



Proposed Track Access Contract Between

Network Rail Infrastructure Limited

&

First MTR South Western Trains Ltd (trading as South Western Railway)

Under Section 17 of the Railways Act 1993

Network Rail's Representations

15th September 2017

Craig Tomlin,
Programme Manager, Wessex Route

Final Version, Wessex Route

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Introduction

The South Western Main Line and rail infrastructure on the Wessex Route is an exceptionally valuable asset in the national transport system, serving the busiest station in the UK, London Waterloo. It is a multi-user route, combining freight, commuter services and long distance passenger services, and is also a popular destination for the passenger charter market.

The network on the Wessex Route has little spare capacity, and faces high demand from both passenger and freight growth. The Track Access Contract (TAC) previously held by Stagecoach South West Trains Ltd (SSWT) transferred to First MTR South Western Trains Limited (The Applicant) on August 20th 2017 under the normal arrangements associated with a franchise change. This contract expires on 08 December 2018 and First/MTR is seeking a new contract (The Application) to commence 09 December 2018 to remain in place until principal Change Date 2025. This duration includes the maximum 13 railway period extension permitted at the discretion of the Secretary of State and a further 5 months to ensure access rights are in place for any successor operator/franchisee.

The application seeks to secure quantum rights (table 2.1 of Schedule 5) and calling patterns (table 4.1 of Schedule 5) as described in the draft TAC and which is based on the latest version of the Model Contract (Version published 11 February 2016). In Section 4.1 of the Form P *“Application to the Office of Rail and Road for a Passenger Track Access Agreement, or amendment to a Passenger Track Access Agreement under Sections 17-22A of the Railways Act 1993”*, the Applicant states that ‘the majority of the quantum and calling pattern rights being sought are consistent with the rights currently held by SSWT’ which they wish to continue. The additional quantum and calling pattern rights sought from December 2018 reflect the Train Service Specification (TSS) set out in the new South Western Franchise Agreement. The Form P and draft TAC were subject to external industry consultation from 31st July 2017 until 31st August 2017.

As discussed later, the Application has been made under Section 17 as Network Rail is not in a position to agree the additional rights sought. Further discussions are required due to the fact that there are elements of The Application that Network Rail may be able to support in the future, but can’t at this time due to insufficient information. These are outlined below in Network Rail’s response.

The Application Form P

Section 3.2 of the application form P regarding “Terms not agreed with the facility owner” states that:

“Whilst Network Rail is comfortable with the current level of quantum and calling pattern rights, it is not in a position to agree the incremental rights being sought. This is due to a competing track access application for mainline services between London Waterloo and Southampton”

It would be inaccurate to attribute Network Rail’s failure to agree solely to the competing application for mainline services between London Waterloo and Southampton. In order to support any application for either additional rights or increases to existing rights, approval must be obtained from Network Rail’s Sale of Access Rights (SoAR) panel. The detailed capacity and performance modelling of the entire proposal contained in the Application, needed in order to present a proposal to SoAR panel has not been able to be carried out due to insufficient detail in the application.

In Section 4.8, the Applicant states that :

“A full public consultation on the Train Service Specification (TSS) and associated timetable for December 2018 will commence shortly after the start of the new franchise (20th August 2017). This is consistent with the requirements of the Franchise Agreement”.

Section 7.2 of the Application states that the TSS and Dec 18 timetables were attached however this was not correct. Whilst the TSS can be obtained online as part of the information made available to prospective franchise applicants, the Dec 18 timetables produced by the Applicant to meet the requirements of the TSS (including proposals that exceed them), are not. Whilst some of these timetables have been supplied in response to requests made during the external industry consultation, versions covering weekend Mservices and details of ECS moves are not available. Indeed, responses made by the Applicant to questions raised during the external consultation suggest that following

submission of the Application, proposals have been worked on with regard to changes to Waterloo to Hounslow services.

ORR Criteria and Procedures (para 2.16) states that:

“We also expect prospective users to try in good faith to reach agreement with facility owners on terms of access wherever possible before submitting applications under sections 17 or 22A. In that respect, it is important that prospective users begin discussions with facility owners early enough to allow time to follow the section 17 or 22A processes and obtain directions from ORR should that become necessary”

Whilst Network Rail would always endeavour to negotiate an agreed section 18 application as our preferred approach to working with stakeholders seeking firm rights, we welcome the opportunity that a section 17 application allows for ongoing discussion and agreement to be reached during the application process. In order to reach a point where support for an application for firm rights can be considered, Network Rail requires sufficient detail of the rights sought in order to carry out adequate evaluation of them. Such detail has not been provided as part of this application and as the applicant is continuing to work on proposals for the timetable and expects to carry out a further public consultation of their timetable, the option to support ‘subject to defined conditions’ being specified is not possible given the detail against which any conditions might be applied and the concerns raised as part of the Wessex Route internal consultation undertaken as part of the process.

Proposed Contract

Schedule 5 - The Services and the Specified Equipment

Network Rail welcomes the stated aims of The Applicant to deliver the improvements in capacity and journey times to passengers using the South Western Franchise and notes the intention that there will be significant improvement in train services across every service group within it. From the high level summary given in the Form P and the concept train plan for the Dec 18 Timetable available to Network Rail upon announcement of the award of the franchise, it appears that an important factor in delivering these improvements is the operation of earlier first and last trains, more Sunday services across the network and the introduction of new trains. The combination of the re-cast of the December 2018 mainline timetable and the delivery of the new train fleet for suburban lines in December 2020 forms the basis of the plan to deliver the stated improvements. Although these plans formed part of the bid that secured the franchise, satisfied the requirements of the TSS and included additional services over and above the TSS, the subsequent rights necessary are not awarded to the franchise holder as part of the process led by the Department of Transport. An evaluation of First/MTR timetables (SX) developed during the bid process, which concluded the broad level of capacity required existed from a train planning rules point of view, did not look in detail at the implications on engineering access, train performance, safety or traction power supply. On-going concerns over these elements were documented within Network Rail's specialist technical reports that were submitted to the Department for Transport (DfT) during bid evaluation. Furthermore, Network Rail's concerns were also stated within several formal letters to the DfT.

Engineering Access

A significant concern identified is the risk imported from the operation of earlier and later trains. In the spirit of cooperation we have informally been supplied by colleagues at South Western Railway with the proposed amendments to the existing Section 4 non-disruptive times by route and by section of route indicating the impact of changes to first and last Trains from December 2018. Using our own analysis of this information (Appendix 1) we believe that granting this Track Access Contract has the potential to significantly impact on the access available to undertake essential maintenance work on the route and therefore would in turn impact on the route's performance. On this basis, based upon the information we are currently party to, we would have significant concerns over the granting of additional access rights without there being a better understanding of the impacts of this

reduced access in an environment where there are proposals to increase service frequencies and associated tonnage.

For example, it is currently possible to obtain a non-disruptive all line block between Aldershot North Junction and Farnham from 0120 to 0500 on midweek nights and from 0145 to 0720 on Saturday nights. Our analysis, based on the amended S4 times identified by SWR, shows that the proposed non-disruptive times would be reduced by 45 minutes on midweek nights (to 0155 to 0450) and by 45 minutes on Saturday nights (to 0155 to 0645).

Looking further at this example, if you factor in the time it takes to take isolations on third rail infrastructure, we believe that these proposed times would make it unviable to undertake anything other than the most basic maintenance without requesting additional disruptive access. Whilst it would be possible to request longer Section 5 disruptive times (as we often do currently), we would have no guarantee of this access being agreed with the operator particularly at this location which would significantly restrict access to Farnham depot and would require the operator to berth its rolling stock at other locations whilst maintaining sufficient rolling stock to start morning peak services on the Alton line.

Neither is this example an isolated one and there are numerous similar examples across the route. For example, our analysis shows that the Saturday/Sunday non-disruptive times between Honiton and Crannaford LC would be reduced by 80 minutes (from the current times of 2330 Sat to 0825 Sun to 0035 Sun to 0810 Sun) and midweek access would be reduced by 30 minutes (from 0005 to 0515 to 0035 to 0515); and the Motspur Park to Epsom midweek access would be reduced by 20 minutes (from 0055 to 0500 to 0115 to 0500).

In addition to these changes in non-disruptive possession times, there remains a need to better understand the impact of the more intensive service levels proposed on many lines both on regularly taken disruptive maintenance and patrolling possessions. We note that, in contrast with the Gibb Report proposals currently under discussion by government for the neighbouring South East route for a reduced frequency of metro services early in the morning and late in the evening (in order to provide a more robust timetable and improve maintenance opportunities), these proposals would provide a more intensive service all day (and, in particular, on Sunday mornings and late at night) on the Wessex route.

Network Rail will work with the applicant to facilitate, as far as possible, additional earlier first trains or later last trains where there is passenger demand for such enhancements, to find the most optimal industry solution. However, agreement would need to be reached with the applicant that ensures NR has sufficient access to undertake its maintenance activity to achieve the required level of infrastructure performance (including any

incremental maintenance activity associated with the proposed rolling stock and new timetables) before current access times can be amended.

Additionally, at this stage we cannot validate the impact of the proposed timetable on our Train-borne inspection programme which underpins safety and compliance in the Track asset. As the Route progress with PLPR and Eddy Current Testing as the principal means of inspection, these train paths need to be robustly protected to maintain a compliant railway.

Safety

There are a number of lines which see a significant increase in the number of trains in total which raise concerns regarding potential increased SPAD and Level Crossing risk:

- Reading to Virginia Water
- Portsmouth to Portcreek - increase from the additional Portsmouth to Southampton services and Portsmouth to Waterloo (direct) services.
- Portcreek to St Denys additional train each hour (with Fareham to St Denys comprised of long sections and 2 aspect signalling) saw increased SPAD incidents with previous increases in service in 2009.
- St Denys to Southampton
- Haslemere to Portcreek
- Virginia Water
- Feltham to Barnes via Hounslow / via Twickenham

Preliminary studies have been completed by Network Rail to assess the impact of the timetable on level crossings. While it is noted that due to the level of detail made available more time to conduct more detailed analysis will be required, these studies show that there will undoubtedly be a net increase of level crossing risk across the Route. Furthermore, it was estimated that the risk at several key level crossings will increase by up to 40-45% - which is quite the opposite of the aims of the current level crossing risk reduction programme. There is also likely to be extended barrier downtimes in areas where downtimes are already an issue, raising the risk of consequent poor behaviour at level crossings. It is also expected that there will be a large number of external parties who will oppose the increases.

As there has not been the opportunity to assess the full stock working of the proposed timetable, it is difficult to comment on the effect of the proposed train services however we would wish to understand the impact of permissive working in regard to the following locations in particular:

- Southampton Central
- Southampton Up Goods loop
- Portsmouth Harbour
- Portsmouth and Southsea
- Guildford

Train Performance

As previously indicated, in order to assess the impact of the proposed timetable on train performance we would need far more granular data that includes details of how the plan is resourced with stock and crew and how the service patterns work together. Initial concerns are that the increase in services on the Windsor and Portsmouth lines is likely to import risk, as is filling any capacity between Portsmouth and Southampton along with adding additional services between St Denys and Redbridge.

Network Rail appreciates that the introduction of new rolling stock will go some way to achieving the faster journey times and increased frequencies that are sought however we have concerns over the ability to achieve the dwell times specified. Having lobbied for and getting the agreement of the DfT to add additional time in schedules on the Suburban routes removing it will have a significant performance risk to the presentation of trains at key junctions in the up direction; where trains only have a small time slot to use before affecting the following trains (around 30 seconds before a following train sees restrictive signals). The current headway is 2.5 mins for slow trains following each other with trains being 3 mins apart. Network Rail would therefore like to fully review The Applicant's modelling work to validate that any initiatives proposed will enable the proposed dwell times to be achieved. Until this validation is complete NR has concerns that a timetable incorporating such dwell times could import performance risk. The Applicant also needs to ensure consistent delivery of the specified dwell times and NR would like to further understand The Applicants proposals for achieving 45 second dwell times within the timetable planning systems. The current timetabling system only allows trains to be timed in 30 second increments. Therefore, a 45 second dwell time is currently unachievable in the timetable planning systems without importing a sub-threshold delay risk. Currently the timetable uses 30 second and 1 minute dwells alternately to achieve an average 45 second dwell (with longer dwells at busy interchange stations such as Wimbledon, Earlsfield, Clapham Jn and Vauxhall) to maintain performance levels. Any reductions are likely to lead to increasing sub-threshold delay incidents and a less resilient service.

The reintroduction of Class 442 stock incorporates risk and we would seek confirmation through an Electrification and Signalling capacity assessment that their use would not have a

detrimental impact on infrastructure upgrades that have taken place to improve performance of track circuits in the Waterloo area.

A Capacity Study (Appendix 2) was undertaken to assess the implications of a competing application by Alliance Grand Southern for rights between Southampton and London Waterloo. In this study the concept train plan from The Applicant for Dec 2018 was assessed to identify if the aspirations of Alliance Grand Southern and the South Western franchise aspirations could be accommodated in conjunction with other operator's existing paths to create a Timetable Planning Rules compliant concept train plan. The conclusion was that capacity did exist to enable the aspirations of both applications to be met with the exception of one path - which could not be accommodated compliantly with all other aspirations and existing rights for other operators. However, the removal of existing firebreaks in the proposed amalgamated new timetable incorporates significant performance risk to the Wessex Route. Performance within the peak periods, where all available capacity is used on the Main Fast lines between Waterloo and Surbiton, sees a significant drop off in Right Time and PPM performance. For example, at Waterloo in the AM peak current (PPM) performance levels are around 10% lower (for both Main Line and Suburban services) than the off peak as all available capacity is utilised and no firebreaks exist. This significantly increases the risk of worsening performance on the route, and the associated impact on Schedule 8, with fewer gaps in service to allow trains to recover time or to allow a Main Suburban train to be diverted onto the fast line (to recover time) with minimal impact to the Mainline services.

In the Southampton and Portsmouth areas (an already significantly congested section of track) whilst for most trains valid paths could be found, they would too would take up the small firebreaks that currently exist to allow the timetable to cater and recover late running trains, including late running trains from other Routes. Hence, introducing additional train paths in this area has the potential to negatively impact performance.

Taking in isolation four key constrained locations the study found that the hours which saw a notable capacity usage increase at Clapham Junction, Farnborough, Winchester and Eastleigh was mainly due to the franchise train paths, with the exception of Winchester. The impact of any increase in capacity usage or of late running on the timetable between Southampton and Basingstoke provides the potential to increase the risk of exporting delays to the Western Route via Cross Country or FOC services, impacting on GWR and GTR services running toward Portsmouth or exporting further delay onto the Sussex Route with a subsequent Schedule 8 risk to the Route as a consequence.

Traction Power Supply

We welcome additional information to allow for the full modelling of the traction power supply network, to identify the impact of the changes and additional trains on the network. The traction power supply network has been enhanced over the years to cater for specific timetable requirements, rather than to provide a generic stated capability. This has led to a number of incremental enhancements required as part of timetable or rolling stock changes to specifically address the areas where power supply enhancement is required. The information received has not provided all of the detail required, such as the length and type of units proposed for the services, to enable modelling of the services based upon the electrical characteristics. There are a number of additional train services proposed, which are currently not within the existing models, or assessments of capability of the network. The running of additional services and/or the strengthening of services may also have an impact on the rating of equipment which is currently based on a morning and evening peak rated overload period to supply the peak loads, whilst not being able to sustain the peak load all day. The impact of potential all day peak loading will have to be evaluated. Although the application refers to specific enhancements in the Enhancements Delivery Plan (EDP), we are unable to assess if the proposed timetables are within the scope of these plans, the impact of these proposals or the acceptability of them. Therefore, until full power supply modelling has been performed there remains a risk that the applicants' proposals may demand unfunded power modelling and supply upgrades.

Conclusion

The key risks and issues identified with the First/MTR South West Trains Limited application have been explained in the previous sections; these centre on engineering access, safety, train performance and traction power supply. It is noted that general concerns associated with these areas were formally documented within Network Rail's bid evaluation technical reports submitted to the DfT prior to franchise award.

Network Rail does not have the level of detail and certainty of finalised timetables upon which to adequately undertake the level of assessment necessary in these areas (or further risk areas identified once the full details have been provided and understood) in order to support the sale of access rights.

Therefore, Network Rail cannot support the application at this time as it cannot determine whether the timetable is deliverable within the overall constraints of the infrastructure. Network Rail would like to work with the applicant once the full detail is available in order to facilitate reaching a position which is supported by both parties.

SW100 WATERLOO TO LINFORD STREET JN / LATCHMERE NO.3 JN / CLAPHAM JN

SUNDAY PATROLLING

Waterloo – Wimbledon West Jn (Plats 1 & 2 to 752 points)	Down Main Slow	0700 – 0800	Plats 1 – 4 outberthed
Waterloo – Clapham Junction (671 points / diamonds to Plats 3 & 4)	Up Main Slow	0800 – 1000	
Waterloo – Clapham Junction (Plats 1 & 2 to 671 points)	Down Main Slow	0800 – 1000	
Waterloo – Vauxhall (Plats 7, 8 & 9 to 1601 points)	Down Main Fast	1030 – 1230	Plats 7-10 outberthed
Waterloo – Carlisle Lane Jn (1593 points to Plat 10)	Up Main Fast	1030 – 1230	
Waterloo – Carlisle Lane Jn (Plat 15 to 1590B points)	Down Windsor	1300 – 1500	Plat 15 outberthed
Waterloo – West London Jn (Plats 19, 20, 21 & 22 to 625 points)	Windsor Reversible	0855 – 1120	Plats 19-22 outberthed
West London Jn – Latchmere Jn No. 3			
Longhedge Jn - Clapham Jn	Down Ludgate	0630 – 0750	

WEEKDAY PATROLLING

Waterloo – Carlisle Lane Jn (1565 points to 1513 points) Down Sidings Nos 1/2 1100 – 1230 Monday

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0035 to 0535 Sun = 20min loss Down and Up Main Slow/ Down and Up Main Fast/ Platforms 1-10/ South Sidings BLOCKED	0035 to 0535 Sun = 20min loss Down and Up Main Slow/ Down and Up Main Fast/ Platforms 1-10/ South Sidings BLOCKED	0035 to 0535 Sun = 20min loss Down and Up Main Slow/ Down and Up Main Fast/ Platforms 1-10/ South Sidings BLOCKED	0035 to 0535 Sun = 20min loss Down and Up Main Slow/ Down and Up Main Fast/ Platforms 1-10/ South Sidings BLOCKED	0035 to 0535 Sun = 20min loss Down and Up Main Slow/ Down and Up Main Fast/ Platforms 1-10/ South Sidings BLOCKED	c/o 615B / 614B / 613B & 612B. These times only to apply when all other platforms and lines are available. SWT will have stock berthed in Platforms 7 & 8 and South Sidings.
	SUN/ MON	0115 to 0440 Mon Down and Up Main Slow/ Down and Up Main Fast/ Platforms 1-10/ South Sidings BLOCKED	0115 to 0440 Mon Down and Up Main Slow/ Down and Up Main Fast/ Platforms 1-10/ South Sidings BLOCKED	0115 to 0440 Mon Down and Up Main Slow/ Down and Up Main Fast/ Platforms 1-10/ South Sidings BLOCKED	0115 to 0440 Mon Down and Up Main Slow/ Down and Up Main Fast/ Platforms 1-10/ South Sidings BLOCKED	0115 to 0440 Mon Down and Up Main Slow/ Down and Up Main Fast/ Platforms 1-10/ South Sidings BLOCKED	c/o 615B / 614B / 613B & 612B. These times only to apply when all other platforms and lines are available. SWT will have stock berthed in Platforms 7 & 8 and South Sidings.
	MID WEEK	0015 to 0440 T-F 0115 to 0440 S Down and Up Main Slow/ Down and Up Main Fast/ Platforms 1-10/ South Sidings BLOCKED					c/o 615B / 614B / 613B & 612B. These times only to apply when all other platforms and lines are available. SWT will have stock berthed in Platforms 7 & 8 and South Sidings.

SW100 WATERLOO TO LINFORD STREET JN / LATCHMERE NO 3 JN / CLAPHAM JN continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0150 to 0535 Sun Down and Up Main Fast/ Up Main Relief/ Down Windsor Slow/ Down Windsor/ Platforms 8-13 BLOCKED	0150 to 0535 Sun Down and Up Main Fast/ Up Main Relief/ Down Windsor Slow/ Down Windsor/ Platforms 8-13 BLOCKED	0150 to 0535 Sun Down and Up Main Fast/ Up Main Relief/ Down Windsor Slow/ Down Windsor/ Platforms 8-13 BLOCKED	0150 to 0535 Sun Down and Up Main Fast/ Up Main Relief/ Down Windsor Slow/ Down Windsor/ Platforms 8-13 BLOCKED	0150 to 0535 Sun Down and Up Main Fast/ Up Main Relief/ Down Windsor Slow/ Down Windsor/ Platforms 8-13 BLOCKED	These times only to apply when all other platforms and lines are available. SWT will have stock berthed in Platforms 10, 11, 13 and South Sidings.
	SUN/ MON	0120 to 0450 Mon Down and Up Main Fast/ Up Main Relief/ Down Windsor Slow/ Down Windsor/ Platforms 8-13 BLOCKED	0120 to 0450 Mon Down and Up Main Fast/ Up Main Relief/ Down Windsor Slow/ Down Windsor/ Platforms 8-13 BLOCKED	0120 to 0450 Mon Down and Up Main Fast/ Up Main Relief/ Down Windsor Slow/ Down Windsor/ Platforms 8-13 BLOCKED	0120 to 0450 Mon Down and Up Main Fast/ Up Main Relief/ Down Windsor Slow/ Down Windsor/ Platforms 8-13 BLOCKED	0120 to 0450 Mon Down and Up Main Fast/ Up Main Relief/ Down Windsor Slow/ Down Windsor/ Platforms 8-13 BLOCKED	These times only to apply when all other platforms and lines are available. SWT will have stock berthed in Platforms 8, 11, 12 and 13 and South Sidings.
	MID WEEK	0120 to 0430 T-S Down and Up Main Fast/ Up Main Relief/ Down Windsor Slow/ Down Windsor/ Platforms 8-13 BLOCKED					These times only to apply when all other platforms and lines are available. SWT will have stock berthed in Platforms 8, 11, 12 and 13 and South Sidings.

SW100 WATERLOO TO LINFORD STREET JN / LATCHMERE NO 3 JN / CLAPHAM JN continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0155 to 0535 Sun Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	0155 to 0535 Sun Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	0155 to 0535 Sun Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	0155 to 0535 Sun Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	0155 to 0535 Sun Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	These times only to apply when all other platforms and lines are available. SWT will have stock berthed in Platforms 13, 15, 16 and 17. * Platforms 21 and 22 will be made available to operators at times of perturbation upon request
	SUN/ MON	0120 to 0430 Mon Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	0120 to 0430 Mon Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	0120 to 0430 Mon Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	0120 to 0430 Mon Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	0120 to 0430 Mon Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	These times only to apply when all other platforms and lines are available. SWT will have stock berthed in Platforms 12, 13, 14, 16, 17 and 19. * Platforms 21 and 22 will be made available to operators at times of perturbation upon request

SW100 WATERLOO TO LINFORD STREET JN / LATCHMERE NO 3 JN / CLAPHAM JN continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
Waterloo International/ Waterloo West Crossings and Linford St Jn / Latchmere No 3 Jn / Clapham Jn 100.3 (continued)	MID WEEK	0120 to 0435 T-S Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	0120 to 0435 T-S Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	0120 to 0435 T-S Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	0120 to 0435 T-S Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	0120 to 0435 T-S Windsor Reversible/ Up Windsor/ Down Windsor Fast/ Down Windsor Slow/ Down Windsor/ Up Main Relief/ Down and Up Waterloo Curves/ Sheepcote Chord/ Platforms 12 – 20 BLOCKED Waterloo International to International Junction Platforms 21 – 24 BLOCKED AT ALL TIMES*	These times only to apply when all other platforms and lines are available. SWT will have stock berthed in Platforms 13, 14, 15, 16, 18 and 19 * Platforms 21 and 22 will be made available to operators at times of perturbation upon request

SW105 CLAPHAM JN TO WEYMOUTH

SUNDAY PATROLLING

Waterloo – Wimbledon West Jn (Plats 1 & 2 to 752 points)	Down Main Slow	0700 – 0800	Plats 1 – 4 outberthed
Clapham Junction – Wimbledon (673 pts / dia to 734 pts / dia)	Down Main Fast	1000 – 1230	
Wimbledon – Wimbledon West Jn (722a points to 752b points)	Down Main Slow	0800 – 0900	
Durnsford Road – Wimbledon West Jn (W172 sigs to W156 sigs)	Up Slow	0810 – 0925	
Wimbledon West Jn – Wimbledon (W750 and W734)	Up Fast	0715 – 0730	

WEEKDAY PATROLLING

Wimbledon Park Depot (No 1 Siding to 702pts)	No.1 Siding	1050 – 1350 Wednesday
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SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0025 to 0530 Sun Down Main Fast/ Up Main Fast/ Up Loop BLOCKED -or- 0205 to 0500 Sun All Lines BLOCKED	0025 to 0530 Sun Down Main Fast/ Up Main Fast/ Up Loop BLOCKED -or- 0205 to 0500 Sun All Lines BLOCKED	0025 to 0530 Sun Down Main Fast/ Up Main Fast/ Up Loop BLOCKED -or- 0205 to 0500 Sun All Lines BLOCKED	0025 to 0530 Sun Down Main Fast/ Up Main Fast/ Up Loop BLOCKED -or- 0205 to 0500 Sun All Lines BLOCKED	0025 to 0530 Sun Down Main Fast/ Up Main Fast/ Up Loop BLOCKED -or- 0205 to 0500 Sun All Lines BLOCKED	c/o 614A / 613A to 734pts / diamonds These times only apply when the Windsor lines are free from possession. SWT to run trains on Down and Up Main Slow. 0630 finish available by agreement if services are diverted via East Putney
	SUN/ MON	0135 to 0450 Mon All Lines BLOCKED	0135 to 0450 Mon All Lines BLOCKED	0135 to 0450 Mon All Lines BLOCKED	0135 to 0450 Mon All Lines BLOCKED	0135 to 0450 Mon All Lines BLOCKED	c/o 614A / 613A to 734pts / diamonds These times only apply when the Windsor lines are free from possession. SWT to run trains on Down and Up Main Slow.
	MID WEEK	0130 to 0455 T-S All Lines BLOCKED					c/o 614A / 613A to 734pts / diamonds These times only apply when the Windsor lines are free from possession. SWT to run trains on Down and Up Main Slow.

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0030 to 0630 Sun = 25min loss Down Fast/ Up Fast BLOCKED Down Slow/ Up Slow 0215 to 0630 Sun BLOCKED	0030 to 0630 Sun = 25min loss Down Fast/ Up Fast BLOCKED Down Slow/ Up Slow 0215 to 0630 Sun BLOCKED	0030 to 0630 Sun = 25min loss Down Fast/ Up Fast BLOCKED Down Slow/ Up Slow 0215 to 0630 Sun BLOCKED	0030 to 0630 Sun = 25min loss Down Fast/ Up Fast BLOCKED Down Slow/ Up Slow 0215 to 0630 Sun BLOCKED	0030 to 0630 Sun = 25min loss Down Fast/ Up Fast BLOCKED Down Slow/ Up Slow 0215 to 0630 Sun BLOCKED	
	SUN/ MON	0135 to 0455 Mon All Lines BLOCKED	0135 to 0455 Mon All Lines BLOCKED	0135 to 0455 Mon All Lines BLOCKED	0135 to 0455 Mon All Lines BLOCKED	0135 to 0455 Mon All Lines BLOCKED	
	MID WEEK	0030 to 0450 T-S = 25min loss Down Fast / Up Fast BLOCKED 0135 to 0450 T-S Up Slow / Down Slow BLOCKED					
	WEEK END	0030 to 0630 Sun = 15min loss Down Fast/ Up Fast BLOCKED 0220 to 0630 Sun Down Slow/ Up Slow BLOCKED	0030 to 0630 Sun = 15min loss Down Fast/ Up Fast BLOCKED 0220 to 0630 Sun Down Slow/ Up Slow BLOCKED	0030 to 0630 Sun = 15min loss Down Fast/ Up Fast BLOCKED 0220 to 0630 Sun Down Slow/ Up Slow BLOCKED	0030 to 0630 Sun = 15min loss Down Fast/ Up Fast BLOCKED 0220 to 0630 Sun Down Slow/ Up Slow BLOCKED	0030 to 0630 Sun = 15min loss Down Fast/ Up Fast BLOCKED 0220 to 0630 Sun Down Slow/ Up Slow BLOCKED	
	SUN/ MON	0135 to 0450 Mon All Lines BLOCKED	0135 to 0450 Mon All Lines BLOCKED	0135 to 0450 Mon All Lines BLOCKED	0135 to 0450 Mon All Lines BLOCKED	0135 to 0450 Mon All Lines BLOCKED	
	MID WEEK	0030 to 0450 T-S = 5min loss Down Fast / Up Fast BLOCKED 0140 to 0450 T-S Down Slow/ Up Slow BLOCKED					

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0050 to 0640 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0145 to 0640 Sun Down Slow BLOCKED	0050 to 0640 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0145 to 0640 Sun Down Slow BLOCKED	0050 to 0640 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0145 to 0640 Sun Down Slow BLOCKED	0050 to 0640 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0145 to 0640 Sun Down Slow BLOCKED	0050 to 0640 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0145 to 0640 Sun Down Slow BLOCKED	
	SUN/ MON	0115 to 0445 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0145 to 0445 Mon Down Slow BLOCKED	0115 to 0445 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0145 to 0445 Mon Down Slow BLOCKED	0115 to 0445 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0145 to 0445 Mon Down Slow BLOCKED	0115 to 0445 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0145 to 0445 Mon Down Slow BLOCKED	0115 to 0445 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0145 to 0445 Mon Down Slow BLOCKED	
	MID WEEK	0145 to 0435 T-S All Lines BLOCKED					
	WEEK END	0115 to 0630 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0155 to 0630 Sun Down Slow BLOCKED	0115 to 0630 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0155 to 0630 Sun Down Slow BLOCKED	0115 to 0630 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0155 to 0630 Sun Down Slow BLOCKED	0115 to 0630 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0155 to 0630 Sun Down Slow BLOCKED	0115 to 0630 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0155 to 0630 Sun Down Slow BLOCKED	These times are not available when there are diversions via Chertsey
	SUN/ MON	0155 to 0425 Mon All Lines BLOCKED	0155 to 0425 Mon All Lines BLOCKED	0155 to 0425 Mon All Lines BLOCKED	0155 to 0425 Mon All Lines BLOCKED	0155 to 0425 Mon All Lines BLOCKED	These times are not available when there are diversions via Chertsey
	MID WEEK	0155 to 0425 T-S All Lines BLOCKED					These times are not available when there are diversions via Chertsey

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0050 to 0725 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0205 to 0725 Sun Down Slow BLOCKED	0050 to 0725 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0205 to 0725 Sun Down Slow BLOCKED	0050 to 0725 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0205 to 0725 Sun Down Slow BLOCKED	0050 to 0725 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0205 to 0725 Sun Down Slow BLOCKED	0050 to 0725 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0205 to 0725 Sun Down Slow BLOCKED	These times are not available when there are diversions via Chertsey
	SUN/ MON	0005 to 0510 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0205 to 0510 Mon Down Slow BLOCKED	0005 to 0510 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0205 to 0510 Mon Down Slow BLOCKED	0005 to 0510 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0205 to 0510 Mon Down Slow BLOCKED	0005 to 0510 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0205 to 0510 Mon Down Slow BLOCKED	0005 to 0510 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0205 to 0510 Mon Down Slow BLOCKED	These times are not available when there are diversions via Chertsey
	MID WEEK	<p>0055 to 0510 T-S = 5min loss Down Fast/ Up Fast/ Up Slow BLOCKED 0205 to 0510 T-S Down Slow BLOCKED</p>					These times are not available when there are diversions via Chertsey

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0100 to 0710 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0220 to 0710 Sun Down Slow BLOCKED	0100 to 0710 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0220 to 0710 Sun Down Slow BLOCKED	0100 to 0710 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0220 to 0710 Sun Down Slow BLOCKED	0100 to 0710 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0220 to 0710 Sun Down Slow BLOCKED	0100 to 0710 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0220 to 0710 Sun Down Slow BLOCKED	These times are not available when there are diversions via Chertsey. These times refer to possessions clear of Barton Mill Carriage Sidings.
	SUN/ MON	0010 to 0450 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0220 to 0450 Mon Down Slow BLOCKED	0010 to 0450 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0220 to 0450 Mon Down Slow BLOCKED	0010 to 0450 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0220 to 0450 Mon Down Slow BLOCKED	0010 to 0450 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0220 to 0450 Mon Down Slow BLOCKED	0010 to 0450 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0220 to 0450 Mon Down Slow BLOCKED	These times are not available when there are diversions via Chertsey. These times refer to possessions clear of Barton Mill Carriage Sidings.
	MID WEEK	0220 to 0450 T-S All Lines BLOCKED					These times are not available when there are diversions via Chertsey. These times refer to possessions clear of Barton Mill Carriage Sidings.
Basingstoke and Worting Jn 105.8	WEEK END	2345 to 0710 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0225 to 0710 Sun Down Slow BLOCKED	2345 to 0710 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0225 to 0710 Sun Down Slow BLOCKED	2345 to 0710 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0225 to 0710 Sun Down Slow BLOCKED	2345 to 0710 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0225 to 0710 Sun Down Slow BLOCKED	2345 to 0710 Sun Down Fast/ Up Fast/ Up Slow BLOCKED 0225 to 0710 Sun Down Slow BLOCKED	
	SUN/ MON	0030 to 0400 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0225 to 0350 Mon Down Slow BLOCKED	0030 to 0400 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0225 to 0350 Mon Down Slow BLOCKED	0030 to 0400 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0225 to 0350 Mon Down Slow BLOCKED	0030 to 0400 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0225 to 0350 Mon Down Slow BLOCKED	0030 to 0400 Mon Down Fast/ Up Fast/ Up Slow BLOCKED 0225 to 0350 Mon Down Slow BLOCKED	
	MID WEEK	Standard Possession Opportunities not available					

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0235 to 0745 Sun Down BLOCKED 2345 Sat* to 0720 Sun Up BLOCKED * Currently an ECS timed from WIN to BSK at 00+28	0235 to 0745 Sun Down BLOCKED 2345 Sat* to 0720 Sun Up BLOCKED * Currently an ECS timed from WIN to BSK at 00+28	0235 to 0745 Sun Down BLOCKED 2345 Sat* to 0720 Sun Up BLOCKED * Currently an ECS timed from WIN to BSK at 00+28	0235 to 0745 Sun Down BLOCKED 2345 Sat* to 0720 Sun Up BLOCKED * Currently an ECS timed from WIN to BSK at 00+28	0235 to 0745 Sun Down BLOCKED 2345 Sat* to 0720 Sun Up BLOCKED * Currently an ECS timed from WIN to BSK at 00+28	Possession to be clear of Baltic Sidings until 0030 Sun to allow 5T68 to transit to sidings from Winchester Station.
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Possessions are taken on this route eight times per year for maintenance in consultation with operators
	MID WEEK	Standard Possession Opportunities not available (Except: 0055 to 0515 T-F All Lines BLOCKED when shown in Section 5)	Standard Possession Opportunities not available (Except: 0055 to 0515 T-F All Lines BLOCKED when shown in Section 5)	Standard Possession Opportunities not available (Except: 0055 to 0515 T-F All Lines BLOCKED when shown in Section 5)	Standard Possession Opportunities not available (Except: 0055 to 0515 T-F All Lines BLOCKED when shown in Section 5)	Standard Possession Opportunities not available (Except: 0055 to 0515 T-F All Lines BLOCKED when shown in Section 5)	
	WEEK END	0240 to 0800 Sun Down BLOCKED 0050 to 0715 Sun = 15min loss Up BLOCKED	0240 to 0800 Sun Down BLOCKED 0050 to 0715 Sun = 15min loss Up BLOCKED	0240 to 0800 Sun Down BLOCKED 0050 to 0715 Sun = 15min loss Up BLOCKED	0240 to 0800 Sun Down BLOCKED 0050 to 0715 Sun = 15min loss Up BLOCKED	0240 to 0800 Sun Down BLOCKED 0050 to 0715 Sun = 15min loss Up BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Possessions are taken on this route eight times per year for maintenance in consultation with operators
	MID WEEK	Standard Possession Opportunities not available (Except: 0125 to 0500 T-F All Lines BLOCKED when shown in Section 5)	Standard Possession Opportunities not available (Except: 0125 to 0500 T-F All Lines BLOCKED when shown in Section 5)	Standard Possession Opportunities not available (Except: 0125 to 0500 T-F All Lines BLOCKED when shown in Section 5)	Standard Possession Opportunities not available (Except: 0125 to 0500 T-F All Lines BLOCKED when shown in Section 5)	Standard Possession Opportunities not available (Except: 0125 to 0500 T-F All Lines BLOCKED when shown in Section 5)	

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0245 to 0800 Sun Down Slow/ Down Fast BLOCKED 0040 to 0700 Sun Up Slow/ Up Fast BLOCKED	0245 to 0800 Sun Down Slow/ Down Fast BLOCKED 0040 to 0700 Sun Up Slow/ Up Fast BLOCKED	0245 to 0800 Sun Down Slow/ Down Fast BLOCKED 0040 to 0700 Sun Up Slow/ Up Fast BLOCKED	0245 to 0800 Sun Down Slow/ Down Fast BLOCKED 0040 to 0700 Sun Up Slow/ Up Fast BLOCKED	0245 to 0800 Sun Down Slow/ Down Fast BLOCKED 0040 to 0700 Sun Up Slow/ Up Fast BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Possessions are taken on this route eight times per year for maintenance in consultation with operators
	MID WEEK	Standard Possession Opportunities not available <i>(Except: 0125 to 0500 T-F All Lines BLOCKED when shown in Section 5)</i>	Standard Possession Opportunities not available <i>(Except: 0125 to 0500 T-F All Lines BLOCKED when shown in Section 5)</i>	Standard Possession Opportunities not available <i>(Except: 0125 to 0500 T-F All Lines BLOCKED when shown in Section 5)</i>	Standard Possession Opportunities not available <i>(Except: 0125 to 0500 T-F All Lines BLOCKED when shown in Section 5)</i>	Standard Possession Opportunities not available <i>(Except: 0125 to 0500 T-F All Lines BLOCKED when shown in Section 5)</i>	

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0245 to 0700 Sun Down Slow/ Down Fast/ Down Portsmouth Loop BLOCKED 0040 to 0700 Sun Up Slow/ Up Fast BLOCKED	0245 to 0700 Sun Down Slow/ Down Fast/ Down Portsmouth Loop BLOCKED 0040 to 0700 Sun Up Slow/ Up Fast BLOCKED	0245 to 0700 Sun Down Slow/ Down Fast/ Down Portsmouth Loop BLOCKED 0040 to 0700 Sun Up Slow/ Up Fast BLOCKED	0245 to 0700 Sun Down Slow/ Down Fast/ Down Portsmouth Loop BLOCKED 0040 to 0700 Sun Up Slow/ Up Fast BLOCKED	0245 to 0700 Sun Down Slow/ Down Fast/ Down Portsmouth Loop BLOCKED 0040 to 0700 Sun Up Slow/ Up Fast BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	Standard Possession Opportunities not available					
	WEEK END	0255 to 0815 Sun Down Slow/ Down Fast BLOCKED 0040 to 0655 Sun Up Slow/ Up Fast BLOCKED	0255 to 0815 Sun Down Slow/ Down Fast BLOCKED 0040 to 0655 Sun Up Slow/ Up Fast BLOCKED	0255 to 0815 Sun Down Slow/ Down Fast BLOCKED 0040 to 0655 Sun Up Slow/ Up Fast BLOCKED	0255 to 0815 Sun Down Slow/ Down Fast BLOCKED 0040 to 0655 Sun Up Slow/ Up Fast BLOCKED	0255 to 0815 Sun Down Slow/ Down Fast BLOCKED 0040 to 0655 Sun Up Slow/ Up Fast BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	Standard Possession Opportunities not available					

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0140 to 0630 Sun Up Slow/ Up Fast/ Down Fast BLOCKED 0300 to 0710 Sun Down Slow BLOCKED	0140 to 0630 Sun Up Slow/ Up Fast/ Down Fast BLOCKED 0300 to 0710 Sun Down Slow BLOCKED	0140 to 0630 Sun Up Slow/ Up Fast/ Down Fast BLOCKED 0300 to 0710 Sun Down Slow BLOCKED	0140 to 0630 Sun Up Slow/ Up Fast/ Down Fast BLOCKED 0300 to 0710 Sun Down Slow BLOCKED	0140 to 0630 Sun Up Slow/ Up Fast/ Down Fast BLOCKED 0300 to 0710 Sun Down Slow BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	Standard Possession Opportunities not available					
	WEEK END	0055 to 0630 Sun Up Main/ Up Fast/ Up Slow (Platforms 1 and 2) BLOCKED -or- 0300 to 0710 Sun Down Main/ Down Fast/ Down Slow (Platforms 3 and 4) BLOCKED	0055 to 0630 Sun Up Main/ Up Fast/ Up Slow (Platforms 1 and 2) BLOCKED -or- 0300 to 0710 Sun Down Main/ Down Fast/ Down Slow (Platforms 3 and 4) BLOCKED	0055 to 0630 Sun Up Main/ Up Fast/ Up Slow (Platforms 1 and 2) BLOCKED -or- 0300 to 0710 Sun Down Main/ Down Fast/ Down Slow (Platforms 3 and 4) BLOCKED	0055 to 0630 Sun Up Main/ Up Fast/ Up Slow (Platforms 1 and 2) BLOCKED -or- 0300 to 0710 Sun Down Main/ Down Fast/ Down Slow (Platforms 3 and 4) BLOCKED	0055 to 0630 Sun Up Main/ Up Fast/ Up Slow (Platforms 1 and 2) BLOCKED -or- 0300 to 0710 Sun Down Main/ Down Fast/ Down Slow (Platforms 3 and 4) BLOCKED	Two Platforms to be available throughout for the stabling of SWT ECS. Any possessions requiring additional stabling by any operator at Southampton will result in these opportunities not being available and alternative midweek opportunities must be sought through Section 7.
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	Standard Possession Opportunities not available					

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0140 to 0820 Sun Down Slow/ Down Fast/ Down Loop BLOCKED 0025 to 0740 Sun Up Slow/ Up Fast/ Up Goods Loop BLOCKED	0140 to 0820 Sun Down Slow/ Down Fast/ Down Loop BLOCKED 0025 to 0740 Sun Up Slow/ Up Fast/ Up Goods Loop BLOCKED	0140 to 0820 Sun Down Slow/ Down Fast/ Down Loop BLOCKED 0025 to 0740 Sun Up Slow/ Up Fast/ Up Goods Loop BLOCKED	0140 to 0820 Sun Down Slow/ Down Fast/ Down Loop BLOCKED 0025 to 0740 Sun Up Slow/ Up Fast/ Up Goods Loop BLOCKED	0140 to 0820 Sun Down Slow/ Down Fast/ Down Loop BLOCKED 0025 to 0740 Sun Up Slow/ Up Fast/ Up Goods Loop BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	Standard Possession Opportunities not available					
	WEEK END	2050 Sat to 1615 Sun All BLOCKED	2050 Sat to 1615 Sun All BLOCKED	2050 Sat to 1615 Sun All BLOCKED	2050 Sat to 1615 Sun All BLOCKED	2050 Sat to 1615 Sun All BLOCKED	c/o 540 pts/544A pts to Dock Gates (ABP Level Crossing)
	SUN/ MON	2115 Sun to 0200 Mon All BLOCKED	2115 Sun to 0200 Mon All BLOCKED	2115 Sun to 0200 Mon All BLOCKED	2115 Sun to 0200 Mon All BLOCKED	2115 Sun to 0200 Mon All BLOCKED	c/o 540 pts/544A pts to Dock Gates (ABP Level Crossing)
	MID WEEK	Standard Possession Opportunities not available					

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0145 to 0820 Sun Down Main BLOCKED 0015 to 0745 Sun = 5min loss Up Main BLOCKED	0145 to 0820 Sun Down Main BLOCKED 0015 to 0745 Sun = 5min loss Up Main BLOCKED	0145 to 0820 Sun Down Main BLOCKED 0015 to 0745 Sun = 5min loss Up Main BLOCKED	0145 to 0820 Sun Down Main BLOCKED 0015 to 0745 Sun = 5min loss Up Main BLOCKED	0145 to 0820 Sun Down Main BLOCKED 0015 to 0745 Sun = 5min loss Up Main BLOCKED	Possession limits to be c/o 566 pts/ 567 pts and 569 pts at the Redbridge end
	SUN/ MON	0045 to 0525 Mon Down Main BLOCKED 0015 Mon to 0455 Mon = 20min loss Up Main BLOCKED	0045 to 0525 Mon Down Main BLOCKED 0015 Mon to 0455 Mon = 20min loss Up Main BLOCKED	0045 to 0525 Mon Down Main BLOCKED 0015 Mon to 0455 Mon = 20min loss Up Main BLOCKED	0045 to 0525 Mon Down Main BLOCKED 0015 Mon to 0455 Mon = 20min loss Up Main BLOCKED	0045 to 0525 Mon Down Main BLOCKED 0015 Mon to 0455 Mon = 20min loss Up Main BLOCKED	Possession limits to be c/o 566 pts/ 567 pts and 569 pts at the Redbridge end
	MID WEEK	0150 to 0525 T-S = 5min loss Down Main BLOCKED 0015 to 0455 T-S = 10min loss Up Main BLOCKED	0150 to 0525 T-S = 5min loss Down Main BLOCKED 0015 to 0455 T-S = 10min loss Up Main BLOCKED	0150 to 0525 T-S = 5min loss Down Main BLOCKED 0015 to 0455 T-S = 10min loss Up Main BLOCKED	0150 to 0525 T-S = 5min loss Down Main BLOCKED 0015 to 0455 T-S = 10min loss Up Main BLOCKED	0150 to 0525 T-S = 5min loss Down Main BLOCKED 0015 to 0455 T-S = 10min loss Up Main BLOCKED	Possession limits to be c/o 566 pts/ 567 pts and 569 pts at the Redbridge end
	WEEK END	2000 Sat to 1600 Sun All BLOCKED	2000 Sat to 1600 Sun All BLOCKED	2000 Sat to 1600 Sun All BLOCKED	2000 Sat to 1600 Sun All BLOCKED	2000 Sat to 1600 Sun All BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	Standard Possession Opportunities not available					

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0155 to 0830 Sun Down BLOCKED 0015 to 0725 Sun = 10min loss Up BLOCKED	0155 to 0830 Sun Down BLOCKED 0015 to 0725 Sun = 10min loss Up BLOCKED	0155 to 0830 Sun Down BLOCKED 0015 to 0725 Sun = 10min loss Up BLOCKED	0155 to 0830 Sun Down BLOCKED 0015 to 0725 Sun = 10min loss Up BLOCKED	0155 to 0830 Sun Down BLOCKED 0015 to 0725 Sun = 10min loss Up BLOCKED	
	SUN/ MON	0055 to 0530 Mon Down BLOCKED 0015 Mon to 0520 Mon Up BLOCKED = 30min loss (Start 20 min loss & End 10min loss)	0055 to 0530 Mon Down BLOCKED 0015 Mon to 0520 Mon Up BLOCKED = 30min loss (Start 20 min loss & End 10min loss)	0055 to 0530 Mon Down BLOCKED 0015 Mon to 0520 Mon Up BLOCKED = 30min loss (Start 20 min loss & End 10min loss)	0055 to 0530 Mon Down BLOCKED 0015 Mon to 0520 Mon Up BLOCKED = 30min loss (Start 20 min loss & End 10min loss)	0055 to 0530 Mon Down BLOCKED 0015 Mon to 0520 Mon Up BLOCKED = 30min loss (Start 20 min loss & End 10min loss)	
	MID WEEK	0155 to 0530 T-S Down BLOCKED 0015 to 0520 T-F = 20min loss (Start 10min loss & End 10min loss) 0015 to 0605 S = 10min loss Up BLOCKED					
	WEEK END	0220 to 0845 Sun Down BLOCKED 0100 to 0700 Sun Up BLOCKED	0220 to 0845 Sun Down BLOCKED 0100 to 0700 Sun Up BLOCKED	0220 to 0845 Sun Down BLOCKED 0100 to 0700 Sun Up BLOCKED	0220 to 0845 Sun Down BLOCKED 0100 to 0700 Sun Up BLOCKED	0220 to 0845 Sun Down BLOCKED 0100 to 0700 Sun Up BLOCKED	
	SUN/ MON	0125 to 0540 Mon Down BLOCKED 0001 Mon to 0500 Mon = 21min loss Up BLOCKED	0125 to 0540 Mon Down BLOCKED 0001 Mon to 0500 Mon = 21min loss Up BLOCKED	0125 to 0540 Mon Down BLOCKED 0001 Mon to 0500 Mon = 21min loss Up BLOCKED	0125 to 0540 Mon Down BLOCKED 0001 Mon to 0500 Mon = 21min loss Up BLOCKED	0125 to 0540 Mon Down BLOCKED 0001 Mon to 0500 Mon = 21min loss Up BLOCKED	
	MID WEEK	0220 to 0540 T-S Down BLOCKED 0001 T-S to 0500 T-S = 11min loss Up BLOCKED					

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0240 to 0830 Sun Down BLOCKED 0020 to 0650 Sun = 10min loss Up BLOCKED	0240 to 0830 Sun Down BLOCKED 0020 to 0650 Sun = 10min loss Up BLOCKED	0240 to 0830 Sun Down BLOCKED 0020 to 0650 Sun = 10min loss Up BLOCKED	0240 to 0830 Sun Down BLOCKED 0020 to 0650 Sun = 10min loss Up BLOCKED	0240 to 0830 Sun Down BLOCKED 0020 to 0650 Sun = 10min loss Up BLOCKED	Possession to commence clear of 2038 points to allow reversal in Platform 2.
	SUN/ MON	0130 to 0600 Mon Down BLOCKED 0001 Mon to 0500 Mon = 6min loss Up BLOCKED	0130 to 0600 Mon Down BLOCKED 0001 Mon to 0500 Mon = 6min loss Up BLOCKED	0130 to 0600 Mon Down BLOCKED 0001 Mon to 0500 Mon = 6min loss Up BLOCKED	0130 to 0600 Mon Down BLOCKED 0001 Mon to 0500 Mon = 6min loss Up BLOCKED	0130 to 0600 Mon Down BLOCKED 0001 Mon to 0500 Mon = 6min loss Up BLOCKED	Possession to commence clear of 2038 points to allow reversal in Platform 2.
	MID WEEK	0230 T-S to 0535 T-S Down BLOCKED 0020 T-S to 0450 T-S = 15min loss (Start 5 min loss & End 10 min loss) Up BLOCKED					Possession to commence clear of 2038 points to allow reversal in Platform 2.
	WEEK END	0130 to 0625 Sun Down BLOCKED 0150 to 0635 Sun Up BLOCKED = 15min loss (Start 5 min loss & End 10min loss)	0130 to 0625 Sun Down BLOCKED 0150 to 0635 Sun Up BLOCKED = 15min loss (Start 5 min loss & End 10min loss)	0130 to 0625 Sun Down BLOCKED 0150 to 0635 Sun Up BLOCKED = 15min loss (Start 5 min loss & End 10min loss)	0130 to 0625 Sun Down BLOCKED 0150 to 0635 Sun Up BLOCKED = 15min loss (Start 5 min loss & End 10min loss)	0130 to 0625 Sun Down BLOCKED 0150 to 0635 Sun Up BLOCKED = 15min loss (Start 5 min loss & End 10min loss)	
	SUN/ MON	0135 to 0430 Mon Down BLOCKED 0150 to 0450 Mon Up BLOCKED	0135 to 0430 Mon Down BLOCKED 0150 to 0450 Mon Up BLOCKED	0135 to 0430 Mon Down BLOCKED 0150 to 0450 Mon Up BLOCKED	0135 to 0430 Mon Down BLOCKED 0150 to 0450 Mon Up BLOCKED	0135 to 0430 Mon Down BLOCKED 0150 to 0450 Mon Up BLOCKED	
	MID WEEK	0150 to 0440 T-S All Lines BLOCKED					

SW105 CLAPHAM JN TO WEYMOUTH continued...

Poole and Wareham 105.24	WEEK END	0015 to 0845 Sun = 20min loss Down BLOCKED 0010 to 0815 Sun = 5min loss Up BLOCKED	0015 to 0845 Sun = 20min loss Down BLOCKED 0010 to 0815 Sun = 5min loss Up BLOCKED	0015 to 0845 Sun = 20min loss Down BLOCKED 0010 to 0815 Sun = 5min loss Up BLOCKED	0015 to 0845 Sun = 20min loss Down BLOCKED 0010 to 0815 Sun = 5min loss Up BLOCKED	0015 to 0845 Sun = 20min loss Down BLOCKED 0010 to 0815 Sun = 5min loss Up BLOCKED		
	SUN/ MON	0015 to 0620 Mon = 10min loss Down BLOCKED 2345 Sun to 0605 Mon = 20min loss Up BLOCKED	0015 to 0620 Mon = 10min loss Down BLOCKED 2345 Sun to 0605 Mon = 20min loss Up BLOCKED	0015 to 0620 Mon = 10min loss Down BLOCKED 2345 Sun to 0605 Mon = 20min loss Up BLOCKED	0015 to 0620 Mon = 10min loss Down BLOCKED 2345 Sun to 0605 Mon = 20min loss Up BLOCKED	0015 to 0620 Mon = 10min loss Down BLOCKED 2345 Sun to 0605 Mon = 20min loss Up BLOCKED	0015 to 0620 Mon = 10min loss Down BLOCKED 2345 Sun to 0605 Mon = 20min loss Up BLOCKED	
	MID WEEK	<p>0015 T-F to 0605 T-F = 40min loss (Start 20 min loss & End 20 min loss) 0015 S to 0605 S = 20min loss All Lines BLOCKED</p>						
	WEEK END	0035 to 0900 Sun = 15min loss Down BLOCKED 0001 Sun to 0755 Sun = 6min loss Up BLOCKED 0035 to 0755 Sun = 15min loss Single BLOCKED	0035 to 0900 Sun = 15min loss Down BLOCKED 0001 Sun to 0755 Sun = 6min loss Up BLOCKED 0035 to 0755 Sun = 15min loss Single BLOCKED	0035 to 0900 Sun = 15min loss Down BLOCKED 0001 Sun to 0755 Sun = 6min loss Up BLOCKED 0035 to 0755 Sun = 15min loss Single BLOCKED	0035 to 0900 Sun = 15min loss Down BLOCKED 0001 Sun to 0755 Sun = 6min loss Up BLOCKED 0035 to 0755 Sun = 15min loss Single BLOCKED	0035 to 0900 Sun = 15min loss Down BLOCKED 0001 Sun to 0755 Sun = 6min loss Up BLOCKED 0035 to 0755 Sun = 15min loss Single BLOCKED		
	SUN/ MON	0035 to 0635 Mon = 5min loss Down BLOCKED 2335 Sun to 0545 Mon = 15min loss Up BLOCKED 0035 to 0600 Mon = 5min loss Single BLOCKED	0035 to 0635 Mon = 5min loss Down BLOCKED 2335 Sun to 0545 Mon = 15min loss Up BLOCKED 0035 to 0600 Mon = 5min loss Single BLOCKED	0035 to 0635 Mon = 5min loss Down BLOCKED 2335 Sun to 0545 Mon = 15min loss Up BLOCKED 0035 to 0600 Mon = 5min loss Single BLOCKED	0035 to 0635 Mon = 5min loss Down BLOCKED 2335 Sun to 0545 Mon = 15min loss Up BLOCKED 0035 to 0600 Mon = 5min loss Single BLOCKED	0035 to 0635 Mon = 5min loss Down BLOCKED 2335 Sun to 0545 Mon = 15min loss Up BLOCKED 0035 to 0600 Mon = 5min loss Single BLOCKED	0035 to 0635 Mon = 5min loss Down BLOCKED 2335 Sun to 0545 Mon = 15min loss Up BLOCKED 0035 to 0600 Mon = 5min loss Single BLOCKED	
	MID WEEK	<p>0035 T-F to 0545 T-F = 30min loss (Start 15 min loss & End 15 min loss) 0035 S to 0545 S = 15min loss All Lines BLOCKED</p>						

SW105 CLAPHAM JN TO WEYMOUTH continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0045 to 0715 Sun = 10min loss Down and Up BLOCKED	0045 to 0715 Sun = 10min loss Down and Up BLOCKED	0045 to 0715 Sun = 10min loss Down and Up BLOCKED	0045 to 0715 Sun = 10min loss Down and Up BLOCKED	0045 to 0715 Sun = 10min loss Down and Up BLOCKED	
	SUN/ MON	0045 to 0620 Mon = 5min loss Down BLOCKED 2310 Sun to 0525 Mon Up BLOCKED	0045 to 0620 Mon = 5min loss Down BLOCKED 2310 Sun to 0525 Mon Up BLOCKED	0045 to 0620 Mon = 5min loss Down BLOCKED 2310 Sun to 0525 Mon Up BLOCKED	0045 to 0620 Mon = 5min loss Down BLOCKED 2310 Sun to 0525 Mon Up BLOCKED	0045 to 0620 Mon = 5min loss Down BLOCKED 2310 Sun to 0525 Mon Up BLOCKED	
	MID WEEK	0045 to 0520 T-S = 5min loss Down and Up BLOCKED					

SW110 WOKING JN TO PORTSMOUTH HARBOUR

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0125 to 0725 Sun = 10min loss Down BLOCKED 0115 to 0650 Sun Up BLOCKED	0125 to 0725 Sun = 10min loss Down BLOCKED 0115 to 0650 Sun Up BLOCKED	0125 to 0725 Sun = 10min loss Down BLOCKED 0115 to 0650 Sun Up BLOCKED	0125 to 0725 Sun = 10min loss Down BLOCKED 0115 to 0650 Sun Up BLOCKED	0125 to 0725 Sun = 10min loss Down BLOCKED 0115 to 0650 Sun Up BLOCKED	
	SUN/ MON	0130 to 0450 Mon Down BLOCKED 0015 to 0420 Mon Up BLOCKED	0130 to 0450 Mon Down BLOCKED 0015 to 0420 Mon Up BLOCKED	0130 to 0450 Mon Down BLOCKED 0015 to 0420 Mon Up BLOCKED	0130 to 0450 Mon Down BLOCKED 0015 to 0420 Mon Up BLOCKED	0130 to 0450 Mon Down BLOCKED 0015 to 0420 Mon Up BLOCKED	
	MID WEEK	0125 to 0450 T-S = 10min loss Down BLOCKED 0115 to 0420 T-S Up BLOCKED					
	WEEK END	0110 to 0640 Sun All Lines BLOCKED	0110 to 0640 Sun All Lines BLOCKED	0110 to 0640 Sun All Lines BLOCKED	0110 to 0640 Sun All Lines BLOCKED	0110 to 0640 Sun All Lines BLOCKED	
	SUN/ MON	0135 to 0505 Mon All Lines BLOCKED	0135 to 0505 Mon All Lines BLOCKED	0135 to 0505 Mon All Lines BLOCKED	0135 to 0505 Mon All Lines BLOCKED	0135 to 0505 Mon All Lines BLOCKED	
	MID WEEK	0055 to 0505 T-S = 25min loss Down BLOCKED 0050 to 0545 T-F = 10min loss 0050 to 0545 S = 20min loss (Start 10 min loss & End 10 min loss) Up BLOCKED					

SW110 WOKING JN TO PORTSMOUTH HARBOUR continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0110 to 0735 Sun = 15min loss Down BLOCKED 0055 to 0735 Sun Up BLOCKED	0110 to 0735 Sun = 15min loss Down BLOCKED 0055 to 0735 Sun Up BLOCKED	0110 to 0735 Sun = 15min loss Down BLOCKED 0055 to 0735 Sun Up BLOCKED	0110 to 0735 Sun = 15min loss Down BLOCKED 0055 to 0735 Sun Up BLOCKED	0110 to 0735 Sun = 15min loss Down BLOCKED 0055 to 0735 Sun Up BLOCKED	
	SUN/ MON	0145 to 0515 Mon All Lines BLOCKED	0145 to 0515 Mon All Lines BLOCKED	0145 to 0515 Mon All Lines BLOCKED	0145 to 0515 Mon All Lines BLOCKED	0145 to 0515 Mon All Lines BLOCKED	
	MID WEEK	0110 to 0515 T-S = 15min loss Down BLOCKED 0040 to 0520 T-F 0040 to 0520 S = 15min loss Up BLOCKED					

SW110 WOKING JN TO PORTSMOUTH HARBOUR continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0120 to 0800 Sun = 10min loss Down BLOCKED 0020 to 0715 Sun Up BLOCKED	0120 to 0800 Sun = 10min loss Down BLOCKED 0020 to 0715 Sun Up BLOCKED	0120 to 0800 Sun = 10min loss Down BLOCKED 0020 to 0715 Sun Up BLOCKED	0120 to 0800 Sun = 10min loss Down BLOCKED 0020 to 0715 Sun Up BLOCKED	0120 to 0800 Sun = 10min loss Down BLOCKED 0020 to 0715 Sun Up BLOCKED	
	SUN/ MON	0155 to 0455 Mon = 10min loss All Lines BLOCKED	0155 to 0455 Mon = 10min loss All Lines BLOCKED	0155 to 0455 Mon = 10min loss All Lines BLOCKED	0155 to 0455 Mon = 10min loss All Lines BLOCKED	0155 to 0455 Mon = 10min loss All Lines BLOCKED	
	MID WEEK	0120 T-S to 0525 T-S = 10min loss Down BLOCKED 0020 T-F to 0455 T-F 0020 S to 0455 S = 10min loss Up BLOCKED					
	WEEK END	0135 to 0815 Sun = 10min loss Down BLOCKED 0005 to 0700 Sun Up BLOCKED	0135 to 0815 Sun = 10min loss Down BLOCKED 0005 to 0700 Sun Up BLOCKED	0135 to 0815 Sun = 10min loss Down BLOCKED 0005 to 0700 Sun Up BLOCKED	0135 to 0815 Sun = 10min loss Down BLOCKED 0005 to 0700 Sun Up BLOCKED	0135 to 0815 Sun = 10min loss Down BLOCKED 0005 to 0700 Sun Up BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	0135 T-S to 0540 T-S = 10min loss Down BLOCKED 0005 T-F to 0440 T-F 0005 S to 0440 S = 15min loss Up BLOCKED					

SW110 WOKING JN TO PORTSMOUTH HARBOUR continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0140 to 0635 Sun = 5min loss Down BLOCKED 0010 to 0650 Sun Up BLOCKED	0140 to 0635 Sun = 5min loss Down BLOCKED 0010 to 0650 Sun Up BLOCKED	0140 to 0635 Sun = 5min loss Down BLOCKED 0010 to 0650 Sun Up BLOCKED	0140 to 0635 Sun = 5min loss Down BLOCKED 0010 to 0650 Sun Up BLOCKED	0140 to 0635 Sun = 5min loss Down BLOCKED 0010 to 0650 Sun Up BLOCKED	Havant Jn to Havant also available at these times on Saturday nights.
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	0140 T-S to 0425 T-S = 10min loss (Start 5 min loss & End 5 mins loss) Down BLOCKED 0010 T-S to 0420 T-S Up BLOCKED					c/o Havant Station only
	WEEK END	0145 to 0650 Sun = 5min loss Down BLOCKED 0010 Sun to 0640 Sun Up BLOCKED	0145 to 0650 Sun = 5min loss Down BLOCKED 0010 Sun to 0640 Sun Up BLOCKED	0145 to 0650 Sun = 5min loss Down BLOCKED 0010 Sun to 0640 Sun Up BLOCKED	0145 to 0650 Sun = 5min loss Down BLOCKED 0010 Sun to 0640 Sun Up BLOCKED	0145 to 0650 Sun = 5min loss Down BLOCKED 0010 Sun to 0640 Sun Up BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	0145 T-S to 0415 T-S = 5min loss Down BLOCKED 0015 T-F to 0415 T-F 0050 S to 0415 S Up BLOCKED					

SW110 WOKING JN TO PORTSMOUTH HARBOUR continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0155 to 0645 Sun Down BLOCKED 0155 to 0635 Sun Up BLOCKED	0155 to 0645 Sun Down BLOCKED 0155 to 0635 Sun Up BLOCKED	0155 to 0645 Sun Down BLOCKED 0155 to 0635 Sun Up BLOCKED	0155 to 0645 Sun Down BLOCKED 0155 to 0635 Sun Up BLOCKED	0155 to 0645 Sun Down BLOCKED 0155 to 0635 Sun Up BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	0155 T-S to 0425 T-S Down and Up BLOCKED					Excludes Back Road
	WEEK END	0150 to 0650 Sun = 30min loss Down BLOCKED 0130* to 0615 Sun = 45min loss Up BLOCKED	0150 to 0650 Sun = 30min loss Down BLOCKED 0130* to 0615 Sun = 45min loss Up BLOCKED	0150 to 0650 Sun = 30min loss Down BLOCKED 0130* to 0615 Sun = 45min loss Up BLOCKED	0150 to 0650 Sun = 30min loss Down BLOCKED 0130* to 0615 Sun = 45min loss Up BLOCKED	0150 to 0650 Sun = 30min loss Down BLOCKED 0130* to 0615 Sun = 45min loss Up BLOCKED	* For passage of 5T73 (formed from last Portsmouth via Eastleigh)
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	0150 T-S to 0410 T-S = 25min loss All Lines BLOCKED					

SW115 WORTING JN TO CRANNAFORD LC

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0105 to 0805 Sun = 10min loss Down Exeter BLOCKED 2310 Sat to 0655 Sun Up Exeter BLOCKED	0105 to 0805 Sun = 10min loss Down Exeter BLOCKED 2310 Sat to 0655 Sun Up Exeter BLOCKED	0105 to 0805 Sun = 10min loss Down Exeter BLOCKED 2310 Sat to 0655 Sun Up Exeter BLOCKED	0105 to 0805 Sun = 10min loss Down Exeter BLOCKED 2310 Sat to 0655 Sun Up Exeter BLOCKED	0105 to 0805 Sun = 10min loss Down Exeter BLOCKED 2310 Sat to 0655 Sun Up Exeter BLOCKED	
	SUN/ MON	0105 to 0655 Mon = 10min loss Down Exeter BLOCKED 2310 Sun to 0525 Mon = 5min loss Up Exeter BLOCKED	0105 to 0655 Mon = 10min loss Down Exeter BLOCKED 2310 Sun to 0525 Mon = 5min loss Up Exeter BLOCKED	0105 to 0655 Mon = 10min loss Down Exeter BLOCKED 2310 Sun to 0525 Mon = 5min loss Up Exeter BLOCKED	0105 to 0655 Mon = 10min loss Down Exeter BLOCKED 2310 Sun to 0525 Mon = 5min loss Up Exeter BLOCKED	0105 to 0655 Mon = 10min loss Down Exeter BLOCKED 2310 Sun to 0525 Mon = 5min loss Up Exeter BLOCKED	
	MID WEEK	0105 T-S to 0655 T-S* = 35min loss (Start 10 min loss & End 25 mins loss) Down Exeter BLOCKED 2310 M-F to 0525 T-S* = 5min loss Up Exeter BLOCKED	0105 T-S to 0655 T-S* = 35min loss (Start 10 min loss & End 25 mins loss) Down Exeter BLOCKED 2310 M-F to 0525 T-S* = 5min loss Up Exeter BLOCKED	0105 T-S to 0655 T-S* = 35min loss (Start 10 min loss & End 25 mins loss) Down Exeter BLOCKED 2310 M-F to 0525 T-S* = 5min loss Up Exeter BLOCKED	0105 T-S to 0655 T-S* = 35min loss (Start 10 min loss & End 25 mins loss) Down Exeter BLOCKED 2310 M-F to 0525 T-S* = 5min loss Up Exeter BLOCKED	0105 T-S to 0655 T-S* = 35min loss (Start 10 min loss & End 25 mins loss) Down Exeter BLOCKED 2310 M-F to 0525 T-S* = 5min loss Up Exeter BLOCKED	* Not to be taken with possessions between Eastleigh East and Worting Junction – See SW105
	WEEK END	0120 to 0825 Sun = 10min loss Down BLOCKED 2250 Sat to 0640 Sun Up BLOCKED	0120 to 0825 Sun = 10min loss Down BLOCKED 2250 Sat to 0640 Sun Up BLOCKED	0120 to 0825 Sun = 10min loss Down BLOCKED 2250 Sat to 0640 Sun Up BLOCKED	0120 to 0825 Sun = 10min loss Down BLOCKED 2250 Sat to 0640 Sun Up BLOCKED	0120 to 0825 Sun = 10min loss Down BLOCKED 2250 Sat to 0640 Sun Up BLOCKED	
	SUN/ MON	0125 to 0710 Mon = 20min loss Down BLOCKED 2250 Sun to 0500 Mon Up BLOCKED	0125 to 0710 Mon = 20min loss Down BLOCKED 2250 Sun to 0500 Mon Up BLOCKED	0125 to 0710 Mon = 20min loss Down BLOCKED 2250 Sun to 0500 Mon Up BLOCKED	0125 to 0710 Mon = 20min loss Down BLOCKED 2250 Sun to 0500 Mon Up BLOCKED	0125 to 0710 Mon = 20min loss Down BLOCKED 2250 Sun to 0500 Mon Up BLOCKED	
	MID WEEK	0120 T-S to 0710 T-S* = 30min loss (Start 10 min loss & End 20 min loss) Down BLOCKED 2250 M-F to 0510 T-S* Up BLOCKED	0120 T-S to 0710 T-S* = 30min loss (Start 10 min loss & End 20 min loss) Down BLOCKED 2250 M-F to 0510 T-S* Up BLOCKED	0120 T-S to 0710 T-S* = 30min loss (Start 10 min loss & End 20 min loss) Down BLOCKED 2250 M-F to 0510 T-S* Up BLOCKED	0120 T-S to 0710 T-S* = 30min loss (Start 10 min loss & End 20 min loss) Down BLOCKED 2250 M-F to 0510 T-S* Up BLOCKED	0120 T-S to 0710 T-S* = 30min loss (Start 10 min loss & End 20 min loss) Down BLOCKED 2250 M-F to 0510 T-S* Up BLOCKED	* Not to be taken with possessions between Eastleigh East and Worting Junction – See SW105

SW115 WORTING JN TO CRANNAFORD LC continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0155 to 0630 Sun All Lines BLOCKED	0155 to 0630 Sun All Lines BLOCKED	0155 to 0630 Sun All Lines BLOCKED	0155 to 0630 Sun All Lines BLOCKED	0155 to 0630 Sun All Lines BLOCKED	NOTE: Blocks Platform 6.
	SUN/ MON	0220 to 0400 Mon All Lines BLOCKED	0220 to 0400 Mon All Lines BLOCKED	0220 to 0400 Mon All Lines BLOCKED	0220 to 0400 Mon All Lines BLOCKED	0220 to 0400 Mon All Lines BLOCKED	
	MID WEEK	0130 T-S to 0400 T-S All Lines BLOCKED	0130 T-S to 0400 T-S All Lines BLOCKED	0130 T-S to 0400 T-S All Lines BLOCKED	0130 T-S to 0400 T-S All Lines BLOCKED	0130 T-S to 0400 T-S All Lines BLOCKED	
	WEEK END	0105 to 0630 Sun All Lines BLOCKED	0105 to 0630 Sun All Lines BLOCKED	0105 to 0630 Sun All Lines BLOCKED	0105 to 0630 Sun All Lines BLOCKED	0105 to 0630 Sun All Lines BLOCKED	No block from East end to enable full shunt access. NOTE: Also blocks Platform 5 and Carriage Sidings. But, Platform 5 is available for berthing stock.
	SUN/ MON	0130 to 0355 Mon All Lines BLOCKED	0130 to 0355 Mon All Lines BLOCKED	0130 to 0355 Mon All Lines BLOCKED	0130 to 0355 Mon All Lines BLOCKED	0130 to 0355 Mon All Lines BLOCKED	
	MID WEEK	0125 T-F to 0355 T-F 0240 S to 0440 S = 10min loss All Lines BLOCKED	0125 T-F to 0355 T-F 0240 S to 0440 S = 10min loss All Lines BLOCKED	0125 T-F to 0355 T-F 0240 S to 0440 S = 10min loss All Lines BLOCKED	0125 T-F to 0355 T-F 0240 S to 0440 S = 10min loss All Lines BLOCKED	0125 T-F to 0355 T-F 0240 S to 0440 S = 10min loss All Lines BLOCKED	
	WEEK END	0105 to 0645 Sun = 5min loss Single/Loop BLOCKED	0105 to 0645 Sun = 5min loss Single/Loop BLOCKED	0105 to 0645 Sun = 5min loss Single/Loop BLOCKED	0105 to 0645 Sun = 5min loss Single/Loop BLOCKED	0105 to 0645 Sun = 5min loss Single/Loop BLOCKED	
	SUN/ MON	0100 to 0430 Mon = 5min loss Single/Loop BLOCKED	0100 to 0430 Mon = 5min loss Single/Loop BLOCKED	0100 to 0430 Mon = 5min loss Single/Loop BLOCKED	0100 to 0430 Mon = 5min loss Single/Loop BLOCKED	0100 to 0430 Mon = 5min loss Single/Loop BLOCKED	
	MID WEEK	0105 T-F to 0430 T-F = 10min loss 0235 S to 0440 S = 10min loss Single/Loop BLOCKED					

SW115 WORTING JN TO CRANNAFORD LC continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0045 Sun to 0700 Sun = 25min loss (Start 20 mins loss & End 5mins loss) All Lines BLOCKED	0045 Sun to 0700 Sun = 25min loss (Start 20 mins loss & End 5mins loss) All Lines BLOCKED	0045 Sun to 0700 Sun = 25min loss (Start 20 mins loss & End 5mins loss) All Lines BLOCKED	0045 Sun to 0700 Sun = 25min loss (Start 20 mins loss & End 5mins loss) All Lines BLOCKED	0045 Sun to 0700 Sun = 25min loss (Start 20 mins loss & End 5mins loss) All Lines BLOCKED	
	SUN/ MON	0045 to 0445 Mon = 5min loss All Lines BLOCKED	0045 to 0445 Mon = 5min loss All Lines BLOCKED	0045 to 0445 Mon = 5min loss All Lines BLOCKED	0045 to 0445 Mon = 5min loss All Lines BLOCKED	0045 to 0445 Mon = 5min loss All Lines BLOCKED	
	MID WEEK	0045 T-F to 0445 T-F =20min 0220 S to 0500 S =-15min All Lines BLOCKED					
	WEEK END	0045 Sun to 0705 Sun = 30 min loss (Start 25 mins loss & End 5mins loss) All Lines BLOCKED	0045 Sun to 0705 Sun = 30 min loss (Start 25 mins loss & End 5mins loss) All Lines BLOCKED	0045 Sun to 0705 Sun = 30 min loss (Start 25 mins loss & End 5mins loss) All Lines BLOCKED	0045 Sun to 0705 Sun = 30 min loss (Start 25 mins loss & End 5mins loss) All Lines BLOCKED	0045 Sun to 0705 Sun = 30 min loss (Start 25 mins loss & End 5mins loss) All Lines BLOCKED	
	SUN/ MON	0040 to 0450 Mon = 5min loss All Lines BLOCKED	0040 to 0450 Mon = 5min loss All Lines BLOCKED	0040 to 0450 Mon = 5min loss All Lines BLOCKED	0040 to 0450 Mon = 5min loss All Lines BLOCKED	0040 to 0450 Mon = 5min loss All Lines BLOCKED	
	MID WEEK	0045 T-F to 0450 T-F = 25min loss 0215 S to 0505 S = 10min loss All Lines BLOCKED					

Notes:

For Section 4 times for Yeovil Pen Mill to Yeovil Junction please refer to SW175 Castle Cary and Yeovil Pen Mill (and Yeovil Jn to Yeovil Pen Mill) (175.1).

SW115 WORTING JN TO CRANNAFORD LC continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0030 to 0735 Sun = 35min loss (Start 20 mins loss & End 15mins loss) Single BLOCKED	0030 to 0735 Sun = 35min loss (Start 20 mins loss & End 15mins loss) Single BLOCKED	0030 to 0735 Sun = 35min loss (Start 20 mins loss & End 15mins loss) Single BLOCKED	0030 to 0735 Sun = 35min loss (Start 20 mins loss & End 15mins loss) Single BLOCKED	0030 to 0735 Sun = 35min loss (Start 20 mins loss & End 15mins loss) Single BLOCKED	
	SUN/ MON	0025 to 0515 Mon = 10min loss Single BLOCKED	0025 to 0515 Mon = 10min loss Single BLOCKED	0025 to 0515 Mon = 10min loss Single BLOCKED	0025 to 0515 Mon = 10min loss Single BLOCKED	0025 to 0515 Mon = 10min loss Single BLOCKED	Shorter times apply when Sleeper services are diverted via Yeovil
	MID WEEK	0030 T-S to 0515 T-S = 30min loss (Start 20mins loss & End 10mins loss) Single BLOCKED					Shorter times apply when Sleeper services are diverted via Yeovil
	WEEK END	0020 Sun to 0755 Sun = 40min loss (Start 30 mins loss & End 10mins loss) Single BLOCKED	0020 Sun to 0755 Sun = 40min loss (Start 30 mins loss & End 10mins loss) Single BLOCKED	0020 Sun to 0755 Sun = 40min loss (Start 30 mins loss & End 10mins loss) Single BLOCKED	0020 Sun to 0755 Sun = 40min loss (Start 30 mins loss & End 10mins loss) Single BLOCKED	0020 Sun to 0755 Sun = 40min loss (Start 30 mins loss & End 10mins loss) Single BLOCKED	
	SUN/ MON	0020 to 0530 Mon = 5min loss Single BLOCKED	0020 to 0530 Mon = 5min loss Single BLOCKED	0020 to 0530 Mon = 5min loss Single BLOCKED	0020 to 0530 Mon = 5min loss Single BLOCKED	0020 to 0530 Mon = 5min loss Single BLOCKED	Shorter times apply when Sleeper services are diverted via Yeovil
	MID WEEK	0020 T-S to 0530 T-S = 35min loss (Start 30mins loss & End 5mins loss) Single BLOCKED					Shorter times apply when Sleeper services are diverted via Yeovil

SW115 WORTING JN TO CRANNAFORD LC continued...

Honiton and Cranraford LC 115.10	WEEK END	0035 Sun to 0810 Sun =80min loss (Start 65 mins loss & End 15mins loss) Single BLOCKED	0035 Sun to 0810 Sun = 80min loss (Start 65 mins loss & End 15mins loss) Single BLOCKED	0035 Sun to 0810 Sun = 80min loss (Start 65 mins loss & End 15mins loss) Single BLOCKED	0035 Sun to 0810 Sun = 80min loss (Start 65 mins loss & End 15mins loss) Single BLOCKED	0035 Sun to 0810 Sun = 80min loss (Start 65 mins loss & End 15mins loss) Single BLOCKED	
	SUN/ MON	0040 to 0515 Mon Single BLOCKED	0040 to 0515 Mon Single BLOCKED	0040 to 0515 Mon Single BLOCKED	0040 to 0515 Mon Single BLOCKED	0040 to 0515 Mon Single BLOCKED	Shorter times apply when Sleeper services are diverted via Yeovil
	MID WEEK	0035 T-S to 0515 T-S = 30min loss Single BLOCKED					Shorter times apply when Sleeper services are diverted via Yeovil

SW120 PIRBRIGHT JN TO ALTON

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0100 to 0750 Sun Down Alton BLOCKED 2350 Sat to 0735 Sun Up Alton BLOCKED	0100 to 0750 Sun Down Alton BLOCKED 2350 Sat to 0735 Sun Up Alton BLOCKED	0100 to 0750 Sun Down Alton BLOCKED 2350 Sat to 0735 Sun Up Alton BLOCKED	0100 to 0750 Sun Down Alton BLOCKED 2350 Sat to 0735 Sun Up Alton BLOCKED	0100 to 0750 Sun Down Alton BLOCKED 2350 Sat to 0735 Sun Up Alton BLOCKED	
	SUN/ MON	0055 to 0550 Mon Down Alton BLOCKED 2355 Sun to 0530 Mon = 20min loss Up Alton BLOCKED	0055 to 0550 Mon Down Alton BLOCKED 2355 Sun to 0530 Mon = 20min loss Up Alton BLOCKED	0055 to 0550 Mon Down Alton BLOCKED 2355 Sun to 0530 Mon = 20min loss Up Alton BLOCKED	0055 to 0550 Mon Down Alton BLOCKED 2355 Sun to 0530 Mon = 20min loss Up Alton BLOCKED	0055 to 0550 Mon Down Alton BLOCKED 2355 Sun to 0530 Mon = 20min loss Up Alton BLOCKED	
	MID WEEK	0100 T-F to 0550 T-F 0100 S to 0605 S Down Alton BLOCKED 0010 T-F to 0530 T-F = Start 20mins & End -20mins 0010 S to 0630 S = 20mins Up Alton BLOCKED					
	WEEK END	0115 to 0800 Sun Down Alton BLOCKED 0010 Sun to 0650 Sun = Start 25mins & End -15mins Up Alton BLOCKED	0115 to 0800 Sun Down Alton BLOCKED 0010 Sun to 0650 Sun = Start 25mins & End -15mins Up Alton BLOCKED	0115 to 0800 Sun Down Alton BLOCKED 0010 Sun to 0650 Sun = Start 25mins & End -15mins Up Alton BLOCKED	0115 to 0800 Sun Down Alton BLOCKED 0010 Sun to 0650 Sun = Start 25mins & End -15mins Up Alton BLOCKED	0115 to 0800 Sun Down Alton BLOCKED 0010 Sun to 0650 Sun = Start 25mins & End -15mins Up Alton BLOCKED	
	SUN/ MON	0100 to 0550 Mon Down Alton BLOCKED 0020 Mon to 0505 Mon = 30mins Up Alton BLOCKED	0100 to 0550 Mon Down Alton BLOCKED 0020 Mon to 0505 Mon = 30mins Up Alton BLOCKED	0100 to 0550 Mon Down Alton BLOCKED 0020 Mon to 0505 Mon = 30mins Up Alton BLOCKED	0100 to 0550 Mon Down Alton BLOCKED 0020 Mon to 0505 Mon = 30mins Up Alton BLOCKED	0100 to 0550 Mon Down Alton BLOCKED 0020 Mon to 0505 Mon = 30mins Up Alton BLOCKED	
	MID WEEK	0125 T-F to 0505 T-F = 20mins 0125 S to 0605 S = Start 10mins & End -10mins Down Alton BLOCKED 0010 T-S to 0505 T-S = -20mins Up Alton BLOCKED					

SW120 PIRBRIGHT JN TO ALTON continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0155 to 0645 Sun = Start 10mins & End -35mins Down BLOCKED 0010 Sun to 0725 Sun = 25mins Up BLOCKED	0155 to 0645 Sun = Start 10mins & End -35mins Down BLOCKED 0010 Sun to 0725 Sun = 25mins Up BLOCKED	0155 to 0645 Sun = Start 10mins & End -35mins Down BLOCKED 0010 Sun to 0725 Sun = 25mins Up BLOCKED	0155 to 0645 Sun = Start 10mins & End -35mins Down BLOCKED 0010 Sun to 0725 Sun = 25mins Up BLOCKED	0155 to 0645 Sun = Start 10mins & End -35mins Down BLOCKED 0010 Sun to 0725 Sun = 25mins Up BLOCKED	
	SUN/ MON	0110 to 0450 Mon = -45mins Down BLOCKED 0110 to 0440 Mon Up BLOCKED	0110 to 0450 Mon = -45mins Down BLOCKED 0110 to 0440 Mon Up BLOCKED	0110 to 0450 Mon = -45mins Down BLOCKED 0110 to 0440 Mon Up BLOCKED	0110 to 0450 Mon = -45mins Down BLOCKED 0110 to 0440 Mon Up BLOCKED	0110 to 0450 Mon = -45mins Down BLOCKED 0110 to 0440 Mon Up BLOCKED	
	MID WEEK	0155 T-S to 0450 T-S = Start 35mins & End -45mins Down BLOCKED 0010 T-S to 0450 T-S = Start 25mins & End -10mins Up BLOCKED					
	WEEK END	0150 to 0715 Sun Single/ Loop BLOCKED	0150 to 0715 Sun Single/ Loop BLOCKED	0150 to 0715 Sun Single/ Loop BLOCKED	0150 to 0715 Sun Single/ Loop BLOCKED	0150 to 0715 Sun Single/ Loop BLOCKED	
	SUN/ MON	0110 to 0500 Mon Single/ Loop BLOCKED	0110 to 0500 Mon Single/ Loop BLOCKED	0110 to 0500 Mon Single/ Loop BLOCKED	0110 to 0500 Mon Single/ Loop BLOCKED	0110 to 0500 Mon Single/ Loop BLOCKED	
	MID WEEK	0145 T-F to 0515 T-F 0145 S to 0545 S Single/ Loop BLOCKED					
	WEEK END	0210 to 0640 Sun = -35mins All Lines BLOCKED	0210 to 0640 Sun = -35mins All Lines BLOCKED	0210 to 0640 Sun = -35mins All Lines BLOCKED	0210 to 0640 Sun = -35mins All Lines BLOCKED	0210 to 0640 Sun = -35mins All Lines BLOCKED	Possession includes going foul of the depot lines
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	Standard Possession Opportunities not available					

SW123 ALDERSHOT SOUTH JN TO ALDERSHOT NORTH JN

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0035 to 0720 Sun Down and Up Branch BLOCKED	0035 to 0720 Sun Down and Up Branch BLOCKED	0035 to 0720 Sun Down and Up Branch BLOCKED	0035 to 0720 Sun Down and Up Branch BLOCKED	0035 to 0720 Sun Down and Up Branch BLOCKED	
	SUN/ MON	0030 to 0520 Mon Down and Up Branch BLOCKED	0030 to 0520 Mon Down and Up Branch BLOCKED	0030 to 0520 Mon Down and Up Branch BLOCKED	0030 to 0520 Mon Down and Up Branch BLOCKED	0030 to 0520 Mon Down and Up Branch BLOCKED	
	MID WEEK	0040 T-S to 0520 T-S Down and Up Branch BLOCKED					

Note: This line of route was previously listed under SW265 as 265.3.

SW125 SOUTHCOTE JN TO BASINGSTOKE

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0005 to 0735 Sun All Lines BLOCKED	0005 to 0735 Sun All Lines BLOCKED	0005 to 0735 Sun All Lines BLOCKED	0005 to 0735 Sun All Lines BLOCKED	0005 to 0735 Sun All Lines BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	Standard Possession Opportunities not available					

SW130 EASTLEIGH TO ROMSEY

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0005 Sun to 0740 Sun = 15mins Down and Up Salisbury / Salisbury Single BLOCKED	0005 Sun to 0740 Sun = 15mins Down and Up Salisbury / Salisbury Single BLOCKED	0005 Sun to 0740 Sun = 15mins Down and Up Salisbury / Salisbury Single BLOCKED	0005 Sun to 0740 Sun = 15mins Down and Up Salisbury / Salisbury Single BLOCKED	0005 Sun to 0740 Sun = 15mins Down and Up Salisbury / Salisbury Single BLOCKED	
	SUN/ MON	2335 Sun to 0330 Mon Down and Up Salisbury / Salisbury Single BLOCKED	2335 Sun to 0330 Mon Down and Up Salisbury / Salisbury Single BLOCKED	2335 Sun to 0330 Mon Down and Up Salisbury / Salisbury Single BLOCKED	2335 Sun to 0330 Mon Down and Up Salisbury / Salisbury Single BLOCKED	2335 Sun to 0330 Mon Down and Up Salisbury / Salisbury Single BLOCKED	
	MID WEEK	0005 T-F to 0330 T-F* = 30mins 0005 S to 0550 S* = 10mins Down and Up Salisbury / Salisbury Single BLOCKED	0005 T-F to 0330 T-F* = 30mins 0005 S to 0550 S* = 10mins Down and Up Salisbury / Salisbury Single BLOCKED	0005 T-F to 0330 T-F* = 30mins 0005 S to 0550 S* = 10mins Down and Up Salisbury / Salisbury Single BLOCKED	0005 T-F to 0330 T-F* = 30mins 0005 S to 0550 S* = 10mins Down and Up Salisbury / Salisbury Single BLOCKED	0005 T-F to 0330 T-F* = 30mins 0005 S to 0550 S* = 10mins Down and Up Salisbury / Salisbury Single BLOCKED	* Not to be taken with possessions between Eastleigh East and Worting Junction – See SW105

SW135 EASTLEIGH TO FAREHAM

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0045 to 0745 Sun All Lines BLOCKED	0045 to 0745 Sun All Lines BLOCKED	0045 to 0745 Sun All Lines BLOCKED	0045 to 0745 Sun All Lines BLOCKED	0045 to 0745 Sun All Lines BLOCKED	
	SUN/ MON	0045 to 0305 Mon All Lines BLOCKED	0045 to 0305 Mon All Lines BLOCKED	0045 to 0305 Mon All Lines BLOCKED	0045 to 0305 Mon All Lines BLOCKED	0045 to 0305 Mon All Lines BLOCKED	
	MID WEEK	0045 T-F to 0305 T-F 0045 S to 0450 S All Lines BLOCKED					
	WEEK END	0045 to 0745 Sun Down and Up Portsmouth BLOCKED	0045 to 0745 Sun Down and Up Portsmouth BLOCKED	0045 to 0745 Sun Down and Up Portsmouth BLOCKED	0045 to 0745 Sun Down and Up Portsmouth BLOCKED	0045 to 0745 Sun Down and Up Portsmouth BLOCKED	
	SUN/ MON	0045 to 0500 Mon Down Portsmouth BLOCKED 0045 to 0305 Mon Up Portsmouth BLOCKED	0045 to 0500 Mon Down Portsmouth BLOCKED 0045 to 0305 Mon Up Portsmouth BLOCKED	0045 to 0500 Mon Down Portsmouth BLOCKED 0045 to 0305 Mon Up Portsmouth BLOCKED	0045 to 0500 Mon Down Portsmouth BLOCKED 0045 to 0305 Mon Up Portsmouth BLOCKED	0045 to 0500 Mon Down Portsmouth BLOCKED 0045 to 0305 Mon Up Portsmouth BLOCKED	
	MID WEEK	0045 T-S to 0500 T-S Down Portsmouth BLOCKED 0055 T-F to 0305 T-F 0055 S to 0520 S Up Portsmouth BLOCKED					CSN shunt ahead 0310 Botley (if required) or start 0320
	WEEK END	0055 to 0720 Sun Knowle Single BLOCKED	0055 to 0720 Sun Knowle Single BLOCKED	0055 to 0720 Sun Knowle Single BLOCKED	0055 to 0720 Sun Knowle Single BLOCKED	0055 to 0720 Sun Knowle Single BLOCKED	
	SUN/ MON	0110 to 0325 Mon Knowle Single BLOCKED	0110 to 0325 Mon Knowle Single BLOCKED	0110 to 0325 Mon Knowle Single BLOCKED	0110 to 0325 Mon Knowle Single BLOCKED	0110 to 0325 Mon Knowle Single BLOCKED	
	MID WEEK	0055 T-S to 0500 T-S Knowle Single BLOCKED					

SW140 ST DENYS TO PORTCREEK JN / FARLINGTON JN

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	2340 Sat to 0635 Sun Down and Up Netley BLOCKED	2340 Sat to 0635 Sun Down and Up Netley BLOCKED	2340 Sat to 0635 Sun Down and Up Netley BLOCKED	2340 Sat to 0635 Sun Down and Up Netley BLOCKED	2340 Sat to 0635 Sun Down and Up Netley BLOCKED	
	SUN/ MON	2340 Sun to 0505 Mon Down and Up Netley BLOCKED	2340 Sun to 0505 Mon Down and Up Netley BLOCKED	2340 Sun to 0505 Mon Down and Up Netley BLOCKED	2340 Sun to 0505 Mon Down and Up Netley BLOCKED	2340 Sun to 0505 Mon Down and Up Netley BLOCKED	** Sun/Mon Fareham East Jnc exclusive
	MID WEEK	2355 M-F to 0505 T-S = 15mins Down and Up Netley BLOCKED					
	WEEK END	0105 to 0705 Sun = 5mins Down Portsmouth BLOCKED 0001 to 0645 Sun Up Portsmouth BLOCKED	0105 to 0705 Sun = 5mins Down Portsmouth BLOCKED 0001 to 0645 Sun Up Portsmouth BLOCKED	0105 to 0705 Sun = 5mins Down Portsmouth BLOCKED 0001 to 0645 Sun Up Portsmouth BLOCKED	0105 to 0705 Sun = 5mins Down Portsmouth BLOCKED 0001 to 0645 Sun Up Portsmouth BLOCKED	0105 to 0705 Sun = 5mins Down Portsmouth BLOCKED 0001 to 0645 Sun Up Portsmouth BLOCKED	
	SUN/ MON	0100 to 0505 Mon Down Portsmouth BLOCKED 2355 Sun to 0505 Mon = 5mins Up Portsmouth BLOCKED	0100 to 0505 Mon Down Portsmouth BLOCKED 2355 Sun to 0505 Mon = 5mins Up Portsmouth BLOCKED	0100 to 0505 Mon Down Portsmouth BLOCKED 2355 Sun to 0505 Mon = 5mins Up Portsmouth BLOCKED	0100 to 0505 Mon Down Portsmouth BLOCKED 2355 Sun to 0505 Mon = 5mins Up Portsmouth BLOCKED	0100 to 0505 Mon Down Portsmouth BLOCKED 2355 Sun to 0505 Mon = 5mins Up Portsmouth BLOCKED	
	MID WEEK	0105 T-S to 0510 T-S Down Portsmouth BLOCKED 0040 T-S to 0455 T-S Up Portsmouth BLOCKED					
	WEEK END	0001 Sun to 0855 Sun Down Spur BLOCKED 0001 Sun to 0640 Sun Up Spur BLOCKED	0001 Sun to 0855 Sun Down Spur BLOCKED 0001 Sun to 0640 Sun Up Spur BLOCKED	0001 Sun to 0855 Sun Down Spur BLOCKED 0001 Sun to 0640 Sun Up Spur BLOCKED	0001 Sun to 0855 Sun Down Spur BLOCKED 0001 Sun to 0640 Sun Up Spur BLOCKED	0001 Sun to 0855 Sun Down Spur BLOCKED 0001 Sun to 0640 Sun Up Spur BLOCKED	
	SUN/ MON	2315 Sun to 0500 Mon Down Spur BLOCKED 2330 Sun to 0500 Mon Up Spur BLOCKED	2315 Sun to 0500 Mon Down Spur BLOCKED 2330 Sun to 0500 Mon Up Spur BLOCKED	2315 Sun to 0500 Mon Down Spur BLOCKED 2330 Sun to 0500 Mon Up Spur BLOCKED	2315 Sun to 0500 Mon Down Spur BLOCKED 2330 Sun to 0500 Mon Up Spur BLOCKED	2315 Sun to 0500 Mon Down Spur BLOCKED 2330 Sun to 0500 Mon Up Spur BLOCKED	
	MID WEEK	0035 T-S to 0500 T-S Down and Up Spur BLOCKED					

SW145 NORTHAM JN TO CANUTE ROAD

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	2050 Sat to 0935 Sun Single BLOCKED	2050 Sat to 0935 Sun Single BLOCKED	2050 Sat to 0935 Sun Single BLOCKED	2050 Sat to 0935 Sun Single BLOCKED	2050 Sat to 0935 Sun Single BLOCKED	
	SUN/ MON	1915 Sun to 0320 Mon Single BLOCKED	1915 Sun to 0320 Mon Single BLOCKED	1915 Sun to 0320 Mon Single BLOCKED	1915 Sun to 0320 Mon Single BLOCKED	1915 Sun to 0320 Mon Single BLOCKED	
	MID WEEK	Standard Possession Opportunities not available					

SW150 REDBRIDGE TO SALISBURY TUNNEL JN

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0015 to 0755 Sun Down and Up Test Valley BLOCKED	0015 to 0755 Sun Down and Up Test Valley BLOCKED	0015 to 0755 Sun Down and Up Test Valley BLOCKED	0015 to 0755 Sun Down and Up Test Valley BLOCKED	0015 to 0755 Sun Down and Up Test Valley BLOCKED	
	SUN/ MON	0005 to 0610 Mon = -25mins Down Test Valley BLOCKED 2305 Sun to 0450 Mon Up Test Valley BLOCKED	0005 to 0610 Mon = -25mins Down Test Valley BLOCKED 2305 Sun to 0450 Mon Up Test Valley BLOCKED	0005 to 0610 Mon = -25mins Down Test Valley BLOCKED 2305 Sun to 0450 Mon Up Test Valley BLOCKED	0005 to 0610 Mon = -25mins Down Test Valley BLOCKED 2305 Sun to 0450 Mon Up Test Valley BLOCKED	0005 to 0610 Mon = -25mins Down Test Valley BLOCKED 2305 Sun to 0450 Mon Up Test Valley BLOCKED	
	MID WEEK	0015 T-S to 0515 T-S Down Test Valley BLOCKED 2340 M-F to 0230 T-S Up Test Valley BLOCKED	0015 T-S to 0515 T-S Down Test Valley BLOCKED 2340 M-F to 0230 T-S Up Test Valley BLOCKED	0015 T-S to 0515 T-S Down Test Valley BLOCKED 2340 M-F to 0230 T-S Up Test Valley BLOCKED	0015 T-S to 0515 T-S Down Test Valley BLOCKED 2340 M-F to 0230 T-S Up Test Valley BLOCKED	0015 T-S to 0515 T-S Down Test Valley BLOCKED 2340 M-F to 0230 T-S Up Test Valley BLOCKED	Not to be taken with possessions between Eastleigh East and Worting Junction – See SW105
	WEEK END	0025 to 0745 Sun Down and Up Dean BLOCKED	0025 to 0745 Sun Down and Up Dean BLOCKED	0025 to 0745 Sun Down and Up Dean BLOCKED	0025 to 0745 Sun Down and Up Dean BLOCKED	0025 to 0745 Sun Down and Up Dean BLOCKED	
	SUN/ MON	0030 to 0340 Mon Down Dean BLOCKED 0005 to 0435 Mon Up Dean BLOCKED	0030 to 0340 Mon Down Dean BLOCKED 0005 to 0435 Mon Up Dean BLOCKED	0030 to 0340 Mon Down Dean BLOCKED 0005 to 0435 Mon Up Dean BLOCKED	0030 to 0340 Mon Down Dean BLOCKED 0005 to 0435 Mon Up Dean BLOCKED	0030 to 0340 Mon Down Dean BLOCKED 0005 to 0435 Mon Up Dean BLOCKED	
	MID WEEK	0030 T-F to 0340 T-F 0030 S to 0510 S Down Dean BLOCKED 2335 M-Th to 0205 T-F 2335 F to 0340 S Up Dean BLOCKED	0030 T-F to 0340 T-F 0030 S to 0510 S Down Dean BLOCKED 2335 M-Th to 0205 T-F 2335 F to 0340 S Up Dean BLOCKED	0030 T-F to 0340 T-F 0030 S to 0510 S Down Dean BLOCKED 2335 M-Th to 0205 T-F 2335 F to 0340 S Up Dean BLOCKED	0030 T-F to 0340 T-F 0030 S to 0510 S Down Dean BLOCKED 2335 M-Th to 0205 T-F 2335 F to 0340 S* Up Dean BLOCKED	0030 T-F to 0340 T-F 0030 S to 0510 S Down Dean BLOCKED 2335 M-Th to 0205 T-F 2335 F to 0340 S Up Dean BLOCKED	Not to be taken with possessions between Eastleigh East and Worting Junction – See SW105

SW155 TOTTON TO FAWLEY (GOODS LINE)

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END						
	SUN/ MON						
	MID WEEK	1500 M-F to 0645 T-S Single BLOCKED					

SW160 BROCKENHURST TO LYMINGTON PIER

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	2345 Sat to 0840 Sun Single BLOCKED = Start 5mins & End -5mins	2345 Sat to 0840 Sun Single BLOCKED = Start 5mins & End -5mins	2345 Sat to 0840 Sun Single BLOCKED = Start 5mins & End -5mins	2345 Sat to 0840 Sun Single BLOCKED = Start 5mins & End -5mins	2345 Sat to 0840 Sun Single BLOCKED = Start 5mins & End -5mins	
	SUN/ MON	2245 Sun to 0540 Mon Single BLOCKED = Start 15mins & End -10mins	2245 Sun to 0540 Mon Single BLOCKED = Start 15mins & End -10mins	2245 Sun to 0540 Mon Single BLOCKED = Start 15mins & End -10mins	2245 Sun to 0540 Mon Single BLOCKED = Start 15mins & End -10mins	2245 Sun to 0540 Mon Single BLOCKED = Start 15mins & End -10mins	
	MID WEEK	2345 M-F to 0540 T-S Single BLOCKED = Start 5mins & End -10mins					

SW170 WESTBURY SOUTH JN TO WILTON JN

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	2335 Sat to 0955 Sun All Lines BLOCKED	2335 Sat to 0955 Sun All Lines BLOCKED	2335 Sat to 0955 Sun All Lines BLOCKED	2335 Sat to 0730 Sun All Lines BLOCKED	2335 Sat to 0955 Sun All Lines BLOCKED	
	SUN/ MON	2350 Sun to 0410 Mon All Lines BLOCKED	2350 Sun to 0410 Mon All Lines BLOCKED	2350 Sun to 0410 Mon All Lines BLOCKED	2350 Sun to 0410 Mon All Lines BLOCKED	2350 Sun to 0410 Mon All Lines BLOCKED	
	MID WEEK	2335 M-Th to 0440 T-F 0020 S to 0510 S Down Westbury BLOCKED 2335 M-Th to 0410 T-F 2335 F to 0510 S Up Westbury BLOCKED					Possession of the Up Line to be given up for the passage of UTU.

SW175 CASTLE CARY TO DORCHESTER JN

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	2230 Sat to 0930 Sun Single BLOCKED	2230 Sat to 0930 Sun Single BLOCKED	2230 Sat to 0930 Sun Single BLOCKED	2230 Sat to 0930 Sun Single BLOCKED	2230 Sat to 0930 Sun Single BLOCKED	0030 Sun start when 1L88 Exeter to Salisbury is being diverted via Castle Cary.
	SUN/MON	2230 Sun to 0515 Mon Single BLOCKED	2230 Sun to 0515 Mon Single BLOCKED	2230 Sun to 0515 Mon Single BLOCKED	2230 Sun to 0515 Mon Single BLOCKED	2230 Sun to 0515 Mon Single BLOCKED	Shorter times apply when Sleeper services are diverted via Yeovil
	MID WEEK	2225 M-Th to 0530 T-F 2225 F to 0700 S Single BLOCKED					Possession of Down Line on Tuesday night to be given up for the passage of 1Q90. Shorter times apply when Sleeper services are diverted via Yeovil Pen Mill.
	WEEK END	2305 Sat to 0945 Sun Single BLOCKED	2305 Sat to 0945 Sun Single BLOCKED	2305 Sat to 0945 Sun Single BLOCKED	2305 Sat to 0945 Sun Single BLOCKED	2305 Sat to 0945 Sun Single BLOCKED	
	SUN/MON	2300 Sun to 0530 Mon Single BLOCKED	2300 Sun to 0530 Mon Single BLOCKED	2300 Sun to 0530 Mon Single BLOCKED	2300 Sun to 0530 Mon Single BLOCKED	2300 Sun to 0530 Mon Single BLOCKED	
	MID WEEK	2305 M-Th to 0530 T-F 2305 F to 0630 S Single BLOCKED					

SW180 RAYNES PARK TO EFFINGHAM JUNCTION (see also SO680 and SO685)

WEEKDAY PATROLLING

Epsom - Ashtead (849 points to Buffer Stops)

Up Siding

1000 – 1200 Wednesday

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0120 to 0645 Sun = 15mins All Lines BLOCKED	0120 to 0645 Sun = 15mins All Lines BLOCKED	0120 to 0645 Sun = 15mins All Lines BLOCKED	0120 to 0645 Sun = 15mins All Lines BLOCKED	0120 to 0645 Sun = 15mins All Lines BLOCKED	
	SUN/ MON	0030 to 0500 Mon All Lines BLOCKED	0030 to 0500 Mon All Lines BLOCKED	0030 to 0500 Mon All Lines BLOCKED	0030 to 0500 Mon All Lines BLOCKED	0030 to 0500 Mon All Lines BLOCKED	
	MID WEEK	0120 T-S to 0500 T-S All Lines BLOCKED					
	WEEK END	0115 to 0645 Sun = 20mins All Lines BLOCKED	0115 to 0645 Sun = 20mins All Lines BLOCKED	0115 to 0645 Sun = 20mins All Lines BLOCKED	0115 to 0645 Sun = 20mins All Lines BLOCKED	0115 to 0645 Sun = 20mins All Lines BLOCKED	Possessions must be clear of Epsom Platforms and Carriage Sidings
	SUN/ MON	0055 to 0500 Mon All Lines BLOCKED	0055 to 0500 Mon All Lines BLOCKED	0055 to 0500 Mon All Lines BLOCKED	0055 to 0500 Mon All Lines BLOCKED	0055 to 0500 Mon All Lines BLOCKED	Possessions must be clear of Epsom Platforms and Carriage Sidings
	MID WEEK	0115 to 0500 T-S = 20mins All Lines BLOCKED					Possessions must be clear of Epsom Platforms and Carriage Sidings
	WEEK END	0055 to 0640 Sun Down/ Up Portsmouth BLOCKED	0055 to 0640 Sun Down/ Up Portsmouth BLOCKED	0055 to 0640 Sun Down/ Up Portsmouth BLOCKED	0055 to 0640 Sun Down/ Up Portsmouth BLOCKED	0055 to 0640 Sun Down/ Up Portsmouth BLOCKED	
	SUN/ MON	0030 to 0450 Mon Down/ Up Portsmouth BLOCKED	0030 to 0450 Mon Down/ Up Portsmouth BLOCKED	0030 to 0450 Mon Down/ Up Portsmouth BLOCKED	0030 to 0450 Mon Down/ Up Portsmouth BLOCKED	0030 to 0450 Mon Down/ Up Portsmouth BLOCKED	
	MID WEEK	0015 to 0450 T-F 0105 to 0550 S Down/ Up Portsmouth BLOCKED					

SW180 RAYNES PARK TO EFFINGHAM JUNCTION continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0110 to 0615 Sun = 10mins All Lines BLOCKED	0110 to 0615 Sun = 10mins All Lines BLOCKED	0110 to 0615 Sun = 10mins All Lines BLOCKED	0110 to 0615 Sun = 10mins All Lines BLOCKED	0110 to 0615 Sun = 10mins All Lines BLOCKED	
	SUN/ MON	0100 to 0500 Mon All Lines BLOCKED	0100 to 0500 Mon All Lines BLOCKED	0100 to 0500 Mon All Lines BLOCKED	0100 to 0500 Mon All Lines BLOCKED	0100 to 0500 Mon All Lines BLOCKED	
	MID WEEK	0110 to 0500 T-S = 10mins All Lines BLOCKED					
	WEEK END	0110 Sun to 0810 Sun Down and Up Bookham BLOCKED	0110 Sun to 0810 Sun Down and Up Bookham BLOCKED	0110 Sun to 0810 Sun Down and Up Bookham BLOCKED	0110 Sun to 0810 Sun Down and Up Bookham BLOCKED	0110 Sun to 0810 Sun Down and Up Bookham BLOCKED	
	SUN/ MON	2330 Sun to 0510 Mon Down and Up Bookham BLOCKED	2330 Sun to 0510 Mon Down and Up Bookham BLOCKED	2330 Sun to 0510 Mon Down and Up Bookham BLOCKED	2330 Sun to 0510 Mon Down and Up Bookham BLOCKED	2330 Sun to 0510 Mon Down and Up Bookham BLOCKED	
	MID WEEK	0110 T-F to 0510 T-F 0110 S to 0640 S Down and Up Bookham BLOCKED					

SW183 LEATHERHEAD TO DORKING (see also SO685)

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0105 to 0620 Sun = 5mins Down and Up Portsmouth BLOCKED	0105 to 0620 Sun = 5mins Down and Up Portsmouth BLOCKED	0105 to 0620 Sun = 5mins Down and Up Portsmouth BLOCKED	0105 to 0620 Sun = 5mins Down and Up Portsmouth BLOCKED	0105 to 0620 Sun = 5mins Down and Up Portsmouth BLOCKED	
	SUN/ MON	0025 to 0515 Mon Down and Up Portsmouth BLOCKED	0025 to 0515 Mon Down and Up Portsmouth BLOCKED	0025 to 0515 Mon Down and Up Portsmouth BLOCKED	0025 to 0515 Mon Down and Up Portsmouth BLOCKED	0025 to 0515 Mon Down and Up Portsmouth BLOCKED	
	MID WEEK	0105 to 0500 T-S = 5mins All Lines BLOCKED					

SW185 MOTSPUR PARK TO CHESSINGTON SOUTH

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0015 Sun to 0730 Sun = 20mins Down and Up Chessington BLOCKED	0015 Sun to 0730 Sun = 20mins Down and Up Chessington BLOCKED	0015 Sun to 0730 Sun = 20mins Down and Up Chessington BLOCKED	0015 Sun to 0730 Sun = 20mins Down and Up Chessington BLOCKED	0015 Sun to 0730 Sun = 20mins Down and Up Chessington BLOCKED	
	SUN/ MON	2355 Sun to 0600 Mon Down and Up Chessington BLOCKED	2355 Sun to 0600 Mon Down and Up Chessington BLOCKED	2355 Sun to 0600 Mon Down and Up Chessington BLOCKED	2355 Sun to 0600 Mon Down and Up Chessington BLOCKED	2355 Sun to 0600 Mon Down and Up Chessington BLOCKED	
	MID WEEK	0015 T-S to 0600 T-S = 20mins Down and Up Chessington BLOCKED					

SW190 NEW MALDEN TO SHEPPERTON

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0215 to 0635 Sun Down/Up Kingston BLOCKED	0215 to 0635 Sun Down/Up Kingston BLOCKED	0215 to 0635 Sun Down/Up Kingston BLOCKED	0215 to 0635 Sun Down/Up Kingston BLOCKED	0215 to 0635 Sun Down/Up Kingston BLOCKED	
	SUN/ MON	0125 to 0455 Mon Down/ Up Kingston BLOCKED	0125 to 0455 Mon Down/ Up Kingston BLOCKED	0125 to 0455 Mon Down/ Up Kingston BLOCKED	0125 to 0455 Mon Down/ Up Kingston BLOCKED	0125 to 0455 Mon Down/ Up Kingston BLOCKED	
	MID WEEK	0125 T-S to 0455 T-S Down/ Up Kingston BLOCKED					
	WEEK END	0220 to 0640 Sun Down/ Up Kingston BLOCKED	0220 to 0640 Sun Down/ Up Kingston BLOCKED	0220 to 0640 Sun Down/ Up Kingston BLOCKED	0220 to 0640 Sun Down/ Up Kingston BLOCKED	0220 to 0640 Sun Down/ Up Kingston BLOCKED	
	SUN/ MON	0130 to 0450 Mon Down/ Up Kingston BLOCKED	0130 to 0450 Mon Down/ Up Kingston BLOCKED	0130 to 0450 Mon Down/ Up Kingston BLOCKED	0130 to 0450 Mon Down/ Up Kingston BLOCKED	0130 to 0450 Mon Down/ Up Kingston BLOCKED	
	MID WEEK	0130 T-S to 0450 T-S Down/ Up Kingston BLOCKED					
	WEEK END	0235 to 0625 Sun All Lines BLOCKED	0235 to 0625 Sun All Lines BLOCKED	0235 to 0625 Sun All Lines BLOCKED	0235 to 0625 Sun All Lines BLOCKED	0235 to 0625 Sun All Lines BLOCKED	Possession to be clear of Strawberry Hill Depot
	SUN/ MON	0145 to 0430 Mon All Lines BLOCKED	0145 to 0430 Mon All Lines BLOCKED	0145 to 0430 Mon All Lines BLOCKED	0145 to 0430 Mon All Lines BLOCKED	0145 to 0430 Mon All Lines BLOCKED	Possession to be clear of Strawberry Hill Depot
	MID WEEK	0145 T-S to 0430 T-S All Lines BLOCKED					Possession to be clear of Strawberry Hill Depot

SW195 HAMPTON COURT JN TO HAMPTON COURT

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0035 to 0705 Sun = 10mins Down and Up Hampton Court BLOCKED	0035 to 0705 Sun = 10mins Down and Up Hampton Court BLOCKED	0035 to 0705 Sun = 10mins Down and Up Hampton Court BLOCKED	0035 to 0705 Sun = 10mins Down and Up Hampton Court BLOCKED	0035 to 0705 Sun = 10mins Down and Up Hampton Court BLOCKED	
	SUN/ MON	2355 Sun to 0510 Mon = -10mins Down and Up Hampton Court BLOCKED	2355 Sun to 0510 Mon = -10mins Down and Up Hampton Court BLOCKED	2355 Sun to 0510 Mon = -10mins Down and Up Hampton Court BLOCKED	2355 Sun to 0510 Mon = -10mins Down and Up Hampton Court BLOCKED	2355 Sun to 0510 Mon = -10mins Down and Up Hampton Court BLOCKED	
	MID WEEK	0035 T-S to 0510 T-S = Start 10mins & End -10mins Down and Up Hampton Court BLOCKED					

SW200 HAMPTON COURT JN TO GUILDFORD (VIA COBHAM)

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0035 to 0730 Sun Down Cobham BLOCKED 2345 Sat to 0755 Sun Up Cobham BLOCKED	0035 to 0730 Sun Down Cobham BLOCKED 2345 Sat to 0755 Sun Up Cobham BLOCKED	0035 to 0730 Sun Down Cobham BLOCKED 2345 Sat to 0755 Sun Up Cobham BLOCKED	0035 to 0730 Sun Down Cobham BLOCKED 2345 Sat to 0755 Sun Up Cobham BLOCKED	0035 to 0730 Sun Down Cobham BLOCKED 2345 Sat to 0755 Sun Up Cobham BLOCKED	
	SUN/ MON	0055 to 0555 Mon Down Cobham BLOCKED 2345 Sun to 0545 Mon Up Cobham BLOCKED	0055 to 0555 Mon Down Cobham BLOCKED 2345 Sun to 0545 Mon Up Cobham BLOCKED	0055 to 0555 Mon Down Cobham BLOCKED 2345 Sun to 0545 Mon Up Cobham BLOCKED	0055 to 0555 Mon Down Cobham BLOCKED 2345 Sun to 0545 Mon Up Cobham BLOCKED	0055 to 0555 Mon Down Cobham BLOCKED 2345 Sun to 0545 Mon Up Cobham BLOCKED	
	MID WEEK	<p>0045 T-F to 0550 T-F = 5mins 0045 S to 0650 S = 10mins Down Cobham BLOCKED</p> <p>0020 T-F to 0545 T-F = 35mins 0020 S to 0645 S? = 35mins Up Cobham BLOCKED</p>					
	WEEK END	0120 to 0740 Sun Down Cobham BLOCKED 2330 Sat to 0740 Sun Up Cobham BLOCKED	0120 to 0740 Sun Down Cobham BLOCKED 2330 Sat to 0740 Sun Up Cobham BLOCKED	0120 to 0740 Sun Down Cobham BLOCKED 2330 Sat to 0740 Sun Up Cobham BLOCKED	0120 to 0740 Sun Down Cobham BLOCKED 2330 Sat to 0740 Sun Up Cobham BLOCKED	0120 to 0740 Sun Down Cobham BLOCKED 2330 Sat to 0740 Sun Up Cobham BLOCKED	
	SUN/ MON	0110 to 0550 Mon Down Cobham BLOCKED 2330 Sun to 0410 Mon Up Cobham BLOCKED	0110 to 0550 Mon Down Cobham BLOCKED 2330 Sun to 0410 Mon Up Cobham BLOCKED	0110 to 0550 Mon Down Cobham BLOCKED 2330 Sun to 0410 Mon Up Cobham BLOCKED	0110 to 0550 Mon Down Cobham BLOCKED 2330 Sun to 0410 Mon Up Cobham BLOCKED	0110 to 0550 Mon Down Cobham BLOCKED 2330 Sun to 0410 Mon Up Cobham BLOCKED	
	MID WEEK	<p>0120 T-F to 0550 T-F 0120 S to 0710 S Down Cobham BLOCKED</p> <p>0001 T-F to 0450 T-F = 30mins 0001 S to 0625 S = 30mins Up Cobham BLOCKED</p>					* May become an alternative route for last ECS off the last DRK train should Section 4 alterations not be feasible further north. (See SW 180)

SW210 CLAPHAM JN TO READING

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0120 to 0620 Sun All Lines BLOCKED	0120 to 0620 Sun All Lines BLOCKED	0120 to 0620 Sun All Lines BLOCKED	0120 to 0620 Sun All Lines BLOCKED	0120 to 0620 Sun All Lines BLOCKED	Longer possession times are available when 1B01 runs via the mainline.
	SUN/ MON	0120 to 0330 Mon All Lines BLOCKED	0120 to 0330 Mon All Lines BLOCKED	0120 to 0330 Mon All Lines BLOCKED	0120 to 0330 Mon All Lines BLOCKED	0120 to 0330 Mon All Lines BLOCKED	Longer possession times are available when 1B01 runs via the mainline.
	MID WEEK	0120 T-F to 0330 T-F 0120 S to 0500 S = 35mins All Lines BLOCKED					Longer possession times are available when 1B01 runs via the mainline or freight services are diverted via West London line.
	WEEK END	0040 to 0620 Sun All Lines BLOCKED	0040 to 0620 Sun All Lines BLOCKED	0040 to 0620 Sun All Lines BLOCKED	0040 to 0620 Sun All Lines BLOCKED	0040 to 0620 Sun All Lines BLOCKED	
	SUN/ MON	0100 to 0330 Mon All Lines BLOCKED	0100 to 0330 Mon All Lines BLOCKED	0100 to 0330 Mon All Lines BLOCKED	0100 to 0330 Mon All Lines BLOCKED	0100 to 0330 Mon All Lines BLOCKED	
	MID WEEK	0120 T-F to 0330 T-F = 40mins 0040 S to 0505 S = -5mins All Lines BLOCKED					Longer possession times are available when freight services are diverted via West London line.
	WEEK END	0115 to 0625 Sun = 20mins Down and Up BLOCKED	0115 to 0625 Sun = 20mins Down and Up BLOCKED	0115 to 0625 Sun = 20mins Down and Up BLOCKED	0115 to 0625 Sun = 20mins Down and Up BLOCKED	0115 to 0625 Sun = 20mins Down and Up BLOCKED	Possession to be clear of 601AB points and 603 points
	SUN/ MON	0105 to 0505 Mon = 10mins Down and Up BLOCKED	0105 to 0505 Mon = 10mins Down and Up BLOCKED	0105 to 0505 Mon = 10mins Down and Up BLOCKED	0105 to 0505 Mon = 10mins Down and Up BLOCKED	0105 to 0505 Mon = 10mins Down and Up BLOCKED	Possession to be clear of 601AB points and 603 points
	MID WEEK	0115 T-S to 0505 T-S = 20mins Down and Up BLOCKED					Possession to be clear of 601AB points and 603 points

SW210 CLAPHAM JN TO READING continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0240 to 0620 Sun = -20mins Down and Up BLOCKED	0240 to 0620 Sun = -20mins Down and Up BLOCKED	0240 to 0620 Sun = -20mins Down and Up BLOCKED	0240 to 0620 Sun = -20mins Down and Up BLOCKED	0240 to 0620 Sun = -20mins Down and Up BLOCKED	Possession also requires block of SW245 between Twickenham and 638 points at Strawberry Hill
	SUN/ MON	0110 to 0435 Mon Down and Up BLOCKED	0110 to 0435 Mon Down and Up BLOCKED	0110 to 0435 Mon Down and Up BLOCKED	0110 to 0435 Mon Down and Up BLOCKED	0110 to 0435 Mon Down and Up BLOCKED	Possession also requires block of SW245 between Twickenham and 638 points at Strawberry Hill
	MID WEEK	0115 T-S to 0435 T-S = 20mins Down and Up BLOCKED					Possession also requires block of SW245 between Twickenham and 638 points at Strawberry Hill
	WEEK END	0145 to 0600 Sun Down and Up BLOCKED	0145 to 0600 Sun Down and Up BLOCKED	0145 to 0600 Sun Down and Up BLOCKED	0145 to 0600 Sun Down and Up BLOCKED	0145 to 0600 Sun Down and Up BLOCKED	Possession limits include Staines EMU Sidings
	SUN/ MON	0145 to 0415 Mon Down and Up BLOCKED	0145 to 0415 Mon Down and Up BLOCKED	0145 to 0415 Mon Down and Up BLOCKED	0145 to 0415 Mon Down and Up BLOCKED	0145 to 0415 Mon Down and Up BLOCKED	Possession limits include Staines EMU Sidings
	MID WEEK	0145 T-S to 0415 T-S Down and Up BLOCKED					Possession limits include Staines EMU Sidings
	WEEK END	0140 to 0610 Sun = -15mins Down and Up BLOCKED	0140 to 0610 Sun = -15mins Down and Up BLOCKED	0140 to 0610 Sun = -15mins Down and Up BLOCKED	0140 to 0610 Sun = -15mins Down and Up BLOCKED	0140 to 0610 Sun = -15mins Down and Up BLOCKED	Possession limits exclude Staines EMU Sidings
	SUN/ MON	0140 to 0445 Mon Down and Up BLOCKED	0140 to 0445 Mon Down and Up BLOCKED	0140 to 0445 Mon Down and Up BLOCKED	0140 to 0445 Mon Down and Up BLOCKED	0140 to 0445 Mon Down and Up BLOCKED	Possession limits exclude Staines EMU Sidings
	MID WEEK	0140 T-S to 0445 T-S Down and Up BLOCKED					Possession limits exclude Staines EMU Sidings

SW210 CLAPHAM JN TO READING continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0135 to 0700 Sun Down and Up BLOCKED	0135 to 0700 Sun Down and Up BLOCKED	0135 to 0700 Sun Down and Up BLOCKED	0135 to 0700 Sun Down and Up BLOCKED	0135 to 0700 Sun Down and Up BLOCKED	
	SUN/ MON	0135 to 0505 Mon Down and Up BLOCKED	0135 to 0505 Mon Down and Up BLOCKED	0135 to 0505 Mon Down and Up BLOCKED	0135 to 0505 Mon Down and Up BLOCKED	0135 to 0505 Mon Down and Up BLOCKED	
	MID WEEK	0135 T-S to 0505 T-S Down and Up BLOCKED					
	WEEK END	0130 to 0710 Sun Down and Up BLOCKED	0130 to 0710 Sun Down and Up BLOCKED	0130 to 0710 Sun Down and Up BLOCKED	0130 to 0710 Sun Down and Up BLOCKED	0130 to 0710 Sun Down and Up BLOCKED	
	SUN/ MON	0130 to 0510 Mon Down and Up BLOCKED	0130 to 0510 Mon Down and Up BLOCKED	0130 to 0510 Mon Down and Up BLOCKED	0130 to 0510 Mon Down and Up BLOCKED	0130 to 0510 Mon Down and Up BLOCKED	
	MID WEEK	0130 T-S to 0510 T-S Down and Up BLOCKED					
	WEEK END	0135 to 0600 Sun = 15mins Down and Up BLOCKED	0135 to 0600 Sun = 15mins Down and Up BLOCKED	0135 to 0600 Sun = 15mins Down and Up BLOCKED	0135 to 0600 Sun = 15mins Down and Up BLOCKED	0135 to 0600 Sun = 15mins Down and Up BLOCKED	
	SUN/ MON	0135 to 0430 Mon = 15mins Down and Up BLOCKED	0135 to 0430 Mon = 15mins Down and Up BLOCKED	0135 to 0430 Mon = 15mins Down and Up BLOCKED	0135 to 0430 Mon = 15mins Down and Up BLOCKED	0135 to 0430 Mon = 15mins Down and Up BLOCKED	
	MID WEEK	0135 T-S to 0430 T-S = 15mins Down and Up BLOCKED					

SW210 CLAPHAM JN TO READING continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0135 to 0600 Sun = 15mins Down and Up BLOCKED	0135 to 0600 Sun = 15mins Down and Up BLOCKED	0135 to 0600 Sun = 15mins Down and Up BLOCKED	0135 to 0600 Sun = 15mins Down and Up BLOCKED	0135 to 0600 Sun = 15mins Down and Up BLOCKED	Possession times assume that no outberthing is required
	SUN/ MON	0135 to 0520 Mon Down and Up BLOCKED	0135 to 0520 Mon Down and Up BLOCKED	0135 to 0520 Mon Down and Up BLOCKED	0135 to 0520 Mon Down and Up BLOCKED	0135 to 0520 Mon Down and Up BLOCKED	Possession times assume that no outberthing is required
	MID WEEK	0135 T-S to 0520 T-S = Start 15mins & End -5mins Down and Up BLOCKED					Possession times assume that no outberthing is required

SW220 CLAPHAM JN (LUDGATE GW JN) - LATCHMERE JN No.2

SUNDAY PATROLLING

Longhedge Jn - Clapham Jn Down Ludgate 0630 – 0750

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0050 to 0630 Sun Down/ Up Latchmere Curve BLOCKED	0050 to 0630 Sun Down/ Up Latchmere Curve BLOCKED	0050 to 0630 Sun Down/ Up Latchmere Curve BLOCKED	0050 to 0630 Sun Down/ Up Latchmere Curve BLOCKED	0050 to 0630 Sun Down/ Up Latchmere Curve BLOCKED	Isolations to be taken alongside SO250 Longhedge Jn to Clapham Junction
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	Standard Possession Opportunities not available					

SW225 POINT PLEASANT JN TO WIMBLEDON

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0130 Sun to 0630 Sun Down and Up / Single BLOCKED	0130 Sun to 0630 Sun Down and Up / Single BLOCKED	0130 Sun to 0630 Sun Down and Up / Single BLOCKED	0130 Sun to 0630 Sun Down and Up / Single BLOCKED	0130 Sun to 0630 Sun Down and Up / Single BLOCKED	Possessions must finish by 0515 when services are diverted via East Putney
	SUN/ MON	0130 to 0430 Mon Down and Up / Single BLOCKED	0130 to 0430 Mon Down and Up / Single BLOCKED	0130 to 0430 Mon Down and Up / Single BLOCKED	0130 to 0430 Mon Down and Up / Single BLOCKED	0130 to 0430 Mon Down and Up / Single BLOCKED	
	MID WEEK	0130 T-S to 0430 T-S Down and Up / Single BLOCKED					
	WEEK END	0130 to 0630 Sun Down and Up BLOCKED	0130 to 0630 Sun Down and Up BLOCKED	0130 to 0630 Sun Down and Up BLOCKED	0130 to 0630 Sun Down and Up BLOCKED	0130 to 0630 Sun Down and Up BLOCKED	Possessions must finish by 0515 when services are diverted via East Putney
	SUN/ MON	0130 to 0430 Mon Down and Up BLOCKED	0130 to 0430 Mon Down and Up BLOCKED	0130 to 0430 Mon Down and Up BLOCKED	0130 to 0430 Mon Down and Up BLOCKED	0130 to 0430 Mon Down and Up BLOCKED	
	MID WEEK	0130 T-S to 0430 T-S Down and Up BLOCKED					

Notes:

Disruptive possessions on SW225 require a Possessions Meeting to be convened with London Underground. Contact Julian Wardrop by email at Julian.wardrop@tube.tfi.gov.uk.

SW230 BARNES TO FELTHAM JN / WHITTON JN (VIA HOUNSLOW)

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0055 to 0735 Sun = 30mins Down and Up Hounslow BLOCKED	0055 to 0735 Sun = 30mins Down and Up Hounslow BLOCKED	0055 to 0735 Sun = 30mins Down and Up Hounslow BLOCKED	0055 to 0735 Sun = 30mins Down and Up Hounslow BLOCKED	0055 to 0735 Sun = 30mins Down and Up Hounslow BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Sunday/Morning possessions available when freight diverted via West London line only
	MID WEEK	Standard Possession Opportunities not available					
	WEEK END	0110 to 0720 Sun = 30mins Down and Up Hounslow BLOCKED	0110 to 0720 Sun = 30mins Down and Up Hounslow BLOCKED	0110 to 0720 Sun = 30mins Down and Up Hounslow BLOCKED	0110 to 0720 Sun = 30mins Down and Up Hounslow BLOCKED	0110 to 0720 Sun = 30mins Down and Up Hounslow BLOCKED	
	SUN/ MON	0040 to 0440 Mon = 20mins Down and Up Hounslow BLOCKED	0040 to 0440 Mon = 20mins Down and Up Hounslow BLOCKED	0040 to 0440 Mon = 20mins Down and Up Hounslow BLOCKED	0040 to 0440 Mon = 20mins Down and Up Hounslow BLOCKED	0040 to 0440 Mon = 20mins Down and Up Hounslow BLOCKED	
	MID WEEK	0110 T-S to 0505 T-S = Start 30mins & End -10mins Down and Up Hounslow BLOCKED					

SW245 TWICKENHAM TO SHACKLEGATE JN / FULWELL JN

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0245 to 0615 Sun = -10mins All Lines BLOCKED	0245 to 0615 Sun = -10mins All Lines BLOCKED	0245 to 0615 Sun = -10mins All Lines BLOCKED	0245 to 0615 Sun = -10mins All Lines BLOCKED	0245 to 0615 Sun = -10mins All Lines BLOCKED	Possessions limits must be clear of Strawberry Hill Depot
	SUN/ MON	0145 to 0430 Mon All Lines BLOCKED	0145 to 0430 Mon All Lines BLOCKED	0145 to 0430 Mon All Lines BLOCKED	0145 to 0430 Mon All Lines BLOCKED	0145 to 0430 Mon All Lines BLOCKED	Possessions limits must be clear of Strawberry Hill Depot
	MID WEEK	0145 T-S to 0430 T-S All Lines BLOCKED					Possessions limits must be clear of Strawberry Hill Depot

SW250 STAINES TO WINDSOR AND ETON RIVERSIDE

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0025 Sun to 0620 Sun Down and Up Windsor BLOCKED	0025 Sun to 0620 Sun Down and Up Windsor BLOCKED	0025 Sun to 0620 Sun Down and Up Windsor BLOCKED	0025 Sun to 0620 Sun Down and Up Windsor BLOCKED	0025 Sun to 0620 Sun Down and Up Windsor BLOCKED	
	SUN/ MON	0005 Mon to 0515 Mon Down and Up Windsor BLOCKED	0005 Mon to 0515 Mon Down and Up Windsor BLOCKED	0005 Mon to 0515 Mon Down and Up Windsor BLOCKED	0005 Mon to 0515 Mon Down and Up Windsor BLOCKED	0005 Mon to 0515 Mon Down and Up Windsor BLOCKED	
	MID WEEK	0025 T-F to 0515 T-F 0025 S to 0530 S Down and Up Windsor BLOCKED					

SW255 VIRGINIA WATER TO WEYBRIDGE / BYFLEET JN

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0055 to 0620 Sun Down and Up Chertsey BLOCKED = Start 15mins & End -10mins	0055 to 0620 Sun Down and Up Chertsey BLOCKED = Start 15mins & End -10mins	0055 to 0620 Sun Down and Up Chertsey BLOCKED = Start 15mins & End -10mins	0055 to 0620 Sun Down and Up Chertsey BLOCKED = Start 15mins & End -10mins	0055 to 0620 Sun Down and Up Chertsey BLOCKED = Start 15mins & End -10mins	
	SUN/ MON	0055 to 0505 Mon Down and Up Chertsey BLOCKED = Start 10mins & End -10mins	0055 to 0505 Mon Down and Up Chertsey BLOCKED = Start 10mins & End -10mins	0055 to 0505 Mon Down and Up Chertsey BLOCKED = Start 10mins & End -10mins	0055 to 0505 Mon Down and Up Chertsey BLOCKED = Start 10mins & End -10mins	0055 to 0505 Mon Down and Up Chertsey BLOCKED = Start 10mins & End -10mins	
	MID WEEK	0055 T-S to 0505 T-S Down and Up Chertsey BLOCKED = Start 15mins & End -25mins					

SW260 ASCOT TO ASH VALE JN

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0110 to 0740 Sun Down and Up Frimley/ Single BLOCKED	0110 to 0740 Sun Down and Up Frimley/ Single BLOCKED	0110 to 0740 Sun Down and Up Frimley/ Single BLOCKED	0110 to 0740 Sun Down and Up Frimley/ Single BLOCKED	0110 to 0740 Sun Down and Up Frimley/ Single BLOCKED	
	SUN/ MON	0030 Mon to 0510 Mon Down and Up Frimley/ Single BLOCKED	0030 Mon to 0510 Mon Down and Up Frimley/ Single BLOCKED	0030 Mon to 0510 Mon Down and Up Frimley/ Single BLOCKED	0030 Mon to 0510 Mon Down and Up Frimley/ Single BLOCKED	0030 Mon to 0510 Mon Down and Up Frimley/ Single BLOCKED	
	MID WEEK	0120 T-F to 0510 T-F = 30mins 0120 S to 0510 S = 10mins Down and Up Frimley/ Single BLOCKED					

SW265 GUILDFORD NORTH JN TO WOKINGHAM JN

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0130 to 0625 Sun Down and Up Ash Branch BLOCKED	0130 to 0625 Sun Down and Up Ash Branch BLOCKED	0130 to 0625 Sun Down and Up Ash Branch BLOCKED	0130 to 0625 Sun Down and Up Ash Branch BLOCKED	0130 to 0625 Sun Down and Up Ash Branch BLOCKED	
	SUN/ MON	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	Standard Possession Opportunities not available	
	MID WEEK	0130 T-S to 0450 T-S Down and Up Ash Branch BLOCKED					
	WEEK END	0050 to 0625 Sun Down and Up Ash Branch BLOCKED	0050 to 0625 Sun Down and Up Ash Branch BLOCKED	0050 to 0625 Sun Down and Up Ash Branch BLOCKED	0050 to 0625 Sun Down and Up Ash Branch BLOCKED	0050 to 0625 Sun Down and Up Ash Branch BLOCKED	
	SUN/ MON	0010 to 0420 Mon Down Ash Branch BLOCKED 0040 to 0450 Mon Up Ash Branch BLOCKED	0010 to 0420 Mon Down Ash Branch BLOCKED 0040 to 0450 Mon Up Ash Branch BLOCKED	0010 to 0420 Mon Down Ash Branch BLOCKED 0040 to 0450 Mon Up Ash Branch BLOCKED	0010 to 0420 Mon Down Ash Branch BLOCKED 0040 to 0450 Mon Up Ash Branch BLOCKED	0010 to 0420 Mon Down Ash Branch BLOCKED 0040 to 0450 Mon Up Ash Branch BLOCKED	
	MID WEEK	0015 T-S to 0500 T-S Down Ash Branch BLOCKED 0025 T-S to 0450 T-S Up Ash Branch BLOCKED					

SW265 GUILDFORD NORTH JN TO WOKINGHAM JN continued...

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0030 to 0650 Sun Down Blackwater BLOCKED 0010 to 0610 Sun Up Blackwater BLOCKED	0030 to 0650 Sun Down Blackwater BLOCKED 0010 to 0610 Sun Up Blackwater BLOCKED	0030 to 0650 Sun Down Blackwater BLOCKED 0010 to 0610 Sun Up Blackwater BLOCKED	0030 to 0650 Sun Down Blackwater BLOCKED 0010 to 0610 Sun Up Blackwater BLOCKED	0030 to 0650 Sun Down Blackwater BLOCKED 0010 to 0610 Sun Up Blackwater BLOCKED	
	SUN/ MON	0030 to 0610 Mon Down Blackwater BLOCKED 0040 to 0440 Mon Up Blackwater BLOCKED	0030 to 0610 Mon Down Blackwater BLOCKED 0040 to 0440 Mon Up Blackwater BLOCKED	0030 to 0610 Mon Down Blackwater BLOCKED 0040 to 0440 Mon Up Blackwater BLOCKED	0030 to 0610 Mon Down Blackwater BLOCKED 0040 to 0440 Mon Up Blackwater BLOCKED	0030 to 0610 Mon Down Blackwater BLOCKED 0040 to 0440 Mon Up Blackwater BLOCKED	
	MID WEEK	0030 T-S to 0600 T-S Down Blackwater BLOCKED 0010 T-S to 0435 T-S Up Blackwater BLOCKED					

SW300 GOMSHALL TO SHALFORD JN

SECTION		Periods A and B 10.12.2017 to 11.02.2018	Period C 12.02.2018 to 25.03.2018	Period D 26.03.2018 to 19.05.2018	Periods E to G 20.05.2018 to 09.09.2018	Periods H and J 10.09.2018 to 08.12.2018	REMARKS
	WEEK END	0001 to 0630 Sun Down Reading BLOCKED 0035 to 0645 Sun Up Reading BLOCKED	0001 to 0630 Sun Down Reading BLOCKED 0035 to 0645 Sun Up Reading BLOCKED	0001 to 0630 Sun Down Reading BLOCKED 0035 to 0645 Sun Up Reading BLOCKED	0001 to 0630 Sun Down Reading BLOCKED 0035 to 0645 Sun Up Reading BLOCKED	0001 to 0630 Sun Down Reading BLOCKED 0035 to 0645 Sun Up Reading BLOCKED	
	SUN/ MON	2355 Sun to 0540 Mon Down Reading BLOCKED 0030 to 0505 Mon Up Reading BLOCKED	2355 Sun to 0540 Mon Down Reading BLOCKED 0030 to 0505 Mon Up Reading BLOCKED	2355 Sun to 0540 Mon Down Reading BLOCKED 0030 to 0505 Mon Up Reading BLOCKED	2355 Sun to 0540 Mon Down Reading BLOCKED 0030 to 0505 Mon Up Reading BLOCKED	2355 Sun to 0540 Mon Down Reading BLOCKED 0030 to 0505 Mon Up Reading BLOCKED	
	MID WEEK	0005 to 0510 T-S Down Reading BLOCKED 0035 T-S to 0510 T-S Up Reading BLOCKED					

System Operator: Capability & Capacity Analysis

**South Western Main Line 2018 Path
Capacity Study – Phases 1 to 3**


Report


Capability & Capacity Analysis


South Western Main Line 2018 Path Capacity Study – Phases 1 to 3

Report

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002	Timetable Planning Rules	V4.0	July 2017
003	Southampton to West Midlands Final Report	V2.0	06/06/2017

Abbreviations	
Acronym	Meaning
C&CA	Capability & Capacity Analysis
Dec16	December 2016
Dec17	December 2017
Dec18	December 2018
ECS	Empty Coaching Stock
SW	SouthWest
TPRs	Timetable Planning Rules
TPS	Timetable Planning System
TT	Timetable

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1. Executive Summary

The aim of this analysis is to assess the December 2018 (Dec18) timetable, to identify if the aspirations of Alliance Grand Southern and the Southwest franchise aspirations can be accommodated in conjunction with other operator's existing paths.

Whilst not specified in the remit, it was identified during the course of this analysis, it would be appropriate to include the future aspirations for lengthened freight of 775m (at increased trailing weights of 1600t/1800t) from the recently completed analysis for the *Southampton-West Mids Freight Lengthening Project*.

The analysis has been done in three phases:

Phase 1 – TPR Compliance Check

An assessment was undertaken to determine if the Alliance aspirations alongside the franchise aspirations and other operator's existing path rights can operate compliantly to the Timetable Planning Rules (TPRs).

The entirety of the concept train plan was not validated; rather sections of the concept train plan were validated around where Alliance has aspirations to run paths.

It was not possible to achieve Timetable Planning Rules' compliance by simply adding the Alliance aspirational paths to the franchise aspirational concept train plan. This applies to all operating days; Monday to Friday, Saturday and Sunday.

Phase 2 – Dec18 Concept Train Plan Flexing

Analysis was undertaken to flex paths accordingly to achieve compliance to the TPRs. Flexing was predominantly made on Alliance and franchise aspirational paths, as these aspirations mainly interact with each other and neither have current access rights for their paths. The flexing of these aspirational paths was done to make the best use of capacity in the concept train plan.

Flexing to other operators paths where access rights are held was avoided where possible. Where flexing was necessary it was done within a parameter of no more than 5 minutes, and returning to booked times at the next nearest location.

All non-compliances to the TPRs identified in Phase 1 were assessed for all operating days; train paths were then flexed appropriately to ensure a concept train plan could be created with TPR compliance. Flexing has been undertaken to make the best use of the capacity.

With the exception of one of the Alliance (Monday-Friday) aspirational paths, it has been possible within the flexing constraints to accommodate the Alliance's aspirations for Dec18 in a TPR compliant manner with the franchise aspirations and other operator's existing paths.

The key findings for each of the operating days are as follows:

Monday to Friday (SX)

Of 28 Alliance aspirational paths, 5 could be accommodated in the concept train plan without having to flex any trains.

22 Alliance aspirational paths could be accommodated by applying flexing to the concept train plan; all flexing was within the constraints and undertaken to make the concept train plan TPR compliant.

1 of the Alliance aspirational paths could not be made TPR compliant within the flexing constraints of the analysis. A decision would be required on how the capacity is allocated between operators.

Saturday (SO)

Of 21 Alliance aspirational paths, 6 could be accommodated in the concept train plan without having to flex any trains. These Alliance trains were all Empty Coaching Stock (ECS) moves.

The remaining 15 Alliance aspirational paths could be accommodated by applying flexing to the concept train plan; all flexing was within the constraints and undertaken to make the concept train plan TPR compliant.

Sunday (Su)

Of 22 Alliance aspirational paths, 9 could be accommodated in the concept train plan without having to flex any trains. 6 of these Alliance trains were all Empty Coaching Stock (ECS) moves, the remaining 3 trains were Class 1 passenger services.

The remaining 13 Alliance aspirational paths could be accommodated by applying flexing to the concept train plan; all flexing was within the constraints and undertaken to make the concept train plan TPR compliant.

Southampton to West Midlands Freight Lengthening

The longer/heavier freight aspirational paths were assessed in the concept train plan after the above mentioned flexing had been made. Therefore the freight assessment was made with the Alliance and franchise aspirations being TPR compliant.

The freight aspirational paths were taken from the analysis carried out for the Southampton to West Midlands Freight Lengthening Timetable Validation project, report dated 6 June 2017.

18 of the 44 longer/heavier freight aspirational paths could not operate in conjunction with the Alliance and franchise aspirations during an initial assessment.

However, after applying flexing to the concept train plan, within the flexing constraints it was possible to accommodate 13 of the 18 aspirational freight paths in the concept train plan in compliance with the TPRs

The remaining 5 freight paths all conflict with franchise aspirational paths only (not Alliance paths), and could not be accommodated compliantly by flexing within the constraints for this analysis. An initial assessment suggests the conflicting franchise aspirational paths would have to be removed from the concept train plan in order to accommodate the remaining 5 freight paths identified in the previous study.

Phase 3 – Capacity Assessment

A capacity assessment was completed of the Wessex mainline (SW105 route) where the Alliance aspirations are proposed to operate. The assessment covered from 05:00 until 22:59 as this time period covers when the Alliance aspirational paths are proposed to operate within and calculated the capacity usage at four key locations; Clapham Junction, Farnborough, Winchester and Eastleigh.

The capacity usage was calculated for both the Dec16 Current Timetable and the Dec18 Concept Train Plan to enable a comparison between the two.

The findings show that the Dec18 Concept Train Plan has a higher capacity usage at the four locations than the Dec16 Current Timetable. Alliance aspirational paths amount to an increase in average capacity usage of 2.29% (1/3rd of the overall total increase). However, the majority of the increase in average usage is as a result of the aspirational paths of the SW franchise (increase of 4.58%, 2/3rds of the overall total increase).

It should be noted that the results of this capacity assessment do not infer the potential impact if any on timetable or train performance. Any assessment and comments regarding performance are to be provided by the Southwest Route Team.

2. Introduction

From the December 2017 timetable (Dec17 TT) Alliance Grand Southern aspire to operate trains on the Wessex mainline between London Waterloo and Southampton Central.

Alliance Grand Southern has bid paths which are currently being assessed within the December 2017 timetable.

As the franchise timetable is likely to change between Dec17 and Dec18 this piece of analysis was required to assess whether Alliance's aspirational paths can be accommodated in the 2018 concept train plan alongside the aspired franchise services and those existing rights held by other operators.

There is also a future aspiration for freight between Southampton and the West Midlands to operate at an increased length of 775m, with increased trailing weights of 1600t/1800t. The analysis for this aspiration has been previously completed against the Dec16 TT under the *Southampton-West Mids Freight Lengthening Project*. Whilst not included in the remit for this analysis, the findings of the freight lengthening project were assessed for this analysis and considered with the Alliance and franchise aspirations for Dec18.

2.1. Aims & Objectives

The objective of the analysis was to assess the concept train plan for December 2018 to identify if Alliance's aspired level of service can be accommodated alongside the rights held by other operators and the aspirations of the new SW franchise operator, as well as the future freight aspirations.

All paths needed to be compliant with the Timetable Planning Rules. If this could not be achieved then a separate assessment was needed to identify whether they can be operated compliantly. An additional assessment was required to determine what capacity the concept train plan uses.

3. Assumptions & Methodology

3.1. Assumptions

3.1.1. Geographic Scope

The geographic scope for the analysis was the Southwest mainline between London Waterloo and Southampton Central which runs via Clapham Junction, Woking and Basingstoke.



Figure 1. Map of the Southwest network – main line highlighted.

3.1.2. Boundaries

Location	Line of Route Code
London Waterloo	SW100
Clapham Junction	SW100 / SW105
Southampton Central	SW105

3.1.3. Concept train plan Scope

The analysis initially assessed a weekday concept train plan between the hours of 0700-2000 at London Waterloo. In terms of the peak hours these are assumed to be taken at London Waterloo as follows:

- Morning Peak 0700 to 1000
- Evening Peak 1600 to 2000

This was followed by assessments of the Saturday and Sunday concept train plans between the hours 0700-2000.

3.1.4. Timetable Planning Rules (TPRs)

The analysis used the 2018 Timetable Planning Rules v3.0.

3.1.5. Exceptions to the TPRs

There were no exceptions to the TPRs used within the analysis.

3.1.6. Timing Load Assumptions

All timing loads were as per the aspirational paths provided by Alliance, the SW franchise concept train plan, and other operators as per their paths in the May 2017 timetable.

The exceptions were the freight paths with increased lengths and weights as per the output of the Southampton-West Midlands Freight Lengthening Project.

3.1.7. Concept Train Plan Base

The base for the analysis was taken to be the paths which other operators currently hold rights to in the May 2017 timetable which will still be in effect as of December 2018.

To this the SW franchise aspired service concept train plan as bid as part of the SW Franchise process was overlaid along with the Alliance aspirational paths.

Confirmation was sought from FirstGroup that their concept train plan as bid during the franchise process was still representative of the timetable they intend to operate. Where they advised there were changes to the bid concept train plan, these changes were incorporated into the base for this analysis and highlighted as deviations from the bid concept train plan.

3.1.8. Concept Train Plan Variants

Following assessment of the base, the freight paths as per the output of the Southampton-West Midlands Freight Lengthening Project were inserted for an assessment to be completed with the future freight aspirations.

3.1.9. Base Infrastructure

The base infrastructure for the analysis was as per the current infrastructure with the addition of the London Waterloo enhancements; platforms 20-24 reopened and extensions at platforms 1 to 6.

3.2. Methodology

A project was created in the Timetable Planning System (TPS); this project incorporated the aspired SW franchise concept train plan, aspired Alliance paths and all other operator paths with current rights (the concept train plan base).

With all services combined in the TPS project an assessment was carried out to assure the correct quantum of train paths (including freight) were present for the analysis.

3.2.1. Phase 1 – TPR Compliance Check

Once the quantum of train paths had been assured to be correct, analysis was undertaken to assess if the Alliance aspirations alongside the franchise aspirations and other operator's existing path rights are compliant with the minimum values stated in the Timetable Planning Rules (TPRs) 2018 v3.0.

The entirety of the concept train plan was not validated; rather sections of the concept train plan were validated around where Alliance has aspirations to run paths.

3.2.2. Phase 2 – Dec18 Concept Train Plan Flexing

In the event that the Alliance aspirations could not be directly accommodated in the concept train plan base, the analysis explored the options available to accommodate the paths by flexing any paths in the concept train plan in order to achieve TPR compliant paths.

Flexing was predominantly made on Alliance and franchise aspirational paths, as these aspirations mainly interact with each other and neither have current access rights for their paths. The flexing of these aspirational paths was done to make the best use of capacity in the concept train plan.

Flexing to other operators paths where access rights are held was avoided where possible. Where flexing was necessary it was done within a parameter of no more than 5 minutes, and returning to booked times at the next nearest location.

Details of the options identified through the flexing of paths have been documented and are provided as part of the report (see Appendix A).

In determining the options available to accommodating all paths together, all paths needed to be compliant with the minimum values stated in the Timetable Planning Rules (TPRs) 2018 v3.0.

The paths from the Southampton-West Midlands Freight Lengthening Project were then inserted, replacing the current concept train plan versions in order to assess the Alliance and franchise aspirations in conjunction with the future freight aspirations.

3.2.3. Phase 3 – Capacity Assessment

Phase 3 of the analysis assessed the capacity usage on the Wessex mainline (SW105 route) where the Alliance aspirations are proposed to operate. The assessment covered from 05:00 until 22:59 as this time period covers when the Alliance aspirational paths are proposed to operate within.

The assessment focused on selected compulsory timing points spread along the route; Clapham Junction, Farnborough, Winchester and Eastleigh.

These four locations were chosen to represent the majority of the Southwest Main Line: Clapham Junction is the timing point that all Main Line services will travel through, Farnborough is the closest mandatory timing point to Winchfield, where all Alliance paths are assumed to change running lines, Winchester is the mandatory timing point in the 2-track section of the line and many services will originate or terminate at Eastleigh T&RSMD via Eastleigh station.

The intention was to also undertake the assessment at Basingstoke, Woking and Southampton Central, however due to the complexity of the operations at these locations it was not possible to carry out accurate analysis in the time available.

The capacity for the December 18 Concept Train Plan was assessed by extracting the services from TPS, then interrogating them using excel to produce a list of routeings through each of the four locations, along with the number of services using each routing in a given hour. The TPRs were then used to assign a capacity usage value to each routing, which could be used to calculate the capacity usage in minutes during hour blocks.

The capacity value for each routing was calculated by separating each timing point out into platforms and lines at each side of the timing point and determining how soon after the given routing that the line or platform could be occupied by another service.

The capacity usage in an hour was averaged over the lines at either side of the timing point and the platforms and the maximum of these three averages was considered to be the capacity usage for the station in that hour.

An identical assessment was then undertaken for the December 16 timetable to enable a comparison between the capacity usage in the current operating timetable and the proposed concept train plan.

4. Findings

4.1. Network Rail Strategic Paths

Network Rail Strategic Paths for freight are included in the concept train plan as other operator paths; as part of the analysis it has not been necessary to assess these paths in detail as they did not fall within the sections for analysis, based on Alliance aspirations.

As part of this analysis it has been noted that there may be clashes between Network Rail Strategic paths and franchise aspirational paths. This is due to decisions made in the franchise process to remove Network Rail Strategic paths from the paths that the franchise bidders had to consider.

Further analysis may be required to ensure that Network Rail Strategic paths and franchise aspirational paths are TPR compliant with one another.

4.2. Phase 1 – TPR Compliance Check

It was not possible to achieve Planning Rules' compliance by simply adding the Alliance Aspirational paths to the Franchise aspirational concept train plan. This applies to all operating days; Monday to Friday, Saturday and Sunday.

Consequently Phase 2 of the analysis was undertaken to flex paths accordingly to achieve a TPR compliant concept train plan.

4.3. Phase 2 – Dec18 Concept Train Plan Flexing

Monday to Friday (SX)

All non-compliances to the TPRs have been assessed for the Monday to Friday concept train plan and train paths have been flexed appropriately, within the constraints, to ensure TPR compliance. The flexing has been done to make the best use of the capacity.

Of the total of 28 Alliance aspirational paths, 5 could be accommodated in the concept train plan without having to flex any trains.

22 Alliance aspirational paths could be accommodated by applying flexing to the concept train plan; all flexing was within the constraints and undertaken to make the concept train plan TPR compliant.

Details of all flexing and valid paths are listed in Appendix A, in order of the Alliance aspirational path train head codes.

1 of the Alliance aspirational paths could not be made TPR compliant within the flexing constraints of the analysis.

This is the Alliance path 1B52MT (Southampton to Waterloo), with the lack of spare capacity being from Worting Junction, which becomes more constrained from Surbiton, then further from Wimbledon. The aspiration is to operate this path in the evening peak, with 1B52MT being the additional evening peak Alliance aspiration for the Dec18 timetable.

Adding timing allowances to flex trains to meet compliance would require amendments to at least 13 services before a sufficient break in the concept train plan occurs, moving towards the end of the evening peak. Flexing services would also result in later arrivals in Waterloo, which would impact the subsequent departures from Waterloo of the services formed from the arrivals.

Three options have been considered for resolving the conflict identified in the concept train plan:

- Run 1B52MT in the franchise aspirational path for 1L56CA (Exeter St Davids to Waterloo via Salisbury) from Worting Junction. The impact of this option would be losing the Exeter service altogether or turning round at either Salisbury or Andover which would lose the connection to London (Waterloo). The option to run 1L56CA to Basingstoke and turnround is not viable as a non-compliance occurs before Basingstoke, at Worting Junction.
- Run 1B52MT in the franchise aspirational path for 1B30CA (Poole to Waterloo) from Southampton. The impact of this option would be to run 1B30CA from Poole to Southampton, departing Poole 2mins earlier, providing connectivity at Southampton with 1B52MT for the onward journey to Waterloo.
- Remove the aspiration to run 1B52MT from the concept train plan in order to ensure a TPR compliance can be maintained

From a TPR point of view, with the exception of the one section above, it has been possible to accommodate Alliance and franchise aspirations in conjunction with other operator's existing paths in a TPR compliant manner.

Saturday (SO)

All non-compliances to the TPRs have been assessed for the Saturday concept train plan and train paths have been flexed appropriately, within the constraints, to ensure TPR compliance. The flexing has been done to make the best use of the capacity.

Of the total of 21 Alliance aspirational paths, 6 could be accommodated in the concept train plan without having to flex any trains. These Alliance trains were all Empty Coaching Stock (ECS) moves.

The remaining 15 Alliance aspirational paths could be accommodated by applying flexing to the concept train plan; all flexing was within the constraints and undertaken to make the concept train plan TPR compliant.

Details of all flexing and valid paths are listed in Appendix A, in order of the Alliance aspirational path train head codes.

From a TPR point of view, it has been possible to accommodate Alliance and franchise aspirations in conjunction with other operator's existing paths in a TPR compliant manner.

Sunday (Su)

All non-compliances to the TPRs have been assessed for the Sunday concept train plan and train paths have been flexed appropriately, within the constraints, to ensure TPR compliance. The flexing has been done to make the best use of the capacity.

Of the total of 22 Alliance aspirational paths, 9 could be accommodated in the concept train plan without having to flex any trains. 6 of these Alliance trains were all Empty Coaching Stock (ECS) moves, the rest were Class 1 passenger services.

The remaining 13 Alliance aspirational paths could be accommodated by applying flexing to the concept train plan; all flexing was within the constraints and undertaken to make the concept train plan TPR compliant.

Details of all flexing and valid paths are listed in Appendix A, in order of the Alliance aspirational path train head codes.

From a TPR point of view, it has been possible to accommodate Alliance and franchise aspirations in conjunction with other operator's existing paths in a TPR compliant manner.

Southampton to West Midlands Freight Lengthening

With the paths from the Southampton-West Midlands Freight Lengthening Project inserted, the Dec18 concept train plan was re-assessed to determine how the future freight aspirations are effected by the Alliance and franchise aspirations.

The re-assessment was done against the version of the Dec18 concept train plan created within this study, following the flexing of any services as detailed above and in Appendix A. This was to ensure that TPR compliance had been met before the future freight aspirations were added.

The output of the lengthening project had determined that 44 freight paths could operate in the current (Dec16) timetable at increased length and weight.

The initial re-assessment of the Dec18 concept train plan found that 18 of the longer/heavier freight aspirational paths could not operate in conjunction with the Alliance and franchise aspiration during an initial assessment.

However, after applying flexing to the concept train plan, within the flexing constraints it was possible to accommodate 13 of the aspirational freight paths in the concept train plan in a compliance with the TPRs

The remaining 5 freight paths all conflict with franchise aspirational paths only (not Alliance paths), and could not be accommodated compliantly by flexing within the constraints for this analysis. An initial assessment suggests the conflicting franchise aspirational paths would have to be removed from the concept train plan in order to accommodate the remaining 5 freight paths identified in the previous study.

4.4. Phase 3 – Capacity Assessment

The capacity assessment was undertaken for each hour between 05:00 and 22:59 over the four key timing points along the Southwest Main Line: Clapham Junction, Farnborough, Winchester and Eastleigh.

Ideally the assessment would have been carried out at Basingstoke, Woking and Southampton Central; however, due the complexity of the operations at these locations it was not possible to carry out accurate analysis in the time available.

The capacity usage (see Methodology section 3.2.3) in an hour was averaged over the lines at either side of the timing point and the platforms, and the maximum of these three averages was considered to be the capacity usage for the station in that hour.

To enable comparisons, the capacity usage has been calculated for the Dec18 Concept Train Plan including the Alliance Paths (All trains), the Dec18 Concept Train Plan excluding the Alliance Paths and the Dec16 Current Timetable.

The full results are in **Table 1. Capacity Usage Results and Comparison Table** shown on the next page.

The difference column is the increase or decrease in capacity usage between the December 16 current operating timetable and the December 18 Concept Train Plan;

- 0.00% = no change.
- 0.01% and above = an increase in capacity usage in the December 18 Concept Train Plan.
- -0.01% and below = a decrease in capacity usage in the December 18 Concept Train Plan.

Increases and decreases are absolute percentage changes over 60 minutes; for example a current usage of 50% indicates that the location is occupied for 30 minutes within the hour. A 10% increase to 60% in the concept train plan means the location would be occupied for 36 minutes in the hour.

The average column and row show the difference in average capacity per hour for all locations (column) and the average for each location across all hours (row). The table shows the average capacity usage increases at all locations and across all hours.

The bottom right cell of the table shows the total average difference for all locations, across all hours with a capacity usage increase of 6.87%.

Table 2. Dec18 Concept Train Plan Breakdown shows the total capacity usage of the Dec18 Concept Train Plan, the usage with the Alliance paths excluded and the usage of the Alliance paths.

Capability & Capacity Analysis

South Western Main Line 2018 Path Capacity Study – Phases 1 to 3

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	Dec 18 Concept Train Plan				Dec 16 Current Operating Timetable				Difference				Average
	Clapham Jn.	Farnborough	Winchester	Eastleigh	Clapham Jn.	Farnborough	Winchester	Eastleigh	Clapham Jn.	Farnborough	Winchester	Eastleigh	
0500-0559	18.83%	5.83%	32.92%	28.50%	11.67%	4.17%	16.25%	23.33%	7.17%	1.67%	16.67%	5.17%	7.67%
0600-0659	57.17%	24.38%	52.50%	38.13%	42.33%	14.38%	33.75%	37.92%	14.83%	10.00%	18.75%	0.21%	10.95%
0700-0759	70.50%	31.25%	47.92%	37.17%	61.67%	25.00%	47.92%	33.33%	8.83%	6.25%	0.00%	3.83%	4.73%
0800-0859	73.67%	31.25%	61.25%	33.50%	66.83%	24.38%	44.58%	28.75%	6.83%	6.88%	16.67%	4.75%	8.78%
0900-0959	71.00%	35.00%	55.00%	34.33%	62.17%	32.50%	56.67%	39.79%	8.83%	2.50%	-1.67%	-5.46%	1.05%
1000-1059	66.00%	32.50%	60.83%	25.63%	60.33%	32.50%	43.33%	27.92%	5.67%	0.00%	17.50%	-2.29%	5.22%
1100-1159	67.17%	30.00%	46.67%	30.83%	60.83%	33.75%	44.17%	28.33%	6.33%	-3.75%	2.50%	2.50%	1.90%
1200-1259	66.00%	31.25%	64.17%	39.38%	61.00%	32.50%	48.75%	25.83%	5.00%	-1.25%	15.42%	13.54%	8.18%
1300-1359	66.50%	31.25%	58.33%	29.79%	60.50%	33.75%	45.00%	23.13%	6.00%	-2.50%	13.33%	6.67%	5.88%
1400-1459	66.00%	28.75%	56.67%	28.75%	62.83%	28.75%	49.17%	22.08%	3.17%	0.00%	7.50%	6.67%	4.33%
1500-1559	66.00%	33.75%	55.00%	30.83%	60.83%	28.75%	45.00%	23.54%	5.17%	5.00%	10.00%	7.29%	6.86%
1600-1659	69.33%	32.50%	58.33%	30.83%	57.50%	31.25%	46.67%	25.50%	11.83%	1.25%	11.67%	5.33%	7.52%
1700-1759	77.33%	37.92%	62.92%	28.75%	60.17%	29.79%	48.75%	30.00%	17.17%	8.13%	14.17%	-1.25%	9.55%
1800-1859	75.33%	36.67%	57.50%	32.00%	61.00%	30.83%	48.75%	34.58%	14.33%	5.83%	8.75%	-2.58%	6.58%
1900-1959	72.17%	34.17%	55.83%	33.83%	66.33%	27.50%	42.50%	21.83%	5.83%	6.67%	13.33%	12.00%	9.46%
2000-2059	66.67%	31.25%	62.50%	26.67%	58.50%	30.21%	43.33%	28.13%	8.17%	1.04%	19.17%	-1.46%	6.73%
2100-2159	65.33%	30.00%	48.75%	44.33%	57.00%	24.17%	42.92%	38.67%	8.33%	5.83%	5.83%	5.67%	6.42%
2200-2259	65.83%	27.50%	40.42%	26.83%	44.33%	16.67%	32.08%	20.42%	21.50%	10.83%	8.33%	6.42%	11.77%
Average									9.17%	3.58%	11.00%	3.72%	6.87%

Table 1. Capacity Usage Results and Comparison Table

Capability & Capacity Analysis

South Western Main Line 2018 Path Capacity Study – Phases 1 to 3

Report

	December 18 Concept Train Plan (Total)				Dec18 Concept Train Plan Without Alliance Paths				Dec18 Concept Train Plan Alliance Paths Only				Average
	Clapham Jn.	Farnborough	Winchester	Eastleigh	Clapham Jn.	Farnborough	Winchester	Eastleigh	Clapham Jn.	Farnborough	Winchester	Eastleigh	
0500-0559	18.83%	5.83%	32.92%	28.50%	18.83%	5.83%	29.17%	27.33%	0.00%	0.00%	3.75%	1.17%	1.23%
0600-0659	57.17%	24.38%	52.50%	38.13%	55.83%	23.13%	52.50%	38.13%	1.33%	1.25%	0.00%	0.00%	0.65%
0700-0759	70.50%	31.25%	47.92%	37.17%	69.83%	30.00%	44.17%	34.67%	0.67%	1.25%	3.75%	2.50%	2.04%
0800-0859	73.67%	31.25%	61.25%	33.50%	72.33%	30.00%	53.33%	28.50%	1.33%	1.25%	7.92%	5.00%	3.88%
0900-0959	71.00%	35.00%	55.00%	34.33%	69.00%	32.50%	55.00%	34.33%	2.00%	2.50%	0.00%	0.00%	1.13%
1000-1059	66.00%	32.50%	60.83%	25.63%	65.33%	31.25%	52.92%	20.83%	0.67%	1.25%	7.92%	4.79%	3.66%
1100-1159	67.17%	30.00%	46.67%	30.83%	65.00%	28.75%	42.50%	28.83%	2.17%	1.25%	4.17%	2.00%	2.40%
1200-1259	66.00%	31.25%	64.17%	39.38%	65.33%	30.00%	60.42%	36.46%	0.67%	1.25%	3.75%	2.92%	2.15%
1300-1359	66.50%	31.25%	58.33%	29.79%	64.33%	30.00%	54.17%	27.92%	2.17%	1.25%	4.17%	1.88%	2.36%
1400-1459	66.00%	28.75%	56.67%	28.75%	65.33%	27.50%	52.92%	25.83%	0.67%	1.25%	3.75%	2.92%	2.15%
1500-1559	66.00%	33.75%	55.00%	30.83%	64.67%	31.25%	50.83%	28.33%	1.33%	2.50%	4.17%	2.50%	2.63%
1600-1659	69.33%	32.50%	58.33%	30.83%	68.67%	32.50%	54.58%	27.92%	0.67%	0.00%	3.75%	2.92%	1.83%
1700-1759	77.33%	37.92%	62.92%	28.75%	76.00%	35.42%	55.00%	25.42%	1.33%	2.50%	7.92%	3.33%	3.77%
1800-1859	75.33%	36.67%	57.50%	32.00%	73.33%	32.92%	53.75%	30.33%	2.00%	3.75%	3.75%	1.67%	2.79%
1900-1959	72.17%	34.17%	55.83%	33.83%	70.17%	32.92%	51.67%	30.67%	2.00%	1.25%	4.17%	3.17%	2.65%
2000-2059	66.67%	31.25%	62.50%	26.67%	66.00%	30.00%	58.33%	26.67%	0.67%	1.25%	4.17%	0.00%	1.52%
2100-2159	65.33%	30.00%	48.75%	44.33%	65.33%	28.75%	44.58%	35.00%	0.00%	1.25%	4.17%	9.33%	3.69%
2200-2259	65.83%	27.50%	40.42%	26.83%	65.83%	27.50%	40.42%	24.00%	0.00%	0.00%	0.00%	2.83%	0.71%
Average	65.60%	30.29%	54.31%	32.23%	64.51%	28.90%	50.35%	29.51%	1.09%	1.39%	3.96%	2.72%	2.29%

Table 2. Dec18 Concept Train Plan Breakdown

The key conclusions from the data for each location are as follows (note: percentages are rounded to the nearest 1%).

The graphs included show the comparison between the Dec18 Concept Train Plan, including and excluding the Alliance paths and the Dec16 Current Timetable for each location.

Clapham Junction

In the Dec16 Current Timetable there is between 60% and 66% capacity usage at Clapham Junction throughout most of the day, from 0700-1959. The exception being 1600-1659 where there is a drop to 58%.

The Dec18 Concept Train Plan including the Alliance Paths has over 70% capacity usage at Clapham Junction in both the morning and evening peaks. Off-peak hours show usage in the mid 60s (%) which includes through until 2259.

The Alliance paths contribute to an average of 1% across the entire period, with a rounded contribution of 2% in the following hours; 0900-0959, 1100-1159, 1300-1359, 1800-1859 and 1900-1959.

All hours see an increase in capacity usage in the Dec18 Concept Train Plan with the evening peak in particular seeing significant increases.

The following hours have an increase of more than 10%;

- 0600-0659 = 15%
- 1600-1659 = 12%
- 1700-1759 = 17%
- 1800-1859 = 14%
- 2200-2259 = 22%.

Of these hours, only 1800-1859 has relatively more Alliance paths compared to the other hours with a figure of 2%. Therefore the increase in capacity usage appears mainly due to the franchise paths.

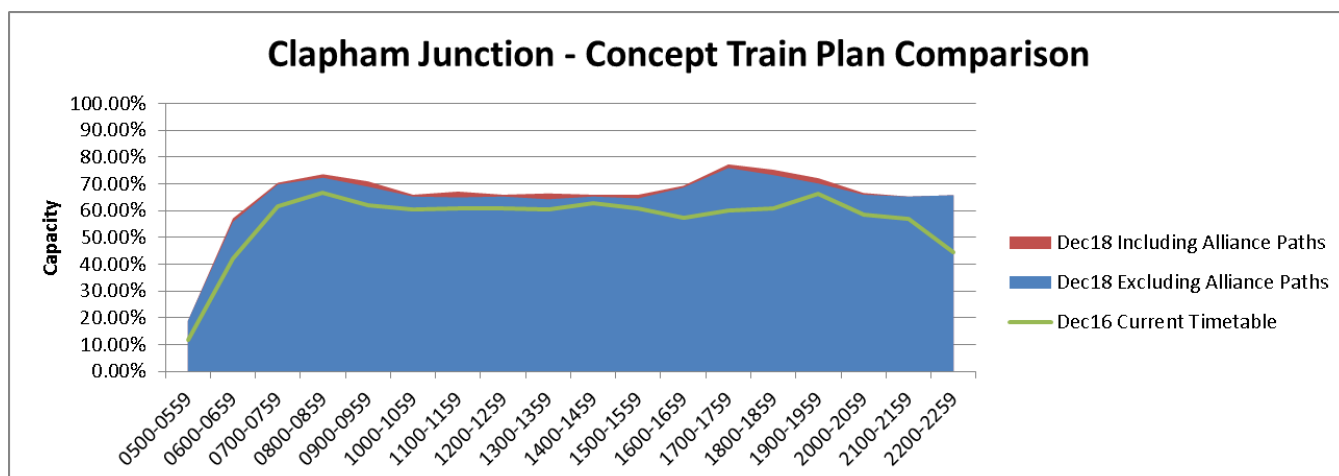


Figure 1: Capacity Usage of Clapham Junction – Concept Train Plan Comparison

Farnborough

The Dec16 Current Timetable Usage at Farnborough is consistent throughout the period from 0900 to 2059, ranging from 28% to 34%.

The Dec18 Concept Train Plan usage at Farnborough is reasonably consistent throughout the period from 0700 to 2159, ranging from 30% to 38%.

The Alliance paths contribute to an average of 1% across the entire period, with a rounded contribution of 2% in the following hours; 0900-0959, 1100-1159, 1300-1359, 1800-1859 and 1900-1959.

The capacity usage at Farnborough generally increases in the Dec18 Concept Train Plan by no more than 7%. The highest increases are in the hours; 0600-0659 = 10%, 1700-1759 = 8% and 2200-2259 = 11%.

Of these hours 1700-1759 has a higher number of Alliance paths at 3%. The hours of 0600-0659 and 2200-2259 have 1% and 0% Alliance paths respectively. Therefore the increase in capacity usage during these hours appears mainly due to the franchise paths.

There are decreases in the usage in the 3 consecutive hours from 1100-1359.

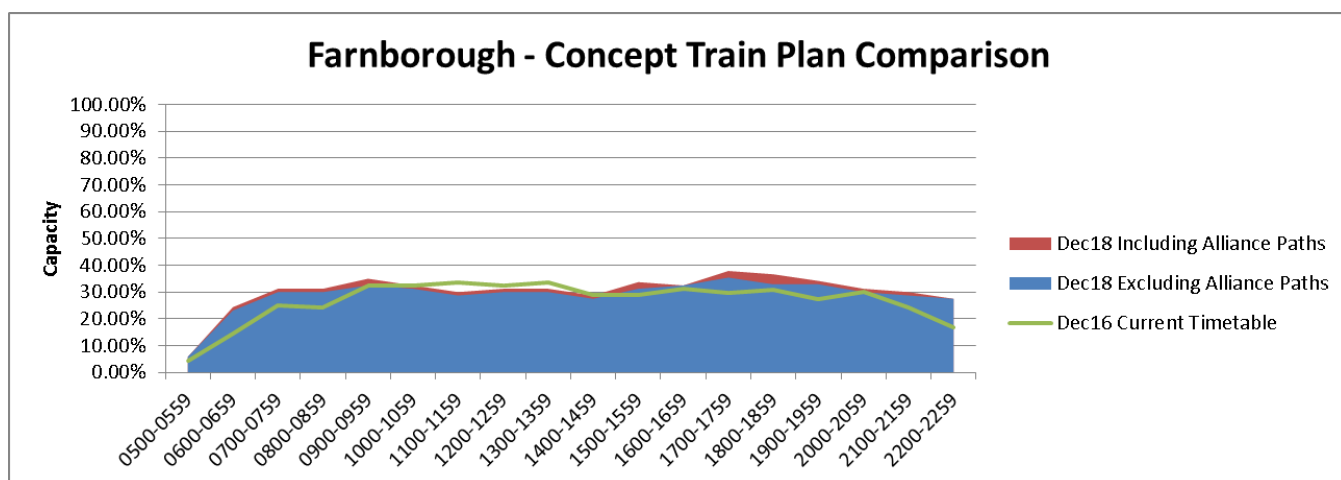


Figure 2: Capacity Usage of Farnborough – Concept Train Plan Comparison

Winchester

In the Dec16 Current Timetable at Winchester the usage varies more widely from hour to hour than the other locations. Between 0700-2159 the usage ranges from a low of 43% (1900-1959) to a high of 57% (0900-0959).

In the Dec18 Concept Train Plan at Winchester the usage varies more widely from hour to hour than than the other locations. The higher percentages are in the morning and evening peak hours (0800-0859 = 61% and 1700-1759 = 63%), the midday off-peak (1200-1259 = 64%) and later in the evening (2000-2059 = 63%).

The Alliance paths contribute to an average of 4% across the entire period at Winchester. However during the morning and evening peak hours (0800-0859 and 1700-1759 as above) the Alliance contribution is higher at 8%. During the midday off-peak (1200-1259) and the later evening hour (2000-2059) the Alliance contributions are 4% as per the average.

The capacity usage increases by an average of 11% across the entire period in the Dec18 Concept Train Plan at Winchester. However there are several hours which exceed the average and which include hours during the morning and evening peaks;

- 0500-0559 = 17%
- 0600-0659 = 19%
- 0800-0859 = 17%
- 1000-1059 = 18%
- 1200-1259 = 15%
- 1300-1359 = 13%
- 1600-1659 = 12%
- 1700-1759 = 14%
- 1900-1959 = 13%
- 2000-2059 = 19%.

Of the above hours the number of Alliance paths is at its highest of 8% during 0800-0859, 1000-1059 and 1700-1759. Therefore during those 3 hours the Alliance paths contribute to relatively more of the capacity usage increases compared to other hours.

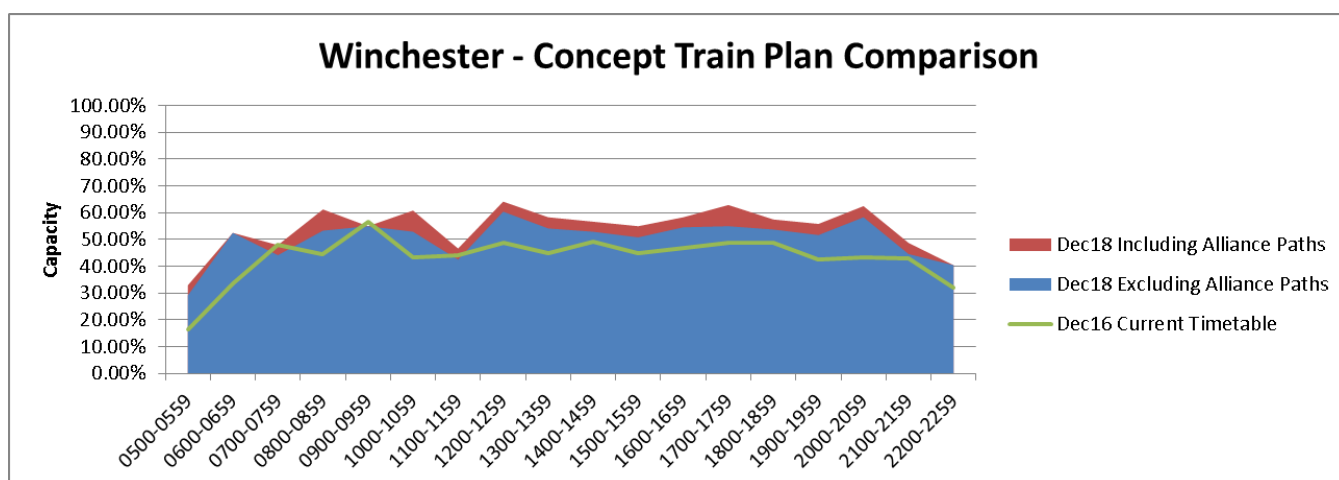


Figure 3: Capacity Usage of Winchester – Concept Train Plan Comparison

Eastleigh

In the Dec16 Current Timetable Eastleigh capacity usage during the off-peak (1000-1659) stays within the 20s (%). The high usage is in the hours 0600-0659 = 38%, 0900-0959 = 40%, 1800-1859 = 35% and 2100-2159 = 39%.

In the Dec18 Concept Train Plan Eastleigh capacity usage generally ranges from the high 20s to mid 30s (%). The highest used hours are; 0600-0659 = 38%, 0700-0759 = 37%, 1200-1259 = 39% and 2100-2159 = 44%.

During these hours the Alliance path capacity usage varies; 0600-0659 = 0%, 0700-0759 and 1200-1259 = 3% and 2100-2159 = 9%. Therefore the Alliance paths are contributing a higher ratio of usage in the hour 2100-2159 compared to other hours.

The average capacity usage at Eastleigh across all hours for the Alliance paths is 3%.

The capacity usage increases in the Dec18 Concept Train Plan are predominantly in the off-peak and the start of the evening peak, from 1100 to 1659. The significant increase is 14% during the hour 1200-1259 which is the highest increase at Eastleigh all day. The other increases during this period are; 1100-1159 = 3%, 1300-1359 = 7%, 1400-1459 = 7%, 1500-1559 = 7% and 1600-1659 = 5%.

The other significant increase is 12% in the hour 1900-1959.

There are hours littered throughout the day which see a decrease in the capacity usage and in particular parts of the morning and evening peaks; 0900-0959 = -5%, 1000-1059 = -2%, 1700-1759 = -1% and 1800-1859 = -3%.

During the hours which see the largest increases (1200-1259 = 14% and 1900-1959 = 12%) the capacity used by Alliance paths is 3% which is the average across the whole period. This is also the case with the other hours highlighted above which see increases.

Therefore the increase in capacity usage at Eastleigh appears mainly due to the franchise paths.

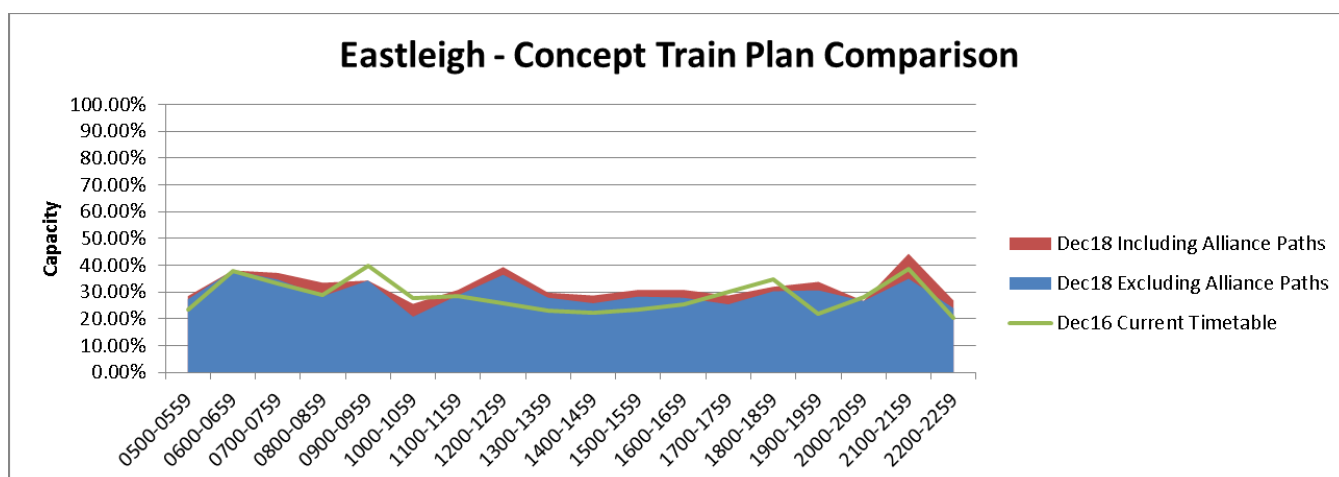


Figure 4: Capacity Usage of Eastleigh – Concept Train Plan Comparison

5. Appendices

APPENDIX A. Services Flexed to Create a TPR Compliant Concept Train Plan

Monday to Friday (SX)

1B30TX Eastleigh to London Waterloo.

Arrives into Waterloo P9 vice P13 and at 0654 vice 0657. Pathing time removed to enable train to arrive earlier

2B06 retimed to depart Farnborough at to depart at 06:19:30 vice 06:18:30 to be headway compliant with 1B30TX. (2) also added approaching Clapham Jn to be headway compliant behind 1B30TX. 2B06 arrives into Waterloo 3 minutes later.

1B31TR London Waterloo to Southampton

(0:30) added approaching Wimbledon to be headway compliant with 2P15 preceding. (0:30) also added to 1L13 at New Malden to maintain headway behind 1B31.

1L13DC dwell at Salisbury reduced to 2 minutes FAB from Salisbury.

Dwell at Eastleigh increased to 07:30 to be headway compliant with 1W11 preceding.

OY73 departs 3 minutes later from Eastleigh East Yard to comply with Platform reoccupation at Eastleigh with 1B31. Dwell at Eastleigh reduced to 2 minutes and forward as booked from there.

Departs 2 minutes after the train offered in Dec 17 but arrives into Southampton at the same time. Arrives into Hook at 0804 vice 0802:30 due to time added to be headway compliant behind 2P15 between Clapham Jn and Woking. Arrives into Basingstoke at 0814:30 vice 0810:30 due to lack of platform availability (P1 occupied by 2L11CA/2L16Ca between 0757 and 0717. P2 occupied by 1L13DC between 0810:30 and 0812. Later arrivals into Winchester and Eastleigh as a result but arrives into Southampton as booked in Dec 17 due to pathing time removed approaching Southampton.

1W11 arrives in P2 vice 4 to allow 1B31 to arrive into P4. 1F10DB arrives into P3 vice 4 to allow 1B31 to arrive into P4

1B32CH Southampton to Waterloo

Departs 0820 vice 0824. A departure at 0824 is valid up to Eastleigh; however it causes multiple headway conflicts with several trains between Eastleigh and Clapham Jn.

1B33TX London Waterloo to Southampton

Departs at 1026 vice 1025 in Dec 17 but arrives 2 minutes earlier at 1158.

1L25 now Departs at 10:22 vice 10:25 to avoid conflict with 1B33 also departing at 10:25. 1L25 runs earlier due to 1B33 slowing down to crossover at Winchfield to stop at Hook. Stop at Salisbury increased to 09:30, as booked departing Salisbury.

1L26 (1) added approaching Waterloo to be Junction margin compliant with 1B33 departing Waterloo.

1B34TX Southampton to Waterloo

Departs at 1010 vice 1011 but arrives into London Waterloo 12 minutes earlier at 1145

1B35TZ London Waterloo to Southampton

Departure time 1 minute later at 1226, arrival time matches the Dec 17 times however arrival and departure times at Winchester and Eastleigh slightly differ due to other trains around at that time in the area.

1L33 departs at 1224 vice 1225 to avoid conflict with Alliance 1B35 departing at 1226.

1L34 arrives Waterloo 1 minute earlier to comply with earlier departure time of 1L33. 1A33 departs 1 minute later to be compliant with 1B35 at Clapham Jn.

1B36TZ Southampton to Waterloo

Arrives Clapham Jn at 1344:30 vice 1341:30 in Dec 17 to avoid headway conflict with 1A40CA.

1C53BP departure at 1214 vice 1213 to comply with 1B36 departure at 1212. (2) approaching St Denys reduced to 1 and as booked from there.

1M46 (1) added approaching Southampton to comply with Platform reoccupation at Southampton with 1B36. Dwell reduced by 1 minute, as booked departing Southampton.

1B37TX London Waterloo to Southampton

Departs Waterloo at the same time as Dec 17, arrives into Southampton 1 minute earlier.

1L41 Departs Waterloo at 1422 vice 1425 to avoid conflict with 1B37 departure at 1425. time added back in between Clapham Jn and dwell at Basingstoke increased so as booked departing Basingstoke.

1A41 (0:30) added approaching Clapham Jn to remain headway compliant behind 1B37. Dwell reduced to 1 minute at Surbiton as booked departing Surbiton.

1B38CH Southampton to Waterloo

Departs Southampton at 1421 vice 1424 in the Dec 17 timetable. Unable to depart at 1424 as headway conflict with 1B26 at Winchester. Unable to swap paths with 1B26 because this train departs from Poole.

1B39CH London Waterloo to Southampton

Departs Waterloo at 1630 vice 1627 arrives Southampton 1 minute earlier at 1750, option to swap paths with 1A49 to depart at 1627 but 1B39 will still arrive at 1750 due to traffic in the Basingstoke and Southampton area. Later departure kept to reduce journey time. 1E24 arrives Southampton 1 minute earlier, 1E25 departs 1 minute earlier with (1) removed approaching Northam Jn, dwell at Swanick increased by 3 minutes so back to booked departing Swanick, this is to avoid Junction Margin conflict with 1B39 at St Denys. 4O09, (14) approaching Eastleigh reduced to 7 to avoid headway conflict with 1B39. Arrives into Southampton MCT earlier at 1757. 1W47 (1) added approaching Southampton Airport Parkway to avoid headway conflict. Dwell at Bournemouth reduced by 1 minute so as booked departing Bournemouth.

1B40TX Southampton to Waterloo

Departs 2 minutes later at 1730 vice 1728, 1B32 currently departs at 1728, tried swapping paths but this causes conflict with 2B44 at Eastleigh. 2B44 Dwell at Eastleigh reduced to 5 minutes to free platform for 1B40

1B41TR London Waterloo to Southampton

Departs Waterloo at the same time as Dec 17, however arrives into Southampton 3 minutes later due to 2B65 arriving into Southampton at 2113. Unable to retime this to arrive any earlier.

2P68 (1) added approaching Woking Jn to be Junction margin compliant with 1B40
2L60 (1) added approaching Surbiton to be headway compliant behind retimed 2P68. (1B41)

1B42TR Southampton to Waterloo

Departs 2 minutes later at 1830 vice 1828, 1B34 currently departs at 1828, tried swapping paths but this causes conflict with 2B46 at Eastleigh. 2B44 Dwell at Eastleigh reduced to 5 minutes to free platform for 1B40

1B43TR London Waterloo to Southampton

Departs at 2032. 1W63 (2) added approaching Winchester to remain headway compliant behind 1B43. Dwell at Bournemouth reduced to 2 minutes and arrives into Weymouth as booked.

2W35 dwell at Southampton increased by 2 minutes to remain headway compliant behind retimed 1W63. Arrives Weymouth 2 minutes later.

1B50MT New path Southampton to London Waterloo

Departs Southampton at 0720 arrives into Waterloo P6 at 0839.

2B14 departs from Eastleigh 3 minutes earlier to free platform 1 up for 1B50.

1A20 dwell at Woking increased to 3 minutes to maintain compliant headway with 1B50. Arrives into Waterloo 2 minutes later.

1B51MT Waterloo to Southampton

Valid path, no amendments required to any trains.

1B52MT New Path Southampton to London Waterloo

No valid path available despite numerous options tested. Pathing impacts a minimum of 13 services due to insufficient breaks. Other options to run in paths of other services, specifically 1L56CA from Woking Jn (1L56CA to turnround at Salisbury or Andover), or in path of 1B30CA from Southampton with 1B30CA departing Poole earlier to provide connectivity.

1B53MT New Path London Waterloo to Southampton

Departs Waterloo at 1755. 1L55 now departs at 1753 vice 1755, dwell at Basingstoke increased to 03:30, departs Basingstoke as booked. To solve headway issues between Clapham Jn and Woking the following trains have been amended
2F91 (0:30) added approaching Clapham Jn. (3) approaching Woking reduced to (2:30) as booked arriving into Woking.

2P65 (0:30) added approaching Clapham Jn (1) added approaching Woking, dwell at Woking reduced to 1:30. Departs Woking as booked.

2L61 (0:30) added approaching Clapham Jn and Woking. Arrives into Basingstoke 1 minute later

2G91, departs Waterloo 1 minute earlier, dwell at Surbiton increased by 1 minute departs Surbiton as booked.

2P63, departs Waterloo 1 minute earlier, (1) added approaching Surbiton so as booked from there

1T51, departs Waterloo 1 minute earlier, (1) added approaching Surbiton so as booked from there

1W51, departs Waterloo 1 minute earlier, (1) added approaching Surbiton so as booked from there

5B30TX Eastleigh TRSMD to Eastleigh

Departs 0516

5B31CH Southampton to Up Goods Loop

Departs 0915 to avoid clashes departing Southampton

5B32CH Eastleigh TRSMD to Southampton

Departs at 07:26 vice 07:39 to avoid headway conflict with 2B31 between Eastleigh and Southampton Airport Parkway.

6O66 (3) added approaching Eastleigh to avoid headway conflict with 5B32. (6) approaching St Denys reduced to (3), as booked from St Denys.

4M33/4E33 platform change from 4 to 3 at Southampton to allow arrival of 5B32.

5B34CH Up Goods Loop to Southampton

Valid path, no amendments required to any trains.

5B36CH Southampton to Southampton (via Up Goods Loop)

Departs 1200 vice 1203 to avoid conflict with 1F09 arriving into Southampton from Millbrook at 1203:30. As a consequence 2W15 departs Southampton 2 minutes earlier to avoid headway conflict with retimed 5B36. (2) added back approaching Redbridge so as booked arriving into Totton.

5B37CH Southampton to Southampton (via Down Loop)

Valid path, no amendments required to any trains.

5B38CH Southampton to Southampton (via Up Goods Loop)

2W19 departs Southampton 2 minutes earlier to avoid headway conflict with 5B38. (2) added back approaching Redbridge so as booked arriving into Totton.

5B41CH Southampton to Eastleigh TRSMD

Train now planned into Southampton Up Goods Loop and dwells there for 22:30 minutes before departing for Eastleigh. This is to find a compliant path to Eastleigh and also avoids platform conflicts with other services at Eastleigh.

5B42CH Southampton to Southampton (via Up Goods Loop)

Valid path, no amendments required to any trains.

5B43CH Southampton to Eastleigh TRSMD

Valid path, no amendments required to any trains.

Saturday (SO)

1B30GS Southampton to London Waterloo

Departs at 0543 vice 0552 in Dec 17. 2L08, dwell at Woking and Surbiton reduced by 30 seconds to enable 1B30 to follow headway compliantly between Surbiton and Clapham Jn. (1) added approaching Clapham Jn so arrives into Waterloo as booked.

1B31GS London Waterloo to Southampton Central

Departs at 0755. 1L15 now departs at 0753 vice 0755 as 1B31 slows down to stop at Hook the earlier departure for 1L55 is a clear run without having to be pathed behind 1B31 slowing down to move from FL to SL.

1B32GS

Departs 0817 vice 0824 due to clashes with 1M30 and 2B26 departing Southampton. Earlier departure gives 1B32 a clear path to Eastleigh. Dwell at Basingstoke increased to 4 minutes to follow 1B12 compliantly at Winchfield London End on the UF

1B33GS London Waterloo to Southampton

Departs at 1026 vice 1025 in Dec 17 but arrives 2 minutes earlier at 1158.

1L25 now Departs at 10:22 vice 10:25 to avoid conflict with 1B33 also departing at 10:25. 1L25 runs earlier due to 1B33 slowing down to crossover at Winchfield to stop at Hook. Stop at Salisbury increased to 09:30, as booked departing Salisbury.

1L26 (1) added approaching Waterloo to be Junction margin compliant with 1B33 departing Waterloo.

1A25 (0:30) added approaching Clapham Jn to avoid headway conflict with 1B33. Dwell at Farnham reduced by 0:30 so departs Farnham as booked.

Matches path SX.

1B34 Southampton to London Waterloo

Departs at 0951 vice 0950 in Dec 17. 2L24 dwell at Woking and Surbiton reduced by 30 seconds to enable 1B34 to follow headway compliantly between Surbiton and Clapham Jn. (1) added approaching Clapham Jn so arrives into Waterloo as booked.

1B35GS London Waterloo to Southampton

Departure at 1226, arrival time matches the Dec 17 times however arrival and departure times at Winchester and Eastleigh slightly differ due to other trains around at that time in the area.

1L33 departs at 1224 vice 1225 to avoid conflict with Alliance 1B35 departing at 1226.

1L34 arrives Waterloo 1 minute earlier to comply with earlier departure time of 1L33. 1A33 departs 1 minute later to be compliant with 1B35 at Clapham Jn. Path matches with SX path.

1B36GS Southampton to Waterloo

Arrives Clapham Jn at 1344:30 vice 1341:30 in Dec 17 to avoid headway conflict with 1A40CA.

1C53BT departure at 1214 vice 1213 to comply with 1B36 departure at 1212. (2) approaching St Denys reduced to 1 and as booked from there.

1M46 (1) added approaching Southampton to comply with Platform reoccupation at Southampton with 1B36. Dwell reduced by 1 minute, as booked departing Southampton.

Matches SX path and arrives Waterloo at the same time as SX but difference in departure time at Eastleigh.

1B37GS London Waterloo to Southampton

Departs Waterloo at the same time as Dec 17, arrives into Southampton 1 minute earlier.

1L41 Departs Waterloo at 1422 vice 1425 to avoid conflict with 1B37 departure at 1425. time added back in between Clapham Jn and dwell at Basingstoke increased so as booked departing Basingstoke.

1A41 (0:30) added approaching Clapham Jn to remain headway compliant behind 1B37.

Dwell reduced to 1 minute at Surbiton as booked departing Surbiton.

Matches SX path.

1B38CH Southampton to Waterloo

Departs Southampton at 1421. As a result of this 2B38 departs Southampton at 1430 vice 1422 Dwell at Eastleigh reduced and arrives into Waterloo 2 minutes later. 1P50 and 1W44 has had (2) added approaching Clapham Jn each to remain headway compliant with the later departure from Clapham Jn of 2B38

1M54 also departs Southampton 1418 vice 1420 to comply with 1B38 departure. Dwell at Winchester extended so back to booked departing Winchester.

Matches SX path.

1B39CH London Waterloo to Southampton

Departs Waterloo at 1630 arrives into Southampton later than SX version due to stopping at Hook and pathing around other trains between Basingstoke and Southampton.

1B40GS Southampton to Waterloo

Departs at 1644, arrives Waterloo at 1815. 1B33 departure amended 1 minute later at 1816

to comply with 1B40 arrival. 1B33 1 minute later throughout its journey.

1B41GS London Waterloo to Southampton

Departs Waterloo at 1831 vice 1825 in Dec 17, this departure gives a clear path between Waterloo and Southampton. 6O42 dwell at Wallers Ash loop reduced to comply with 1B41, dwell at Eastleigh extended so back to booked to destination.

1B42GS Southampton to Waterloo

Departs 2 minutes later at 1830 vice 1828, 1B34 currently departs at 1828, tried swapping paths but this causes conflict with 2B46 at Eastleigh.

2B44 Dwell at Eastleigh reduced to 5 minutes to free platform for 1B42

2L58 dwell at Surbiton reduced to 1 minute to be headway compliant in front of 2B46 time added back in at Clapham Jn so arrives as booked.

1B43GS London Waterloo to Southampton

Departs at 2032. 1W63 (2) added approaching Winchester to remain headway compliant behind 1B43. Dwell at Bournemouth reduced to 2 minutes and arrives into Weymouth as booked.

2W35 dwell at Southampton increased by 2 minutes to remain headway compliant behind retimed 1W63. Arrives Weymouth 2 minutes later.

5B32GS Eastleigh TRSMD to Southampton

Departs Eastleigh TRSMD earlier at 0736, this is to cater for earlier departure of 1B32.

1F08 now uses P4 at Southampton as 5B32/1B32 in P 2

5B30GS Eastleigh TRSMD to Southampton

Valid path, no amendments required to any trains.

5B31GS Southampton to Southampton (via Up Goods Loop)

Valid path, no amendments required to any trains.

5B35GS Southampton to Southampton (via Up Goods Loop)

Valid path, no amendments required to any trains.

5B41CH Southampton to Eastleigh TRSMD

Valid path, no amendments required to any trains.

5B42CH Southampton to Southampton (via Up Goods Loop)

Valid path, no amendments required to any trains.

5B43GS Southampton to Eastleigh TRSMD

Valid path, no amendments required to any trains.

Sunday (Su)

1B30GS 0842 Southampton to Waterloo

First available path from Southampton that does not affect other paths departing Southampton. There are 3 consecutive departures from Southampton at 0825, 0827 and 0831. An earlier departure causes issues along for the path particularly at Clapham Jn where it would be non headway compliant with 1P26 preceding.

1B31GS 1030 Waterloo to Southampton

Path found with no changes required to other trains.

1B32GS 1039 Southampton to Waterloo

Longer dwell at Basingstoke to be headway compliant following 2L36 between Basingstoke and Hook, unable to get in front of 2L36 due to lack of platform arriving into Basingstoke. Time added between Woking and Waterloo to be headway compliant behind 1P34.

Earlier departure compared to other Southampton departures to be headway compliant in front of 6M38 at Eastleigh.

1B33GS 1230 Waterloo to Southampton

2S37 dwell at Eastleigh extended by 1 minute to comply with 1B33 preceding at Southampton airport parkway. dwell at Southampton Central reduced by 1 minute so departs Southampton as booked.

1B34GS 1242 Southampton to Waterloo

Departure from Southampton at this time due to platform availability at Southampton.

1A44 dwell at Surbiton increased by 30 seconds (00:30) to comply with headway following 1B34, removed approaching Clapham Jn so arrives Clapham Jn as booked.

1B35GS 1433 Waterloo to Southampton

can depart Waterloo at 1430 but will have time added approaching Clapham Jn to be headway compliant behind 1A41 departure delayed until 1430 to reduce journey time.

1B36GS 1442 Southampton to Waterloo

1A52 dwell at Surbiton increased by 30 seconds to be headway compliant with 1B38.

1B37GS 1633 Waterloo to Southampton

1W51 moved from P2 to P1 at Basingstoke to avoid clash with 1B37.

1B38GS 1642 Southampton to Waterloo

1A60 dwell at Surbiton increased by 30 seconds to be headway compliant with 1B38 preceding at Wimbledon. (0:30) removed approaching Clapham Jn so arrives into Clapham Jn as booked.

1B55 Retimed to depart 1 minute later at 1816 to comply with 1B38 arriving into Waterloo at 1815.

1B39GS 1833 Waterloo to Waterloo

1W59 Platform change at Basingstoke from 2 to 1 to comply with 1B39.

1B40GS 1842 Southampton to Waterloo

1A68 Dwell at Surbiton increased by 30 seconds to remain headway compliant behind 1B40. (0:30) removed approaching Clapham Jn so arrival into Clapham unaffected.

1B63 retimed 1 minute later throughout to comply with 1B40 arrival into Waterloo.

1B41GS 2033 Waterloo to Southampton

1W67 Platform change from 2 to 1 at Basingstoke to avoid clash with 1B41 at Basingstoke.

1B42GS 2042 Southampton to Waterloo

No changes to other trains.

1B43GS 2233 Waterloo to Southampton

No changes to other trains.

5B30GS 0748 Eastleigh TRSMD to Southampton

Departs Eastleigh TRSMD at 0748, this is the first available path following lifting of section 4 possession SW135.1

5B32GS 0948 Eastleigh TRSMD to Southampton

Departs Eastleigh TRSMD 2 hrs after departure of 5B30 to keep 2 hourly pattern.

5B34CH, 5B36CH, 5B38CH, 5B40CH, 5B42CH Southampton to Southampton (via Southampton Goods Loop)

Shunt moves no changes to other trains.

5B41CH 2210 Southampton to Eastleigh TRSMD

Empty back to Eastleigh TRSMD, no changes to other trains.