	Up	110	704	
Tremains	Down	193	1235	
Stormy	Up	67	429	
Stormy	Down	73	467	
Llandeilo Jn	Up	40	256	230 SLU including Up Reception
Llandeilo Jn	Down	51	326	
Letterston	Up/Down	96	614	Bi-directional

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
All allowances are indicative for the Final Principle Rules and are subject to change.

E refers to engineering allowance
P refers to performance allowances
ES refers to engineering (supplementary) allowance

5.5.1 SX Daytime (See routes for applicable times)

On Monday different allowances apply on some routes until the end of the 'Sunday' allowances at the times specified in the tables below. Please refer to Section 5.5.4 for the 'Sunday' allowances section to identify the routes to which those allowances apply.

GW103 PADDINGTON TO UFFINGTON					
Timing Section	**Type**	**ML**	**RL**		**Remarks**
Down – Daily					
Approaching Slough	ES	1	1		Additional allowance applies to all trains timed to operate during the Two Track weeknight timetable
Approaching Maidenhead	E		1		Applies to class 165/166/345/387 terminating at Maidenhead or Bourne End
Approaching Twyford	E		1		Applies to class 165/166/387 terminating at Twyford or Henley on Thames
Approaching Kennet Bridge Jn	E	1	1		
	ES	1	1		Additional allowance applies to all trains timed to operate during the Two Track weeknight timetable
Approaching Didcot East Jn	E		1		Allowance does not apply to class 165/166/387 operated services unless they terminate at Didcot Parkway
Approaching Didcot Parkway	E	1			Allowance does not apply to class 165/166/387 operated services unless they terminate at Didcot Parkway
	ES	1	1		Additional allowance applies to all trains timed to operate during the Two Track weeknight timetable
Up – Daily					
Approaching Didcot	E	1			Allowance does not apply to Class 165/166/387 operated services
Approaching Reading West or Reading High Level Jn	E	1	1		Does not apply to class 165/166/387 operated services routed via the Main Lines from Didcot East
Approaching Acton West Junction	E	1	1		Trains routed via Acton Wells or Acton Yard only
Approaching Ladbroke Grove	E	1	1		

GW105 UFFINGTON TO FORDGATE VIA BOX

Timing Section	Type	ML	RL		Remarks
Down – Daily					
Approaching Swindon	E	1			
Approaching Bathampton Junction	E	1			
Approaching North Somerset Junction	E	1			
Up – Daily					
Approaching Parson Street	E	1			
Approaching Swindon	E	1			

GW107 WORLE JUNCTION TO UPHILL JUNCTION VIA WESTON-SUPER-MARE

Timing Section	Type	ML	RL		Remarks
Down – Daily					
Approaching Weston-Super-Mare	E	1			Applies to services terminating at Weston-S-Mare only.

GW108 FORDGATE TO PENZANCE

Timing Section	Type				Remarks
Down – Daily					
Approaching Taunton	E	1			Trains terminating at Taunton only (not travelled via GW500).
Approaching Cowley Bridge Jn	E	1			Does not apply to services starting at Taunton or Tiverton Parkway
Approaching Lipson Jn	E	1			
Approaching Long Rock	E	1			
Up – Daily					
Approaching Plymouth	E	1			
Approaching Exeter St Davids	E	1			

GW110 OLD OAK COMMON WEST TO SOUTH RUISLIP (EXCL.)

Timing Section	Type				Remarks
Up – Daily					
Approaching Greenford West Junction	E	1			From NW&C Route MD 701 Princes Risborough to Marylebone

GW174 WEST EALING TO GREENFORD WEST JUNCTION					
Timing Section	**Type**				**Remarks**
Down – Daily					
Approaching Greenford	E	1			Allowance only applies to Class 165, 166 units

GW180 HEATHROW AIRPORT JUNCTION TO HEATHROW TERMINALS 4 & 5					
Timing Section	**Type**				**Remarks**
Down – Daily					
Approaching Heathrow Tunnel Junction	E	1			

GW200 DIDCOT TO HEYFORD (EXCL.)					
Timing Section	**Type**	**ML**			**Remarks**
Down – Daily					
Approaching Hinksey North, where train has passed Didcot North Jn from beyond	E	1			
Up – Daily					
Approaching Didcot North Junction; does not apply when train starts from Appleford Sidings	E	1			

GW310 WOLVERCOTE JUNCTION TO PERSHORE (EXCLUSIVE)					
Timing Section	**Type**				**Remarks**
Up – Daily					
Approaching Wolvercote Junction	E	1			Allowance does not apply to Class 165/166operated services

GW401 ASHCHURCH (INCL.) TO WESTERLEIGH JUNCTION					
Timing Section	**Type**				**Remarks**
Down – Daily					
Approaching Cheltenham Spa	E	1			
Up – Daily					
Approaching Gloucester Yard Junction	E	1			

GW450 STOKE GIFFORD JUNCTION TO BRISTOL EAST JUNCTION

Timing Section	Type				Remarks
Down – Daily					
Approaching Dr Day's Jn	E	1			Allowance to be shown approaching Lawrence Hill for services that call there

GW480 SWINDON TO STANDISH JUNCTION

Timing Section	Type				Remarks
Up – Daily					
Approaching Rodbourne Jn	E	1			

GW500 READING TO COGLOAD JUNCTION VIA WESTBURY AND FROME AVOIDING LINES (BERKS. AND HANTS LINE)

Timing Section	Type				Remarks
Down – Daily					
Approaching Newbury	E	1			Terminating 165/166/387s only
Approaching Bedwyn	E	1			Terminating trains only
Approaching Heywood Road Junction	E	1			
Approaching Cogload Junction	E	1			
Up – Daily					
Approaching Fairwood Junction	E	1			Does not apply to Class 7 trains from Merehead Quarry, trains from Whatley Quarry, or services starting at Frome
Approaching Newbury	E	1			Does not apply to services starting at Bedwyn
Approaching Southcote Junction	E	1			

GW5001 BEECHGROVE GF TO WESTBURY SOUTH JUNCTION

Timing Section	Type				Remarks
Northbound - Daily					
Approaching Westbury Signal W305	E	1			

GW510 WESTBURY NORTH JUNCTION TO BATHAMPTON JUNCTION

Timing Section	Type				Remarks
Southbound – Daily					
Approaching Hawkeridge Junction	E	1			

GW510 WESTBURY NORTH JUNCTION TO BATHAMPTON JUNCTION					
Timing Section	**Type**				**Remarks**
Northbound – Daily					
Approaching Bathampton Junction	E	1			

GW600 WOOTTON BASSETT JUNCTION TO PILNING					
Timing Section	**Type**				**Remarks**
Down – Daily					
Approaching Westerleigh Junction	E	1			
Up – Daily					
Approaching Patchway	E	1			

GW620 NEWTON ABBOT WEST JUNCTION TO GOODRINGTON C.S.					
Timing Section	**Type**				**Remarks**
Down – Daily					
Approaching Paignton	E	1			

GW700 GLOUCESTER BARNWOOD JN TO SEVERN TUNNEL JN					
Timing Section	**Type**				**Remarks**
Up – Daily					
Approaching Gloucester	E	1			2 if terminating at Gloucester

GW730 SHREWSBURY TO NEWPORT MAINDEE WEST JN (NORTH AND WEST LINE)					
Timing Section	**Type**	**ML**			**Remarks**
Down – Daily					
Approaching Shelwick Jn	E	2			
Approaching Maindee North Jn	E	1			
Up – Daily					
Approaching Hereford	E	2			
Approaching Sutton Bridge Jn	E	1			

GW731 ABBEY FOREGATE JUNCTION TO WREXHAM NORTH JN					
Timing Section	**Type**				**Remarks**
Up – Daily					
Approaching Shrewsbury	E	2			
Approaching Wrexham General	E	2			Only applies to trains terminating at Wrexham/Croes Newydd

GW733 SUTTON BRIDGE JN TO ABERYSTWYTH					
Timing Section	**Type**	**ML**			**Remarks**
Down – Daily					
Approaching Machynlleth	E	1			
Approaching Aberystwyth	E	1			
Up – Daily					
Approaching Machynlleth	E	1			
Approaching Sutton Bridge Jcn	E	1			

GW734 DOVEY JN TO PWLLHELI					
Timing Section	**Type**				**Remarks**
Down – Daily					
Approaching Pwllheli	E	1			
Up – Daily					
Approaching Dovey Jn	E	1			

GW810 RHYMNEY TO QUEEN STREET NORTH JUNCTION					
Timing Section	**Type**				**Remarks**
Down – Daily					
Approaching Queen Street	E	1			
Up – Daily					
Approaching Caerphilly	E	1*			* Applies to trains terminating at Caerphilly only
Approaching Bargoed	E	1			

GW828 CORYTON TO HEATH JUNCTION					
Approaching Coryton	E	1			

GW830 MERTHYR TYDFIL TO BARRY ISLAND VIA CARDIFF QUEEN STREET					
Timing Section	**Type**				**Remarks**
Down – Daily					
Approaching Queen Street	E	1			
Approaching Barry	E	1			
Up – Daily					
Approaching Cardiff Central	E	1			Excludes trains from GW900 via GW840
Approaching Radyr	E	1			Only applies to trains terminating at Radyr
Approaching Pontypridd	E	1			Only applies to trains terminating at Pontypridd
Approaching Merthyr Tydfil	E	1			

GW834 HIRWAUN TO ABERCYNON					
Timing Section	**Type**				**Remarks**
Up – Daily					
Approaching Aberdare	E	1			

GW835 TREHERBERT TO PONTYPRIDD JUNCTION					
Timing Section	**Type**				**Remarks**
Up – Daily					
Approaching Treherbert	E	1			

GW840 RADYR JUNCTION TO CARDIFF (CITY LINES)					
Timing Section	**Type**				**Remarks**
Up					
Approaching Radyr	E	1			

GW864 COGAN JUNCTION TO PENARTH					
Timing Section	**Type**				**Remarks**
Down - Daily					
Approaching Penarth	E	1			

GW870 BARRY TO BRIDGEND, BARRY JUNCTION (VOG LINE)					
Timing Section	**Type**				**Remarks**
Down – Daily					
Approaching Bridgend	E	1			For stopping passenger train services

GW870 BARRY TO BRIDGEND, BARRY JUNCTION (VOG LINE)					
Timing Section	**Type**				**Remarks**
Up – Daily					
Approaching Barry	E	1			For stopping passenger train services

GW890 COURT SART JN TO MORLAIS JUNCTION					
Timing Section	**Type**				**Remarks**
Down					
Approaching Morlais Jn	E	1			

GW900 PILNING TO FISHGUARD HARBOUR					
Timing Section	**Type**	**ML**	**RL**		**Remarks**
Down – Daily					
Approaching Long Dyke Jn	E	1	1		
Approaching Margam Moors Jn	E	1			For trains entering Margam TC only
Approaching Landore Jn	E	1			Applies to trains routed towards Swansea loop West or Landore TMD only.
Approaching Carmarthen Jn	E	1			Can be applied approaching Carmarthen station if terminating.
Approaching Fishguard Harbour	E	1			To be applied approaching Fishguard and Goodwick if terminating
Up – Daily					
Approaching Carmarthen Bridge Jn	E	1			
Approaching Swansea Loop West Jn	E	1			
Approaching Leckwith Loop North Jn	E	1			
Approaching Severn Tunnel Jn	E	1	1		Freight only

OFFICIAL

GW9001 LANDORE JUNCTION TO SWANSEA

Timing Section	Type			Remarks
Down - Daily				
Approaching Swansea Loop East	E	1		

GW910 CRAVEN ARMS TO LLANDEILO JUNCTION

Timing Section	Type				Remarks
Down – Daily					
Approaching Llandrindod	E	1			
Approaching Llandeilo Jn	E	1			
Up – Daily					
Approaching Llandrindod	E	1			
Approaching Craven Arms	E	1			

GW950 WHITLAND TO PEMBROKE DOCK

Timing Section	Type				Remarks
Down – Daily					
Approaching Pembroke Dock	E	2			

GW960 CLARBESTON ROAD TO MILFORD HAVEN

Timing Section	Type				Remarks
Down – Daily					
Approaching Milford Haven	E	1			

NW3001 SALTNEY JUNCTION TO HOLYHEAD

Timing Section	Type				Remarks
Down – Daily					
Approaching Llandudno Jn	E	1			
Approaching Bangor	E	1			Only applies to trains terminating at Bangor
Approaching Holyhead	E	1			
Up – Daily					
Approaching Llandudno Jn	E	1			
Approaching Saltney Jn	E	1			

NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG

Timing Section	Type				Remarks
Down – Daily					
Approaching Blaenau Ffestiniog	E	2			
Up – Daily					

OFFICIAL

NW3015 LLANDUDNO JUNCTION TO BLAENAU FFESTINIOG					
Timing Section	**Type**				**Remarks**
Approaching Llandudno Junction	E	2			

NW3017 LLANDUDNO JUNCTION TO LLANDUDNO					
Timing Section	**Type**				**Remarks**
Down – Daily					
Approaching Llandudno	E	1			Applies to trains originating at Chester and beyond

5.5.2 SX Night Time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

5.5.3 SO Daytime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

5.5.4 SO Nighttime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

5.5.5 Sundays Daytime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

5.5.6 Sunday Night time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

5.6 Watering of Steam Locomotives

The following sites only are authorised. The constraints shown must be strictly adhered to and in cases the Train Operator should produce a Method Statement describing their safety control measures, etc. and should issue suitable internal operating instructions:

Location	**Constraints**
Holyhead Platform 1	
Llandudno Junction Platforms 1 and 4	

It should be noted that 'Goods Line Authority' may be required for some of the locations listed above. See Section 5.1.4 above for Passenger Trains over Goods Lines

On Network Rail controlled infrastructure, work (i.e. the watering activity) may only take place under the control of a COSS.

Additional sites may be considered by the Route's Safety Review Group subject to the provision of suitable supporting documentation.

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.