

Working Timetable

7

9 October 2017

until further notice

Private - for staff use only

Timetable



WATERLOO AND CITY LINE

WORKING TIMETABLE No. 7

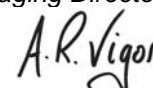
9th OCTOBER 2017
UNTIL FURTHER NOTICE

CONTENTS

	Page
Distances and Running Times Between Waterloo and Bank.....	2
Revisions Incorporated in This Timetable	2
Summary of Train Service Intervals	2
Scheduled Passenger Kilometres	2
Routeing of Trains	2
Scheduled Trains in Service "Snapshots"	2
General Notes and Abbreviations	2
Arrangements for Platform Stabling Overnight at Bank	3
Arrangements for Platform Stabling Overnight at Waterloo	3
Arrangements for Stepping Back at Bank	3
Arrangements for Stepping Back at Waterloo Siding	3
Arrangements for Train Washing at Waterloo Siding	3
Arrangements for Moves to and from Shed Road at Waterloo	3
Depot Working	
Mondays to Fridays	4
Saturdays	4
Rolling Stock Working	
Mondays to Fridays	5
Saturdays	5
Train Service	
Mondays to Fridays	6 to 15
Saturdays	18 to 23

Compiled by Martyn Start
Scheduling Services
Planning and Performance
London Underground Limited
55 Broadway, London SW1H 0BD
29 June 2017

MARK WILD
Managing Director



SCHEDULES MANAGER (TIMETABLES)

(383)

⊕ TYPESET BY Scheduling Services, L.U.L. ⊕

DISTANCES AND RUNNING TIMES BETWEEN WATERLOO AND BANK

The distance between Waterloo and Bank Stations over both lines = **2.22** Kilometres

Running time, which is standard throughout the day, is as follows:-

Depart Waterloo to arrive Bank, platform 7, (eastbound)	= 4¼ minutes
Depart Waterloo to arrive Bank, platform 8 (eastbound)	= 4 minutes
Depart Bank, platform 7 to arrive Waterloo, (westbound)	= 3½ minutes
Depart Bank, platform 8 to arrive Waterloo, (westbound)	= 4 minutes

REVISIONS INCORPORATED IN THIS TIMETABLE

Mondays to Fridays

Passenger services have been revised to start earlier at 06.00 from Waterloo and 06.06 from Bank. Early morning services have been improved and the morning peak has been revised to start approximately 15 minutes earlier at 06.45 from Waterloo. The evening peak has been extended approximately 45 minutes until 19.45 at Bank.

All Week

A Radio Alarm test has been introduced in the early mornings all week at Waterloo departure platform.

General

This timetable incorporates the evening peak platform arrangements at Bank, previously published in February 2015 (Timetable Notice No. 63/15). Additional late night shunting moves have been scheduled at Waterloo to facilitate the maintenance of rolling stock. Stabling arrangements at Bank and Waterloo are revised to simplify Bank Holiday arrangements.

SUMMARY OF TRAIN SERVICE INTERVALS

MONDAYS TO FRIDAYS						SATURDAYS		
Morning Peak	Midday Off-peak	Evening Peak	19 45 to 21 30	21 30 to 23 30	23 30 to close	Start to 18 30	18 30 to 23 30	23 30 to close
mins 2¾	mins 5	mins 2¾	mins 3½	mins 6	mins 10	mins 5	mins 6	mins 10

SCHEDULED KILOMETRES IN PASSENGER SERVICE

The **passenger** kilometres scheduled to operate in this timetable are as follows:-

Mondays to Fridays	1276.50 kms per day.
Saturdays	805.86 kms

ROUTING OF TRAINS

The Signal Operator may vary the platform and siding working of trains in the best interests of the service.

SCHEDULED TRAINS IN SERVICE "SNAPSHOTS"

	06 00	09 00	12 00	15 00	18 00	21 00	24 00
Mondays to Fridays	1	5	3	3	5	3	2
Saturdays	-	3	3	3	3	3	2

GENERAL NOTES AND ABBREVIATIONS

<p>∇ - Train Operator 'steps back'. <i>Ety</i> - Empty Train. <i>Pfm</i> - Platform. <i>Sdg</i> - Siding. RR - Runs when Required. BNKPFM - Bank Platform. WLO DT - Waterloo Depot. WLOP26 - Waterloo Arrival Platform No. 26 Road. Shed - Waterloo Depot No. 3 Road. 25 - Waterloo Departure Platform No. 25 Road. 26 - Waterloo Arrival Platform No. 26 Road.</p>	<p>MO - Mondays only. MWO - Mondays and Wednesdays only. MWX - Mondays and Wednesdays excepted. TThO - Tuesdays and Thursdays only TThX - Tuesdays and Thursdays excepted. WFO - Wednesdays and Fridays only. WFX - Wednesdays and Fridays excepted. FO - Fridays only. z - Train washes.</p>
<p>YW - 5 minutes additional stand for radio alarm test to be carried out at Waterloo departure platform.</p>	

ARRANGEMENTS FOR PLATFORM STABLING OVERNIGHT AT BANK

In order to allow track inspections, cleaning and litter clearance to take place at Bank, the timetable has been designed so that the overnight stabling train occupies platforms, as shown in the following table:-

Night	Platform 7	Platform 8
Monday night / Tuesday morning	Train	
Tuesday night / Wednesday morning		Train
Wednesday night / Thursday morning	Train	
Thursday night / Friday morning		Train
Friday night / Saturday morning	Train	
Saturday night / Monday morning	Train	

ARRANGEMENTS FOR PLATFORM STABLING OVERNIGHT AT WATERLOO

In order to allow track inspections, train wash maintenance, cleaning and litter clearance to take place at Waterloo, the timetable has been designed so that the overnight stabling trains occupy platforms or sidings, as shown in the following table:-

Night	Platform 25	Platform 26	5 Road	6 Road	7 Road
Monday night / Tuesday morning			Train	Train	Train
Tuesday night / Wednesday morning		Train	Train		Train
Wednesday night / Thursday morning		Train		Train	Train
Thursday night / Friday morning		Train	Train	Train	
Friday night / Saturday morning			Train	Train	Train
Saturday night / Monday morning			Train	Train	Train

ARRANGEMENTS FOR STEPPING BACK AT BANK

Mondays to Fridays

Train Operators step back one train at Bank on trains arriving from 06.38¾ until 10.27¼ and from 16.17 until 19.49½

ARRANGEMENTS FOR STEPPING BACK AT WATERLOO SIDING

Mondays to Fridays

Train Operators step back two trains at Waterloo siding on trains arriving from 06.27 until 10.12½.

Train Operators step back one train at Waterloo siding on trains arriving from 10.16½ until 16.33.

Train Operators step back two trains at Waterloo siding on trains arriving from 16.35¾ until 19.55.

Train Operators step back one train at Waterloo siding on trains arriving from 19.59¾ until 21.30½.

Saturdays

Train Operators step back one train at Waterloo siding on trains arriving from 08.08¼ until 18.20¾.

ARRANGEMENTS FOR TRAIN WASHING AT WATERLOO SIDING

Mondays to Fridays

Train 205 washes between departing Waterloo at 23.52¾ and returning at 24.00.

Train 202 washes between departing Waterloo at 00.22¾ and returning at 00.32.

Two Train Operators are provided for both of these moves.

ARRANGEMENTS FOR MOVES TO AND FROM SHED ROAD AT WATERLOO

Any train starting from Waterloo Depot may start from the Shed Road.

Trains shown as stabling in the Shed Road may stable in Nos. 5, 6 or 7 Road if the Shed Road is already occupied.

DEPOT WORKING				MONDAYS TO FRIDAYS			
Train No.	Start	Train No.	Finish	Train No.	Start	Train No.	Finish
WATERLOO DEPOT				BANK			
203	05 35 MO	206	05 37 MTX	207	05 58 7 MO	203	05 43 8 MO
206	05 35 26 MTX	207	06 04 MO	203	06 43 8 TThX	207	23 24 8 TThO
202	05 53	205	09 41	203	06 43 7 TThO	207	23 24 7 TThX
204	06 05	204	10 36				
201	06 11						
205	06 40	206	10 50 Shed				
206	10 45	204	19 58				
205	16 06	201	21 37 Shed				
204	16 15	203	23 30				
207	23 17	204	00 18				
204	00 11	205	00 31 26 MFX				
		205	00 35 MFO				
		202	00 38 Shed				

DEPOT WORKING				SATURDAYS			
Train No.	Start	Train No.	Finish	Train No.	Start	Train No.	Finish
WATERLOO				BANK			
201	07 53	203	20 12	203	08 02 7	206	00 21 7
202	08 03	204	23 30				
204	20 13	203	23 57				
		201	00 35				
203	23 51	202	00 38 Shed				
206	00 14						

ROLLING STOCK WORKING				MONDAYS TO FRIDAYS		
Train No.	Start Morning	Finish Morning	Start Afternoon	Finish Evening	Start Night	Finish Night
201	WLO DT 06 11	—	—	WLO DT 21 37	—	—
202	WLO DT 05 53	—	—	—	—	WLO DT 00 38
203	BNKPFM 06 43	—	—	—	—	WLO DT 23 30
204★	WLO DT 06 05	WLO DT 10 36	WLO DT 16 15	WLO DT 19 58	—	WLO DT 00 35
205	WLO DT 06 40	WLO DT 09 41	WLO DT 16 06	—	—	BNKPFM 23 24
207	—	—	—	—	WLO DT 23 17	—
DEPOT						
Waterloo Bank	4 1	2 —	2 —	2 —	1 —	3 1
TOTAL	5	2	2	2	1	4
TRAINS IN SERVICE	5	3	5	3	3†	—

Notes:-

† - Does not include 1 train for changeover purposes.

★ - Train 204, will re-start WLO DT at 00.11 and stable WLO DT at 00.18 for Tripcock testing requirements.

ROLLING STOCK WORKING				SATURDAYS	
Train No.	Start Morning	Finish Evening	Start Evening	Start Night	Finish Night
201	WLO DT 07 53	—	—	—	WLO DT 00 35
202	WLO DT 08 03	—	—	—	WLO DT 00 38
203★	BNKPFM 08 02	WLO DT 20 12	—	—	WLO DT 23 30
204	—	—	WLO DT 20 13	—	BNKPFM 00 21
206	—	—	—	WLO DT 00 14	—
DEPOT					
Waterloo Bank	2 1	1 —	1 —	1 —	3 1
TOTAL	3	1	1	1	4
TRAINS IN SERVICE	3	2	3	3†	—

Notes:-

† - Does not include 1 train for changeover purposes.

★ - Train 203, will re-start WLO DT at 23.51 and stable WLO DT at 23.57 for Tripcock testing requirements.

MONDAYS TO FRIDAYS

WESTBOUND

Train No.	206		207		202	202		204	204		201	201		202	202		204	204	
Trip No.	1		1		3	4		3	4		3	4		7	8		7	8	
Crew Running No.	10		14		1	1		2	2		3	3		1	1		2	2	
Notes	Start Ety MTX		Start Ety MO		TThX	TThO		TThX	TThO		TThX	TThO		TThX	TThO		TThX	TThO	
Platform No.			7		7	8		7	8		7	8		7	8		7	8	
BANK			05 58		06 06	06 06		06 14	06 14		06 21	06 21		06 26	06 26		06 31	06 31	
WATERLOO {arr.	Pfm 26		06 01		06 09	06 10		06 17	06 18		06 25	06 25		06 30	06 30		06 35	06 35	
Waterloo Siding {dep.	05 35		06 02		06 13	06 13		06 19	06 19		06 26	06 26		06 31	06 31		06 36	06 36	
Waterloo Depot	05 37		06 04		06 14	06 14		06 20	06 20		06 27	06 27		06 32	06 32		06 37	06 37	
To form	Stop		Stop		06 17	06 17		06 23	06 23		06 28	06 28		06 33	06 33		06 38	06 38	
By Crew Running No.											11	11		12	12		3	3	

Train No.	201	201		202	202		203	203	203		204		205	201		202	203		204
Trip No.	7	8		11	12		2	3	4		10		2	10		14	6		12
Crew Running No.	11	11		7	7		8	8	8		12		3	4		1	2		11
Notes	TThX	TThO		TThX	TThO		Start TThX	Start TThO	Start MO										
Platform No.	7	8		7	8		8	7	8		7		7	7		7	7		7
BANK	06 36	06 36		06 40	06 40		06 43	06 43	06 43		06 46		06 49	06 52		06 55	06 57		07 00
WATERLOO {arr.	06 39	06 40		06 43	06 44		06 47	06 47	06 47		06 50		06 53	06 55		06 58	07 01		07 04
Waterloo Siding {dep.	06 42	06 42		06 45	06 45		06 48	06 48	06 48		06 51		06 54	06 56		06 59	07 02		07 05
Waterloo Depot	06 43	06 43		06 46	06 46		06 49	06 49	06 49		06 52		06 55	06 57		07 00	07 03		07 06
To form	06 44	06 44		06 47	06 47		06 50	06 50	06 50		06 53		06 55	06 58		07 01	07 04		07 06
By Crew Running No.	1	1		2	2		11	11	11		7		8	12		3	4		1

Train No.	205		201		202	203		204		205	201		202	203	204		205	201	
Trip No.	4		12		16	8		14		6	14		18	10	16		8		16
Crew Running No.	7		8		12	3		4		1	2		11	7	8		12		3
Notes																			
Platform No.	7		7		7	7		7		7	7		7	7	7		7	7	
BANK	07 03		07 06		07 08	07 11		07 14		07 17	07 19		07 22	07 25	07 28		07 30	07 33	
WATERLOO {arr.	07 06		07 09		07 12	07 15		07 17		07 20	07 23		07 26	07 28	07 31		07 34	07 37	
Waterloo Siding {dep.	07 07		07 10		07 13	07 16		07 18		07 21	07 24		07 27	07 29	07 32		07 35	07 38	
Waterloo Depot	07 08		07 11		07 14	07 17		07 19		07 22	07 25		07 28	07 30	07 33		07 36	07 39	
To form	07 09		07 12		07 15	07 17		07 20		07 23	07 26		07 28	07 31	07 34		07 37	07 39	
By Crew Running No.	2		11		7	8		12		3	4		1	2	11		7	8	

Train No.	202		203	204		205	201		202		203	204		205	201		202	203		204
Trip No.	20		12	18		10	18		22		14	20		12	20		24	16		22
Crew Running No.	4		1	2		11	7		8		12	3		4	1		2	11		7
Notes																				
Platform No.	7		7	7		7	7		7		7	7		7	7		7	7		7
BANK	07 36		07 39	07 41		07 44	07 47		07 50		07 52	07 55		07 58	08 01		08 03	08 06		08 09
WATERLOO {arr.	07 39		07 42	07 45		07 48	07 50		07 53		07 56	07 59		08 01	08 04		08 07	08 10		08 12
Waterloo Siding {dep.	07 40		07 43	07 46		07 49	07 51		07 54		07 57	08 00		08 02	08 05		08 08	08 11		08 13
Waterloo Depot	07 41		07 44	07 47		07 50	07 52		07 55		07 58	08 01		08 03	08 06		08 09	08 12		08 14
To form	07 42		07 45	07 48		07 50	07 53		07 56		07 59	08 01		08 04	08 07		08 10	08 12		08 15
By Crew Running No.	12		3	4		1	2		11		7	8		12	3		4	1		2

Train No.	205		201		202	203		204		205	201		202	203	204		205	201	
Trip No.	14		22		26	18		24		16	24		28	20	26		18		26
Crew Running No.	8		12		3	4		1		2	11		7	8	12		3		4
Notes																			
Platform No.	7		7		7	7		7		7	7		7	7	7		7	7	
BANK	08 12		08 14		08 17	08 20		08 23		08 25	08 28		08 31	08 34	08 36		08 39	08 42	
WATERLOO {arr.	08 15		08 18		08 21	08 23		08 26		08 29	08 32		08 34	08 37	08 40		08 43	08 45	
Waterloo Siding {dep.	08 16		08 19		08 22	08 24		08 27		08 30	08 33		08 35	08 38	08 41		08 44	08 46	
Waterloo Depot	08 17		08 20		08 23	08 25		08 28		08 31	08 34		08 36	08 39	08 42		08 45	08 47	
To form	08 18		08 21		08 23	08 26		08 29		08 32	08 34		08 37	08 40	08 43		08 45	08 48	
By Crew Running No.	11		7		8	12		3		4	1		2	11	7		8	12	

EASTBOUND

MONDAYS TO FRIDAYS

Train No.	203		202	202		204	204			201	201		202	202		204	204			201
Trip No.	1		2	1		2	1			2	1		6	5		6	5			6
Crew Running No.	14		1	1		2	2			3	3		1	1		2	2			11
Notes	Start Ety MO		Start TThO YW	Start TThX YW		Start TThO	Start TThX			Start TThO	Start TThX		TThO	TThX		TThO	TThX			TThO
Waterloo Depot	05 35		05 53	05 53		06 05	06 05			06 11	06 11									
Waterloo Siding													06 17½	06 17½		06 23½	06 23½			06 28½
WATERLOO {arr.	05 36½		05 54½	05 54½		06 06½	06 06½			06 12½	06 12½		06 18½	06 18½		06 24½	06 24½			06 29½
WATERLOO {dep.	05 39		06 00	06 00		06 07½	06 07½			06 14½	06 14½		06 20	06 20		06 25½	06 25½			06 30½
BANK	05 43		06 04	06 04½		06 11½	06 12			06 18½	06 18½		06 24	06 24½		06 29½	06 29½			06 34½
Platform No.	8		8	7		8	7			8	7		8	7		8	7			8
To form	Stop		06 06	06 06		06 14	06 14			06 21½	06 21½		06 26½	06 26½		06 31½	06 31½			06 36½
By Crew Running No.																				

Train No.	201		202	202		204	205		201	202		203		204	205		201		202
Trip No.	5		10	9		9	1		9	13		5		11	3		11		15
Crew Running No.	11		12	12		3	4		1	2		11		7	8		12		3
Notes	TThX		TThO	TThX			Start												
Waterloo Depot							06 40												
Waterloo Siding	06 28½		06 33½	06 33½		06 38½			06 44½	06 47½		06 50½		06 53	06 55½		06 58½		07 01½
WATERLOO {arr.	06 29½		06 34	06 34		06 39			06 45½	06 48½		06 51		06 53½	06 56½		06 59½		07 02½
WATERLOO {dep.	06 30½		06 34½	06 34½		06 39½			06 46½	06 49½		06 52½		06 55	06 57½		07 00½		07 03½
BANK	06 34½		06 38½	06 39		06 45			06 51	06 53½		06 56½		06 59½	07 02		07 04½		07 07½
Platform No.	7		8	7		7			7	7		7		7	7		7		7
To form	06 36½		06 40½	06 40½		06 46½			06 52½	06 55		06 57½		07 00½	07 03½		07 06		07 08½
By Crew Running No.			7	7		12			4	1		2		11	7		8		12

Train No.	203		204		205	201		202		203	204		205		201	202		203		204
Trip No.	7		13		5	13		17		9	15		7		15	19		11		17
Crew Running No.	4		1		2	11		7		8	12		3		4	1		2		11
Notes																				
Waterloo Depot	07 04		07 06½		07 09½	07 12½		07 15		07 17½	07 20½		07 23½		07 26	07 28½		07 31½		07 34½
Waterloo Siding	07 04½		07 07½		07 10½	07 13		07 15½		07 18½	07 21½		07 24		07 26½	07 29½		07 32½		07 35
WATERLOO {arr.	07 06		07 08½		07 11½	07 14½		07 17		07 19½	07 22½		07 25½		07 28	07 30½		07 33½		07 36½
WATERLOO {dep.	07 10½		07 13		07 15½	07 18½		07 21½		07 24	07 26½		07 29½		07 32½	07 35		07 37½		07 40½
BANK	07 10½		07 13		07 15½	07 18½		07 21½		07 24	07 26½		07 29½		07 32½	07 35		07 37½		07 40½
Platform No.	7		7		7	7		7		7	7		7		7	7		7		7
To form	07 11½		07 14½		07 17	07 19½		07 22½		07 25½	07 28		07 30½		07 33½	07 36½		07 39		07 41½
By Crew Running No.	3		4		1	2		11		7	8		12		3	4		1		2

Train No.	205		201		202	203		204		205	201		202		203	204		205		201
Trip No.	9		17		21	13		19		11	19		23		15	21		13		21
Crew Running No.	7		8		12	3		4		1	2		11		7	8		12		3
Notes																				
Waterloo Depot	07 37		07 39½		07 42½	07 45½		07 48		07 50½	07 53½		07 56½		07 59	08 01½		08 04½		08 07½
Waterloo Siding	07 37½		07 40½		07 43½	07 46		07 48½		07 51½	07 54½		07 57		07 59½	08 02½		08 05½		08 08
WATERLOO {arr.	07 39		07 41½		07 44½	07 47½		07 50		07 52½	07 55½		07 58½		08 01	08 03½		08 06½		08 09½
WATERLOO {dep.	07 43½		07 46		07 48½	07 51½		07 54½		07 57	07 59½		08 02½		08 05½	08 08		08 10½		08 13½
BANK	07 43½		07 46		07 48½	07 51½		07 54½		07 57	07 59½		08 02½		08 05½	08 08		08 10½		08 13½
Platform No.	7		7		7	7		7		7	7		7		7	7		7		7
To form	07 44½		07 47½		07 50	07 52½		07 55½		07 58½	08 01		08 03½		08 06½	08 09½		08 12		08 14½
By Crew Running No.	11		7		8	12		3		4	1		2		11	7		8		12

Train No.	202		203		204	205		201		202	203		204		205	201		202		203
Trip No.	25		17		23	15		23		27	19		25		17	25		29		21
Crew Running No.	4		1		2	11		7		8	12		3		4	1		2		11
Notes																				
Waterloo Depot	08 10		08 12½		08 15½	08 18½		08 21		08 23½	08 26½		08 29½		08 32	08 34½		08 37½		08 40½
Waterloo Siding	08 10½		08 13½		08 16½	08 19		08 21½		08 24½	08 27½		08 30		08 32½	08 35½		08 38½		08 41
WATERLOO {arr.	08 12		08 14½		08 17½	08 20½		08 23		08 25½	08 28½		08 31½		08 34	08 36½		08 39½		08 42½
WATERLOO {dep.	08 16½		08 19		08 21½	08 24½		08 27½		08 30	08 32½		08 35½		08 38½	08 41		08 43½		08 46½
BANK	08 16½		08 19		08 21½	08 24½		08 27½		08 30	08 32½		08 35½		08 38½	08 41		08 43½		08 46½
Platform No.	7		7		7	7		7		7	7		7		7	7		7		7
To form	08 17½		08 20½		08 23	08 25½		08 28½		08 31½	08 34		08 36½		08 39½	08 42½		08 45		08 47½
By Crew Running No.	3		4		1	2		11		7	8		12		3	4		1		2

MONDAYS TO FRIDAYS

WESTBOUND

Train No.	202		203	204		205	201		202		203	204		205	201		202	203		204
Trip No.	30		22	28		20	28		32		24	30		22	30		34	26		32
Crew Running No.	1		2	11		7	8		12		3	4		1	2		11	7		8
Notes																				
Platform No.	7		7	7		7	7		7		7	7		7	7		7	7		7
BANK	08 45		08 47½	08 50½		08 53½	08 56		08 58½		09 01½	09 04½		09 07	09 09½		09 12½	09 15½		09 18
WATERLOO {arr.	08 48½		08 51½	08 54		08 56½	08 59½		09 02½		09 05	09 07½		09 10½	09 13½		09 16½	09 18½		09 21½
dep.	08 49½		08 52½	08 55		08 57½	09 00½		09 03½		09 06	09 08½		09 11½	09 14½		09 17½	09 19½		09 22½
Waterloo Siding	08 50½		08 53½	08 56		08 58½	09 01½		09 04½		09 07	09 09½		09 12½	09 15½		09 18	09 20½		09 23½
Waterloo Depot	▽		▽	▽		▽	▽		▽		▽	▽		▽	▽		▽	▽		▽
To form	08 51½		08 54	08 56½		08 59½	09 02½		09 05		09 07½	09 10½		09 13½	09 16		09 18½	09 21½		09 24½
By Crew Running No.	3		4	1		2	11		7		8	12		3	4		1	2		11

Train No.	205		201		202	203		204		205	201		202		203	204		201		202
Trip No.	24		32		36	28		34		26	34		38		30	36		36		40
Crew Running No.	12		3		4	1		2		11	7		8		12	3		4		1
Notes																				
Platform No.	7		7		7	7		7		7	7		7		7	7		7		7
BANK	09 20½		09 23½		09 26½	09 29		09 31½		09 34½	09 37½		09 40		09 43½	09 46½		09 50½		09 53½
WATERLOO {arr.	09 24½		09 27		09 29½	09 32½		09 35½		09 38	09 41½		09 43½		09 46½	09 50		09 54		09 57
dep.	09 25½		09 28		09 30½	09 33½		09 36½		09 39	09 42½		09 44½		09 47½	09 50½		09 54½		09 57½
Waterloo Siding	09 26½		09 29		09 31½	09 34½		09 37½		09 41	09 44½		09 45½		09 48½	09 51½		09 55½		09 58½
Waterloo Depot	▽		▽		▽	▽		▽		▽	▽		▽		▽	▽		▽		▽
To form	09 27		09 29½		09 32½	09 35½		09 38		Stop	09 43½		09 46½		09 49½	09 52½		09 56½		09 59½
By Crew Running No.	7		8		12	3		4			1		2		7	8		12		3

Train No.	203		204	201		202	203		204		201	202		203	204		201	202		203
Trip No.	32		38	38		42	34		40		40	44		36	42		42	46		38
Crew Running No.	2		7	8		12	3		4		1	2		7	8		4	1		2
Notes																				
Platform No.	7		7	7		7	7		7		7	7		7	7		7	8		8
BANK	09 57		10 00½	10 04		10 07½	10 11		10 14½		10 18	10 21½		10 25	10 28½		10 32½	10 37½		10 42½
WATERLOO {arr.	10 00½		10 04	10 07½		10 11	10 14½		10 18		10 21½	10 25		10 28½	10 32½		10 36½	10 41½		10 46½
dep.	10 01		10 04½	10 08		10 11½	10 15		10 18½		10 22	10 25½		10 29	10 34		10 37½	10 42½		10 47½
Waterloo Siding	10 02		10 05½	10 09		10 12½	10 16		10 19½		10 23	10 26½		10 30	—		10 38½	10 43½		10 48½
Waterloo Depot	▽		▽	▽		▽	▽		▽		▽	▽		10 36		▽	▽	▽		▽
To form	10 02½		10 06½	10 10		10 13½	10 17½		10 20½		10 24½	10 27½		10 31½	Stop		10 39½	10 44½		10 50
By Crew Running No.	4		1	2		7	8		3		4	1		2		7	4			1

Train No.	206		201		202	203		201		202	203		201		202	203		201		202
Trip No.	3		44		48	40		46		50	42		48		52	44		50		54
Crew Running No.	15		7		4	1		2		7	4		1		2	7		4		1
Notes	Ety																			
Platform No.			8		8	8		8		8	8		8		8	8		8		8
BANK			10 47½		10 52½	10 57½		11 02½		11 07½	11 12½		11 17½		11 22½	11 27½		11 32½		11 37½
WATERLOO {arr.	Pfm 25		10 51½		10 56½	11 01½		11 06½		11 11½	11 16½		11 21½		11 26½	11 31½		11 36½		11 41½
dep.	10 48½		10 52½		10 57½	11 02½		11 07½		11 12½	11 17½		11 22½		11 27½	11 32½		11 37½		11 42½
Waterloo Siding	—		10 53½		10 58½	11 03½		11 08½		11 13½	11 18½		11 23½		11 28½	11 33½		11 38½		11 43½
Waterloo Depot	10 49½ Shed Rd		▽		▽	▽		▽		▽	▽		▽		▽	▽		▽		▽
To form	Stop		10 54½		10 59½	11 04½		11 09½		11 14½	11 19½		11 24½		11 29½	11 34½		11 39½		11 44½
By Crew Running No.			2		7	4		1		2	7		4		1	2		7		4

Train No.	203		201	202		203	201		202		203	201		202	203		201	202		203
Trip No.	46		52	56		48	54		58		50	56		60	52		58	62		54
Crew Running No.	2		7	4		1	2		7		4	1		2	7		4	1		2
Notes																				
Platform No.	8		8	8		8	8		8		8	8		8	8		8	8		8
BANK	11 42½		11 47½	11 52		11 58	12 02½		12 07½		12 12½	12 17½		12 22½	12 27½		12 32½	12 37½		12 42½
WATERLOO {arr.	11 46½		11 51½	11 56		12 02½	12 06½		12 11½		12 16½	12 21½		12 26½	12 31½		12 36½	12 41½		12 46½
dep.	11 47½		11 52½	11 57		12 03½	12 07½		12 12½		12 17½	12 22½		12 27½	12 32½		12 37½	12 42½		12 47½
Waterloo Siding	11 48½		11 53½	11 58		12 04½	12 08½		12 13½		12 18½	12 23½		12 28½	12 33½		12 38½	12 43½		12 48½
Waterloo Depot	▽		▽	▽		▽	▽		▽		▽	▽		▽	▽		▽	▽		▽
To form	11 49½		11 54½	11 59		12 05½	12 09½		12 14½		12 19½	12 24½		12 29½	12 34½		12 39½	12 44½		12 49½
By Crew Running No.	1		2	7		4	1		2		7	4		1	2		7	4		1

EASTBOUND

MONDAYS TO FRIDAYS

Train No.	204		205		201	202		203		204	205		201		202	203		204		205
Trip No.	27		19		27	31		23		29	21		29		33	25		31		23
Crew Running No.	7		8		12	3		4		1	2		11		7	8		12		3
Notes																				
Waterloo Depot	08 43		08 45½		08 48	08 51½		08 54		08 56½	08 59½		09 02½		09 05	09 07½		09 10½		09 13½
Waterloo Siding	08 43½		08 46½		08 49½	08 52½		08 54½		08 57½	09 00½		09 03½		09 05½	09 08½		09 11½		09 14½
WATERLOO {arr. dep.}	08 45		08 47½		08 50½	08 53½		08 56		08 58½	09 01½		09 04½		09 07	09 09½		09 12½		09 15½
BANK	08 49½		08 52		08 54½	08 57½		09 00½		09 03	09 05½		09 08½		09 11½	09 14		09 16½		09 19½
Platform No.	7		7		7	7		7		7	7		7		7	7		7		7
	▽		▽		▽	▽		▽		▽	▽		▽		▽	▽		▽		▽
To form	08 50½		08 53½		08 56	08 58½		09 01½		09 04½	09 07		09 09½		09 12½	09 15½		09 18		09 20½
By Crew Running No.	11		7		8	12		3		4	1		2		11	7		8		12

Train No.	201		202		203	204		205		201	202		203		204	201		202		203
Trip No.	31		35		27	33		25		33	37		29		35	35		39		31
Crew Running No.	4		1		2	11		7		8	12		3		4	1		2		7
Notes																				
Waterloo Depot	09 16		09 18½		09 21½	09 24½		09 27		09 29½	09 32½		09 35½		09 38	09 43½		09 46½		09 49½
Waterloo Siding	09 16½		09 19½		09 22½	09 25½		09 27½		09 30½	09 33½		09 36½		09 38½	09 44½		09 47½		09 50½
WATERLOO {arr. dep.}	09 18		09 20½		09 23½	09 26½		09 29		09 31½	09 34½		09 37½		09 41	09 45½		09 48		09 51½
BANK	09 22½		09 25		09 27½	09 30½		09 33½		09 36	09 38½		09 41½		09 45½	09 49½		09 52½		09 55½
Platform No.	7		7		7	7		7		7	7		7		7	7		7		7
	▽		▽		▽	▽		▽		▽	▽		▽		▽	▽		▽		▽
To form	09 23½		09 26½		09 29	09 31½		09 34½		09 37½	09 40		09 43½		09 46½	09 50½		09 53½		09 57
By Crew Running No.	3		4		1	2		11		7	8		12		3	4		1		2

Train No.	204		201	202		203	204		201		202	203		204	201		202	203		201
Trip No.	37		37	41		33	39		39		43	35		41	41		45	37		43
Crew Running No.	8		12	3		4	1		2		7	8		3	4		1	2		7
Notes																				
Waterloo Depot	09 52½		09 56½	09 59½		10 02½	10 06½		10 10		10 13½	10 17½		10 20½	10 24½		10 27½	10 31½		10 39½
Waterloo Siding	09 53½		09 57½	10 00½		10 03½	10 07½		10 10½		10 14½	10 18½		10 21½	10 25½		10 28½	10 32½		10 40½
WATERLOO {arr. dep.}	09 55		09 58½	10 02		10 05½	10 09		10 12½		10 16½	10 19½		10 23	10 26½		10 30½	10 35½		10 40½
BANK	09 59½		10 02½	10 06½		10 09½	10 13½		10 16½		10 20½	10 23½		10 27½	10 30½		10 34½	10 39½		10 44½
Platform No.	7		7	7		7	7		7		7	7		7	7		8	8		8
	▽		▽	▽		▽	▽		▽		▽	▽		▽	▽		8	8		8
To form	10 00½		10 04	10 07½		10 11	10 14½		10 18		10 21½	10 25		10 28½	10 32½		10 37½	10 42½		10 47½
By Crew Running No.	7		8	12		3	4		1		2	7		8	3		1	2		7

Train No.	202		206		203	201		202		203	201		202		203	201		202		203
Trip No.	47		2		39	45		49		41	47		51		43	49		53		45
Crew Running No.	4		15		1	2		7		4	1		2		7	4		1		2
Notes																				
Waterloo Depot	10 44½		10 45½		10 50	10 54½		10 59½		11 04½	11 09½		11 14½		11 19½	11 24½		11 29½		11 34½
Waterloo Siding	10 45		10 47½		10 50½	10 55		11 00		11 05	11 10		11 15		11 20	11 25		11 30		11 35
WATERLOO {arr. dep.}	10 45½		10 47½		10 51½	10 55½		11 00½		11 05½	11 10½		11 15½		11 20½	11 25½		11 30½		11 35½
BANK	10 49½		10 52½		10 55½	10 59½		11 04½		11 09½	11 14½		11 19½		11 24½	11 29½		11 34½		11 39½
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
	▽		▽		▽	▽		▽		▽	▽		▽		▽	▽		▽		▽
To form	10 52½		10 48½		10 57½	11 02½		11 07½		11 12½	11 17½		11 22½		11 27½	11 32½		11 37½		11 42½
By Crew Running No.	7		15		1	2		7		4	1		2		7	4		1		2

Train No.	201		202	203		201	202		203		201	202		203	201		202	203		201
Trip No.	51		55	47		53	57		49		55	59		51	57		61	53		59
Crew Running No.	7		4	1		2	7		4		1	2		7	4		1	2		7
Notes																				
Waterloo Depot	11 39½		11 44½	11 49½		11 54½	11 59		12 05½		12 09½	12 14½		12 19½	12 24½		12 29½	12 34½		12 39½
Waterloo Siding	11 40		11 45½	11 50½		11 55½	11 59½		12 06		12 10	12 15		12 20	12 25		12 30	12 35		12 40
WATERLOO {arr. dep.}	11 40½		11 46	11 51		11 56	12 00½		12 06½		12 10½	12 15½		12 20½	12 25½		12 30½	12 35½		12 40½
BANK	11 44½		11 50	11 55		12 00	12 04½		12 10½		12 14½	12 19½		12 24½	12 29½		12 34½	12 39½		12 44½
Platform No.	8		8	8		8	8		8		8	8		8	8		8	8		8
	▽		▽	▽		▽	▽		▽		▽	▽		▽	▽		▽	▽		▽
To form	11 47½		11 52	11 58		12 02½	12 07½		12 12½		12 17½	12 22½		12 27½	12 32½		12 37½	12 42½		12 47½
By Crew Running No.	7		4	1		2	7		4		1	2		7	4		1	2		7

MONDAYS TO FRIDAYS

WESTBOUND

Train No.	201		202		203	201		202		203	201		202		203	201		202		203
Trip No.	60		64		56	62		66		58	64		68		60	66		70		62
Crew Running No.	7		4		1	2		7		4	1		2		7	4		1		2
Notes																				
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
BANK	12 47½		12 52		12 58	13 02½		13 07½		13 12½	13 17½		13 22½		13 27½	13 32½		13 37½		13 42½
WATERLOO {arr.	12 51½		12 56		13 02½	13 06½		13 11½		13 16½	13 21½		13 26½		13 31½	13 36½		13 41½		13 46½
dep.	12 52½		12 57		13 03½	13 07½		13 12½		13 17½	13 22½		13 27½		13 32½	13 37½		13 42½		13 47½
Waterloo Siding	12 53½		12 58		13 04½	13 08½		13 13½		13 18½	13 23½		13 28½		13 33½	13 38½		13 43½		13 48½
Waterloo Depot	∇		∇		∇	∇		∇		∇	∇		∇		∇	∇		∇		∇
To form	12 54½		12 59		13 05½	13 09½		13 14½		13 19½	13 24½		13 29½		13 34½	13 39½		13 44½		13 49½
By Crew Running No.	2		7		4	1		2		7	4		1		2	7		4		1

Train No.	201		202	203		201	202		203		201	202		203	201		202	203		201
Trip No.	68		72	64		70	74		66		72	76		68	74		78	70		76
Crew Running No.	7		4	1		2	7		4		1	2		7	4		1	2		7
Notes																				
Platform No.	8		8	8		8	8		8		8	8		8	8		8	8		8
BANK	13 47½		13 52	13 58		14 02½	14 07½		14 12½		14 17½	14 22½		14 27½	14 32½		14 37½	14 42½		14 47½
WATERLOO {arr.	13 51½		13 56	14 02½		14 06½	14 11½		14 16½		14 21½	14 26½		14 31½	14 36½		14 41½	14 46½		14 51½
dep.	13 52½		13 57	14 03½		14 07½	14 12½		14 17½		14 22½	14 27½		14 32½	14 37½		14 42½	14 47½		14 52½
Waterloo Siding	13 53½		13 58	14 04½		14 08½	14 13½		14 18½		14 23½	14 28½		14 33½	14 38½		14 43½	14 48½		14 53½
Waterloo Depot	∇		∇	∇		∇	∇		∇		∇	∇		∇	∇		∇	∇		∇
To form	13 54½		13 59	14 05½		14 09½	14 14½		14 19½		14 24½	14 29½		14 34½	14 39½		14 44½	14 49½		14 54½
By Crew Running No.	2		7	4		1	2		7		4	1		2	7		4	1		2

Train No.	202		203		201	202		203		201	202		203		201	202		203		201
Trip No.	80		72		78	82		74		80	84		76		82	86		78		84
Crew Running No.	4		1		2	7		4		1	2		7		4	1		2		7
Notes																				
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
BANK	14 52		14 58		15 02½	15 07½		15 12½		15 17½	15 22½		15 27½		15 32½	15 37½		15 42½		15 47½
WATERLOO {arr.	14 56		15 02½		15 06½	15 11½		15 16½		15 21½	15 26½		15 31½		15 36½	15 41½		15 46½		15 51½
dep.	14 57		15 03½		15 07½	15 12½		15 17½		15 22½	15 27½		15 32½		15 37½	15 42½		15 47½		15 52½
Waterloo Siding	14 58		15 04½		15 08½	15 13½		15 18½		15 23½	15 28½		15 33½		15 38½	15 43½		15 48½		15 53½
Waterloo Depot	∇		∇		∇	∇		∇		∇	∇		∇		∇	∇		∇		∇
To form	14 59		15 05½		15 09½	15 14½		15 19½		15 24½	15 29½		15 34½		15 39½	15 44½		15 49½		15 54½
By Crew Running No.	7		4		1	2		7		4	1		2		7	4		1		2

Train No.	202		203	201		202	203		205		201	202		204	203		205	201		202
Trip No.	88		80	86		90	82		28		88	92		44	84		30	90		94
Crew Running No.	4		1	2		7	4		11		3	1		2	8		7	4		11
Notes																				
Platform No.	8		8	8		8	7		7		7	7		7	7		7	7		7
BANK	15 52½		15 57½	16 02½		16 07½	16 11½		16 15½		16 18½	16 21½		16 24½	16 27		16 29½	16 32½		16 35½
WATERLOO {arr.	15 56½		16 01½	16 06½		16 11½	16 15½		16 18½		16 21½	16 24½		16 27½	16 30½		16 33½	16 36½		16 39
dep.	15 57½		16 02½	16 07½		16 12½	16 17½		16 20½		16 23½	16 26½		16 29½	16 32		16 34½	16 37½		16 40½
Waterloo Siding	15 58½		16 03½	16 08½		16 13½	16 18½		16 21½		16 24½	16 27½		16 30½	16 33		16 35½	16 38½		16 41½
Waterloo Depot	∇		∇	∇		∇	∇		∇		∇	∇		∇	∇		∇	∇		∇
To form	15 59½		16 04	16 11½		16 14	16 19½		16 22½		16 25½	16 28½		16 31	16 33½		16 36½	16 39½		16 42
By Crew Running No.	7		4	1		2	7		4		11	3		2	8		7	4		11

Train No.	204		203		205	201		202		204	203		205		201	202		204		203
Trip No.	46		86		32	92		96		48	88		34		94	98		50		90
Crew Running No.	3		1		2	8		13		7	4		11		3	1		2		8
Notes																				
Platform No.	7		7		7	7		7		7	7		7		7	7		7		7
BANK	16 38		16 40½		16 43½	16 46½		16 49		16 51½	16 54½		16 57½		17 00	17 02½		17 05½		17 08½
WATERLOO {arr.	16 41½		16 44		16 47½	16 50		16 52½		16 55½	16 58½		17 01		17 03½	17 06½		17 09½		17 12
dep.	16 43		16 45½		16 48½	16 51½		16 54		16 56½	16 59½		17 02½		17 05	17 07½		17 10½		17 13½
Waterloo Siding	16 44		16 46½		16 49½	16 52½		16 55		16 57½	17 00½		17 03½		17 06	17 08½		17 11½		17 14½
Waterloo Depot	∇		∇		∇	∇		∇		∇	∇		∇		∇	∇		∇		∇
To form	16 44½		16 47½		16 50½	16 53		16 55½		16 58½	17 01½		17 04		17 06½	17 09½		17 12½		17 15
By Crew Running No.	4		11		3	1		2		8	13		7		4	11		3		1

EASTBOUND

MONDAYS TO FRIDAYS

Train No.	202		203		201	202		203		201	202		203		201	202		203		201
Trip No.	63		55		61	65		57		63	67		59		65	69		61		67
Crew Running No.	4		1		2	7		4		1	2		7		4	1		2		7
Notes																				
Waterloo Depot																				
Waterloo Siding	12 44 $\frac{1}{2}$		12 49 $\frac{1}{2}$		12 54 $\frac{1}{2}$	12 59		13 05 $\frac{1}{2}$		13 09 $\frac{1}{2}$	13 14 $\frac{1}{2}$		13 19 $\frac{1}{2}$		13 24 $\frac{1}{2}$	13 29 $\frac{1}{2}$		13 34 $\frac{1}{2}$		13 39 $\frac{1}{2}$
WATERLOO {arr. dep.}	12 45 $\frac{1}{2}$		12 50 $\frac{1}{2}$		12 55 $\frac{1}{2}$	12 59		13 06		13 10	13 15		13 20		13 25	13 30		13 35		13 40
BANK	12 46		12 51		12 56	13 00 $\frac{1}{2}$		13 06 $\frac{1}{2}$		13 10 $\frac{1}{2}$	13 15 $\frac{1}{2}$		13 20 $\frac{1}{2}$		13 25 $\frac{1}{2}$	13 30 $\frac{1}{2}$		13 35 $\frac{1}{2}$		13 40 $\frac{1}{2}$
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
To form	12 52		12 58		13 02 $\frac{1}{2}$	13 07 $\frac{1}{2}$		13 12 $\frac{1}{2}$		13 17 $\frac{1}{2}$	13 22 $\frac{1}{2}$		13 27 $\frac{1}{2}$		13 32 $\frac{1}{2}$	13 37 $\frac{1}{2}$		13 42 $\frac{1}{2}$		13 47 $\frac{1}{2}$
By Crew Running No.																				

Train No.	202		203	201		202	203		201		202	203		201	202		203	201		202
Trip No.	71		63	69		73	65		71		75	67		73	77		69	75		79
Crew Running No.	4		1	2		7	4		1		2	7		4	1		2	7		4
Notes																				
Waterloo Depot																				
Waterloo Siding	13 44 $\frac{1}{2}$		13 49 $\frac{1}{2}$	13 54 $\frac{1}{2}$		13 59	14 05 $\frac{1}{2}$		14 09 $\frac{1}{2}$		14 14 $\frac{1}{2}$	14 19 $\frac{1}{2}$		14 24 $\frac{1}{2}$	14 29 $\frac{1}{2}$		14 34 $\frac{1}{2}$	14 39 $\frac{1}{2}$		14 44 $\frac{1}{2}$
WATERLOO {arr. dep.}	13 45 $\frac{1}{2}$		13 50 $\frac{1}{2}$	13 55 $\frac{1}{2}$		13 59 $\frac{1}{2}$	14 06		14 10		14 15	14 20		14 25	14 30		14 35	14 40		14 45 $\frac{1}{2}$
BANK	13 46		13 51	13 56		14 00 $\frac{1}{2}$	14 06 $\frac{1}{2}$		14 10 $\frac{1}{2}$		14 15 $\frac{1}{2}$	14 20 $\frac{1}{2}$		14 25 $\frac{1}{2}$	14 30 $\frac{1}{2}$		14 35 $\frac{1}{2}$	14 40 $\frac{1}{2}$		14 46
Platform No.	8		8	8		8	8		8		8	8		8	8		8	8		8
To form	13 52		13 58	14 02 $\frac{1}{2}$		14 07 $\frac{1}{2}$	14 12 $\frac{1}{2}$		14 17 $\frac{1}{2}$		14 22 $\frac{1}{2}$	14 27 $\frac{1}{2}$		14 32 $\frac{1}{2}$	14 37 $\frac{1}{2}$		14 42 $\frac{1}{2}$	14 47 $\frac{1}{2}$		14 52
By Crew Running No.																				

Train No.	203		201		202	203		201		202	203		201	202	203		201	202		202
Trip No.	71		77		81	73		79		83	75		81	85	77		83	87		87
Crew Running No.	1		2		7	4		1		2	7		4	1	2		7	4		4
Notes																				
Waterloo Depot																				
Waterloo Siding	14 49 $\frac{1}{2}$		14 54 $\frac{1}{2}$		14 59	15 05 $\frac{1}{2}$		15 09 $\frac{1}{2}$		15 14 $\frac{1}{2}$	15 19 $\frac{1}{2}$		15 24 $\frac{1}{2}$		15 29 $\frac{1}{2}$	15 34 $\frac{1}{2}$		15 39 $\frac{1}{2}$		15 44 $\frac{1}{2}$
WATERLOO {arr. dep.}	14 50 $\frac{1}{2}$		14 55 $\frac{1}{2}$		14 59 $\frac{1}{2}$	15 06		15 10		15 15	15 20		15 25		15 30	15 35		15 40		15 45
BANK	14 51		14 56		15 00 $\frac{1}{2}$	15 06 $\frac{1}{2}$		15 10 $\frac{1}{2}$		15 15 $\frac{1}{2}$	15 20 $\frac{1}{2}$		15 25 $\frac{1}{2}$		15 30 $\frac{1}{2}$	15 35 $\frac{1}{2}$		15 40 $\frac{1}{2}$		15 45 $\frac{1}{2}$
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
To form	14 58		15 02 $\frac{1}{2}$		15 07 $\frac{1}{2}$	15 12 $\frac{1}{2}$		15 17 $\frac{1}{2}$		15 22 $\frac{1}{2}$	15 27 $\frac{1}{2}$		15 32 $\frac{1}{2}$		15 37 $\frac{1}{2}$	15 42 $\frac{1}{2}$		15 47 $\frac{1}{2}$		15 52 $\frac{1}{2}$
By Crew Running No.																				

Train No.	203		201	202		203	205		201		202	204		203	205		201	202		204
Trip No.	79		85	89		81	27		87		91	43		83	29		89	93		45
Crew Running No.	1		2	7		4	11		1		2	8		7	4		11	3		1
Notes																				
Waterloo Depot							16 06					16 15 $\frac{1}{2}$								
Waterloo Siding	15 49 $\frac{1}{2}$		15 54 $\frac{1}{2}$	15 59 $\frac{1}{2}$		16 04	—		16 11 $\frac{1}{2}$		16 14	—		16 19 $\frac{1}{2}$	16 22 $\frac{1}{2}$		16 25 $\frac{1}{2}$	16 28 $\frac{1}{2}$		16 31
WATERLOO {arr. dep.}	15 50		15 55	16 00		16 04 $\frac{1}{2}$	16 07 $\frac{1}{2}$		16 12		16 14 $\frac{1}{2}$	16 17		16 20	16 23		16 26	16 29		16 31 $\frac{1}{2}$
BANK	15 50 $\frac{1}{2}$		15 55 $\frac{1}{2}$	16 00 $\frac{1}{2}$		16 05 $\frac{1}{2}$	16 09 $\frac{1}{2}$		16 12 $\frac{1}{2}$		16 15 $\frac{1}{2}$	16 18 $\frac{1}{2}$		16 21 $\frac{1}{2}$	16 24 $\frac{1}{2}$		16 27	16 29 $\frac{1}{2}$		16 32 $\frac{1}{2}$
Platform No.	8		8	8		7	7		7		7	7		7	7		7	7		7
To form	15 57 $\frac{1}{2}$		16 02 $\frac{1}{2}$	16 07 $\frac{1}{2}$		16 11 $\frac{1}{2}$	16 15 $\frac{1}{2}$		16 18 $\frac{1}{2}$		16 21 $\frac{1}{2}$	16 24 $\frac{1}{2}$		16 27	16 29 $\frac{1}{2}$		16 32 $\frac{1}{2}$	16 35 $\frac{1}{2}$		16 38
By Crew Running No.									3		1	2		8	7		4	11		3

Train No.	203		205		201	202		204		203	205		201	202	204		203	205		205
Trip No.	85		31		91	95		47		87	33		93	97	49		89	35		35
Crew Running No.	2		8		13	7		4		11	3		1	2	8		13	7		7
Notes																				
Waterloo Depot																				
Waterloo Siding	16 33 $\frac{1}{2}$		16 36 $\frac{1}{2}$		16 39 $\frac{1}{2}$	16 42		16 44 $\frac{1}{2}$		16 47 $\frac{1}{2}$	16 50 $\frac{1}{2}$		16 53		16 55 $\frac{1}{2}$	16 58 $\frac{1}{2}$		17 01 $\frac{1}{2}$		17 04
WATERLOO {arr. dep.}	16 34 $\frac{1}{2}$		16 37 $\frac{1}{2}$		16 40	16 42 $\frac{1}{2}$		16 45 $\frac{1}{2}$		16 48	16 51		16 53 $\frac{1}{2}$		16 56 $\frac{1}{2}$	16 59 $\frac{1}{2}$		17 02		17 04 $\frac{1}{2}$
BANK	16 35 $\frac{1}{2}$		16 38		16 40 $\frac{1}{2}$	16 43 $\frac{1}{2}$		16 46 $\frac{1}{2}$		16 49	16 51 $\frac{1}{2}$		16 54 $\frac{1}{2}$		16 57 $\frac{1}{2}$	17 00		17 02 $\frac{1}{2}$		17 05 $\frac{1}{2}$
Platform No.	7		7		7	7		7		7	7		7		7	7		7		7
To form	16 40 $\frac{1}{2}$		16 43 $\frac{1}{2}$		16 46 $\frac{1}{2}$	16 49		16 51 $\frac{1}{2}$		16 54 $\frac{1}{2}$	16 57 $\frac{1}{2}$		17 00		17 02 $\frac{1}{2}$	17 05 $\frac{1}{2}$		17 08 $\frac{1}{2}$		17 11
By Crew Running No.	1		2		8	13		7		4	11		3		1	2		8		13

MONDAYS TO FRIDAYS

WESTBOUND

Train No.	205		201	202		204	203		205		201	202		204	203		205	201		202
Trip No.	36		96	100		52	92		38		98	102		54	94		40	100		104
Crew Running No.	13		7	4		11	3		9		1	2		8	13		7	4		11
Notes																				
Platform No.	7		7	7		7	7		8		7	8		7	8		7	8		7
BANK	17 11		17 13 $\frac{1}{2}$	17 16 $\frac{1}{2}$		17 19 $\frac{1}{2}$	17 22		17 24 $\frac{1}{2}$		17 27 $\frac{1}{2}$	17 30		17 33	17 35 $\frac{1}{2}$		17 38 $\frac{1}{2}$	17 41		17 44
WATERLOO {arr.	17 14 $\frac{1}{2}$		17 17 $\frac{1}{2}$	17 20 $\frac{1}{2}$		17 23 $\frac{1}{2}$	17 25 $\frac{1}{2}$		17 28 $\frac{1}{2}$		17 31 $\frac{1}{2}$	17 34		17 36 $\frac{1}{2}$	17 39 $\frac{1}{2}$		17 42 $\frac{1}{2}$	17 45		17 47 $\frac{1}{2}$
dep.	17 16		17 18 $\frac{1}{2}$	17 21 $\frac{1}{2}$		17 24 $\frac{1}{2}$	17 27		17 29 $\frac{1}{2}$		17 32 $\frac{1}{2}$	17 35 $\frac{1}{2}$		17 38	17 40 $\frac{1}{2}$		17 43 $\frac{1}{2}$	17 46 $\frac{1}{2}$		17 49
Waterloo Siding	17 17		17 19 $\frac{1}{2}$	17 22 $\frac{1}{2}$		17 25 $\frac{1}{2}$	17 28		17 30 $\frac{1}{2}$		17 33 $\frac{1}{2}$	17 36 $\frac{1}{2}$		17 39	17 41 $\frac{1}{2}$		17 44 $\frac{1}{2}$	17 47 $\frac{1}{2}$		17 50
Waterloo Depot																				
	▽		▽	▽		▽	▽		▽		▽	▽		▽	▽		▽	▽		▽
To form	17 17 $\frac{1}{2}$		17 20 $\frac{1}{2}$	17 23 $\frac{1}{2}$		17 26	17 28 $\frac{1}{2}$		17 31 $\frac{1}{2}$		17 34 $\frac{1}{2}$	17 37		17 39 $\frac{1}{2}$	17 42 $\frac{1}{2}$		17 45 $\frac{1}{2}$	17 48		17 50 $\frac{1}{2}$
By Crew Running No.	2		8	13		7	4		11		3	9		1	2		8	13		7

Train No.	204		203		205	201		202		204	203		205		201	202		204		203
Trip No.	56		96		42	102		106		58	98		44		104	108		60		100
Crew Running No.	3		9		1	2		8		13	7		4		11	3		9		1
Notes																				
Platform No.	8		7		8	7		8		7	8		7		8	7		8		7
BANK	17 46 $\frac{1}{2}$		17 49 $\frac{1}{2}$		17 52	17 55		17 57 $\frac{1}{2}$		18 00 $\frac{1}{2}$	18 03		18 06		18 08 $\frac{1}{2}$	18 11 $\frac{1}{2}$		18 14		18 17
WATERLOO {arr.	17 50 $\frac{1}{2}$		17 53 $\frac{1}{2}$		17 56	17 58 $\frac{1}{2}$		18 01 $\frac{1}{2}$		18 04 $\frac{1}{2}$	18 07		18 09 $\frac{1}{2}$		18 12 $\frac{1}{2}$	18 15 $\frac{1}{2}$		18 18		18 20 $\frac{1}{2}$
dep.	17 51 $\frac{1}{2}$		17 54 $\frac{1}{2}$		17 57 $\frac{1}{2}$	18 00		18 02 $\frac{1}{2}$		18 05 $\frac{1}{2}$	18 08 $\frac{1}{2}$		18 11		18 13 $\frac{1}{2}$	18 16 $\frac{1}{2}$		18 19 $\frac{1}{2}$		18 22
Waterloo Siding	17 52 $\frac{1}{2}$		17 55 $\frac{1}{2}$		17 58 $\frac{1}{2}$	18 01		18 03 $\frac{1}{2}$		18 06 $\frac{1}{2}$	18 09 $\frac{1}{2}$		18 12		18 14 $\frac{1}{2}$	18 17 $\frac{1}{2}$		18 20 $\frac{1}{2}$		18 23
Waterloo Depot																				
	▽		▽		▽	▽		▽		▽	▽		▽		▽	▽		▽		▽
To form	17 53 $\frac{1}{2}$		17 56 $\frac{1}{2}$		17 59	18 01 $\frac{1}{2}$		18 04 $\frac{1}{2}$		18 07 $\frac{1}{2}$	18 10		18 12 $\frac{1}{2}$		18 15 $\frac{1}{2}$	18 18 $\frac{1}{2}$		18 21		18 23 $\frac{1}{2}$
By Crew Running No.	4		11		3	9		1		2	8		13		7	4		11		3

Train No.	205		201	202		204	203		205		201	202		204	203		205	201		202
Trip No.	46		106	110		62	102		48		108	112		64	104		50	110		114
Crew Running No.	2		8	13		7	4		11		3	9		1	2		8	13		7
Notes																				
Platform No.	8		7	8		7	8		7		8	7		8	7		8	7		8
BANK	18 19 $\frac{1}{2}$		18 22 $\frac{1}{2}$	18 25		18 28	18 30 $\frac{1}{2}$		18 33 $\frac{1}{2}$		18 36	18 39		18 41 $\frac{1}{2}$	18 44 $\frac{1}{2}$		18 47	18 50		18 52 $\frac{1}{2}$
WATERLOO {arr.	18 23 $\frac{1}{2}$		18 26 $\frac{1}{2}$	18 29		18 31 $\frac{1}{2}$	18 34 $\frac{1}{2}$		18 37 $\frac{1}{2}$		18 40	18 42 $\frac{1}{2}$		18 45 $\frac{1}{2}$	18 48 $\frac{1}{2}$		18 51	18 53 $\frac{1}{2}$		18 56 $\frac{1}{2}$
dep.	18 24 $\frac{1}{2}$		18 27 $\frac{1}{2}$	18 30 $\frac{1}{2}$		18 33	18 35 $\frac{1}{2}$		18 38 $\frac{1}{2}$		18 41 $\frac{1}{2}$	18 44		18 46 $\frac{1}{2}$	18 49 $\frac{1}{2}$		18 52 $\frac{1}{2}$	18 55		18 57 $\frac{1}{2}$
Waterloo Siding	18 25 $\frac{1}{2}$		18 28 $\frac{1}{2}$	18 31 $\frac{1}{2}$		18 34	18 36 $\frac{1}{2}$		18 39 $\frac{1}{2}$		18 42 $\frac{1}{2}$	18 45		18 47 $\frac{1}{2}$	18 50 $\frac{1}{2}$		18 53 $\frac{1}{2}$	18 56		18 58 $\frac{1}{2}$
Waterloo Depot																				
	▽		▽	▽		▽	▽		▽		▽	▽		▽	▽		▽	▽		▽
To form	18 26 $\frac{1}{2}$		18 29 $\frac{1}{2}$	18 32		18 34 $\frac{1}{2}$	18 37 $\frac{1}{2}$		18 40 $\frac{1}{2}$		18 43	18 45 $\frac{1}{2}$		18 48 $\frac{1}{2}$	18 51 $\frac{1}{2}$		18 54	18 56 $\frac{1}{2}$		18 59 $\frac{1}{2}$
By Crew Running No.	9		1	2		8	13		7		4	11		3	9		1	2		8

Train No.	204		203		205	201		202		204	203		205		201	202		204		203
Trip No.	66		106		52	112		116		68	108		54		114	118		70		110
Crew Running No.	4		11		3	9		1		2	8		13		7	4		11		3
Notes																				
Platform No.	7		8		7	8		7		8	7		8		7	8		7		8
BANK	18 55 $\frac{1}{2}$		18 58		19 01	19 03 $\frac{1}{2}$		19 06 $\frac{1}{2}$		19 09	19 12		19 14 $\frac{1}{2}$		19 17 $\frac{1}{2}$	19 20		19 23		19 25 $\frac{1}{2}$
WATERLOO {arr.	18 59 $\frac{1}{2}$		19 02		19 04 $\frac{1}{2}$	19 07 $\frac{1}{2}$		19 10 $\frac{1}{2}$		19 13	19 15 $\frac{1}{2}$		19 18 $\frac{1}{2}$		19 21 $\frac{1}{2}$	19 24		19 26 $\frac{1}{2}$		19 29 $\frac{1}{2}$
dep.	19 00 $\frac{1}{2}$		19 03 $\frac{1}{2}$		19 06	19 08 $\frac{1}{2}$		19 11 $\frac{1}{2}$		19 14 $\frac{1}{2}$	19 17		19 19 $\frac{1}{2}$		19 22 $\frac{1}{2}$	19 25 $\frac{1}{2}$		19 28		19 30 $\frac{1}{2}$
Waterloo Siding	19 01 $\frac{1}{2}$		19 04 $\frac{1}{2}$		19 07	19 09 $\frac{1}{2}$		19 12 $\frac{1}{2}$		19 15 $\frac{1}{2}$	19 18		19 20 $\frac{1}{2}$		19 23 $\frac{1}{2}$	19 26 $\frac{1}{2}$		19 29		19 31 $\frac{1}{2}$
Waterloo Depot																				
	▽		▽		▽	▽		▽		▽	▽		▽		▽	▽		▽		▽
To form	19 02 $\frac{1}{2}$		19 05		19 07 $\frac{1}{2}$	19 10 $\frac{1}{2}$		19 13 $\frac{1}{2}$		19 16	19 18 $\frac{1}{2}$		19 21 $\frac{1}{2}$		19 24 $\frac{1}{2}$	19 27		19 29 $\frac{1}{2}$		19 32 $\frac{1}{2}$
By Crew Running No.	13		7		4	11		3		9	1		2		8	13		7		4

Train No.	205		201	202		204	203		205		201	202		204	203		205	201		202
Trip No.	56		116	120		72	112		58		118	122		74	114		60	120		124
Crew Running No.	9		1	2		8	13		7		4	3		9	2		8	13		7
Notes																				
Platform No.	7		8	7		8	7		8		7	7		7	7		7	7		7
BANK	19 28 $\frac{1}{2}$		19 31	19 34		19 36 $\frac{1}{2}$	19 39 $\frac{1}{2}$		19 42		19 45	19 48		19 51	19 54 $\frac{1}{2}$		19 57 $\frac{1}{2}$	20 01		20 04 $\frac{1}{2}$
WATERLOO {arr.	19 32 $\frac{1}{2}$		19 35	19 37 $\frac{1}{2}$		19 40 $\frac{1}{2}$	19 43 $\frac{1}{2}$		19 46		19 48 $\frac{1}{2}$	19 51 $\frac{1}{2}$		19 54 $\frac{1}{2}$	19 57 $\frac{1}{2}$		20 01	20 04 $\frac{1}{2}$		20 08
dep.	19 33 $\frac{1}{2}$		19 36 $\frac{1}{2}$	19 39		19 41 $\frac{1}{2}$	19 44 $\frac{1}{2}$		19 47 $\frac{1}{2}$		19 50	19 53		19 56	19 58 $\frac{1}{2}$		20 02	20 05 $\frac{1}{2}$		20 09
Waterloo Siding	19 34 $\frac{1}{2}$		19 37 $\frac{1}{2}$	19 40		19 42 $\frac{1}{2}$	19 45 $\frac{1}{2}$		19 48 $\frac{1}{2}$		19 51	19 54		19 58	19 59 $\frac{1}{2}$		20 03	20 06 $\frac{1}{2}$		20 10
Waterloo Depot																				
	▽		▽	▽		▽	▽													

EASTBOUND

MONDAYS TO FRIDAYS

Train No.	201		202	204		203	205		201		202	204		203	205		201	202		204
Trip No.	95		99	51		91	37		97		101	53		93	39		99	103		55
Crew Running No.	4		11	3		1	2		8		13	7		4	11		3	9		1
Notes																				
Waterloo Depot																				
Waterloo Siding	17 06 $\frac{1}{2}$		17 09 $\frac{1}{2}$	17 12 $\frac{1}{2}$		17 15	17 17 $\frac{1}{2}$		17 20 $\frac{1}{2}$		17 23 $\frac{1}{2}$	17 26		17 28 $\frac{1}{2}$	17 31 $\frac{1}{2}$		17 34 $\frac{1}{2}$	17 37		17 39 $\frac{1}{2}$
WATERLOO {arr. dep.}	17 07 $\frac{1}{2}$		17 10 $\frac{1}{2}$	17 13		17 15 $\frac{1}{2}$	17 18 $\frac{1}{2}$		17 21 $\frac{1}{2}$		17 24	17 26 $\frac{1}{2}$		17 29 $\frac{1}{2}$	17 32 $\frac{1}{2}$		17 35	17 37 $\frac{1}{2}$		17 40 $\frac{1}{2}$
BANK	17 08 $\frac{1}{2}$		17 11	17 13 $\frac{1}{2}$		17 16 $\frac{1}{2}$	17 19 $\frac{1}{2}$		17 22		17 24 $\frac{1}{2}$	17 27 $\frac{1}{2}$		17 30 $\frac{1}{2}$	17 33		17 35 $\frac{1}{2}$	17 38 $\frac{1}{2}$		17 41 $\frac{1}{2}$
Platform No.	7		7	7		7	8		7		8	7		8	7		8	7		8
	∇		∇	∇		∇	∇		∇		∇	∇		∇	∇		∇	∇		∇
To form	17 13 $\frac{1}{2}$		17 16 $\frac{1}{2}$	17 19 $\frac{1}{2}$		17 22	17 24 $\frac{1}{2}$		17 27 $\frac{1}{2}$		17 30	17 33		17 35 $\frac{1}{2}$	17 38 $\frac{1}{2}$		17 41	17 44		17 46 $\frac{1}{2}$
By Crew Running No.	7		4	11		3	9		1		2	8		13	7		4	11		3

Train No.	203		205		201	202		204		203	205		201		202	204		203		205
Trip No.	95		41		101	105		57		97	43		103		107	59		99		45
Crew Running No.	2		8		13	7		4		11	3		9		1	2		8		13
Notes																				
Waterloo Depot																				
Waterloo Siding	17 42 $\frac{1}{2}$		17 45 $\frac{1}{2}$		17 48	17 50 $\frac{1}{2}$		17 53 $\frac{1}{2}$		17 56 $\frac{1}{2}$	17 59		18 01 $\frac{1}{2}$		18 04 $\frac{1}{2}$	18 07 $\frac{1}{2}$		18 10		18 12 $\frac{1}{2}$
WATERLOO {arr. dep.}	17 43 $\frac{1}{2}$		17 46		17 48 $\frac{1}{2}$	17 51 $\frac{1}{2}$		17 54 $\frac{1}{2}$		17 57	17 59 $\frac{1}{2}$		18 02 $\frac{1}{2}$		18 05 $\frac{1}{2}$	18 08		18 10 $\frac{1}{2}$		18 13 $\frac{1}{2}$
BANK	17 44		17 46 $\frac{1}{2}$		17 49 $\frac{1}{2}$	17 52 $\frac{1}{2}$		17 55		17 57 $\frac{1}{2}$	18 00 $\frac{1}{2}$		18 03 $\frac{1}{2}$		18 06	18 08 $\frac{1}{2}$		18 11		18 14 $\frac{1}{2}$
Platform No.	7		8		7	8		7		8	7		8		7	8		8		7
	∇		∇		∇	∇		∇		∇	∇		∇		∇	∇		∇		∇
To form	17 49 $\frac{1}{2}$		17 52		17 55	17 57 $\frac{1}{2}$		18 00 $\frac{1}{2}$		18 03	18 06		18 08 $\frac{1}{2}$		18 11 $\frac{1}{2}$	18 14		18 17		18 19 $\frac{1}{2}$
By Crew Running No.	9		1		2	8		13		7	4		11		3	9		1		2

Train No.	201		202	204		203	205		201		202	204		203	205		201	202		204
Trip No.	105		109	61		101	47		107		111	63		103	49		109	113		65
Crew Running No.	7		4	11		3	9		1		2	8		13	7		4	11		3
Notes																				
Waterloo Depot																				
Waterloo Siding	18 15 $\frac{1}{2}$		18 18 $\frac{1}{2}$	18 21		18 23 $\frac{1}{2}$	18 26 $\frac{1}{2}$		18 29 $\frac{1}{2}$		18 32	18 34 $\frac{1}{2}$		18 37 $\frac{1}{2}$	18 40 $\frac{1}{2}$		18 43	18 45 $\frac{1}{2}$		18 48 $\frac{1}{2}$
WATERLOO {arr. dep.}	18 16 $\frac{1}{2}$		18 19	18 21 $\frac{1}{2}$		18 24 $\frac{1}{2}$	18 27 $\frac{1}{2}$		18 30		18 32 $\frac{1}{2}$	18 35 $\frac{1}{2}$		18 38 $\frac{1}{2}$	18 41		18 43 $\frac{1}{2}$	18 46 $\frac{1}{2}$		18 49 $\frac{1}{2}$
BANK	18 17		18 19 $\frac{1}{2}$	18 22 $\frac{1}{2}$		18 25 $\frac{1}{2}$	18 28		18 30 $\frac{1}{2}$		18 33 $\frac{1}{2}$	18 36 $\frac{1}{2}$		18 39	18 41 $\frac{1}{2}$		18 44 $\frac{1}{2}$	18 47 $\frac{1}{2}$		18 50
Platform No.	7		8	7		8	7		8		7	8		7	8		7	8		7
	∇		∇	∇		∇	∇		∇		∇	∇		∇	∇		∇	∇		∇
To form	18 22 $\frac{1}{2}$		18 25	18 28		18 30 $\frac{1}{2}$	18 33 $\frac{1}{2}$		18 36		18 39	18 41 $\frac{1}{2}$		18 44 $\frac{1}{2}$	18 47		18 50	18 52 $\frac{1}{2}$		18 55 $\frac{1}{2}$
By Crew Running No.	8		13	7		4	11		3		9	1		2	8		13	7		4

Train No.	203		205		201	202		204		203	205		201		202	204		203		205
Trip No.	105		51		111	115		67		107	53		113		117	69		109		55
Crew Running No.	9		1		2	8		13		7	4		11		3	9		1		2
Notes																				
Waterloo Depot																				
Waterloo Siding	18 51 $\frac{1}{2}$		18 54		18 56 $\frac{1}{2}$	18 59 $\frac{1}{2}$		19 02 $\frac{1}{2}$		19 05	19 07 $\frac{1}{2}$		19 10 $\frac{1}{2}$		19 13 $\frac{1}{2}$	19 16		19 18 $\frac{1}{2}$		19 21 $\frac{1}{2}$
WATERLOO {arr. dep.}	18 52		18 54 $\frac{1}{2}$		18 57 $\frac{1}{2}$	19 00 $\frac{1}{2}$		19 03		19 05 $\frac{1}{2}$	19 08 $\frac{1}{2}$		19 11 $\frac{1}{2}$		19 14	19 16 $\frac{1}{2}$		19 19 $\frac{1}{2}$		19 22 $\frac{1}{2}$
BANK	18 52 $\frac{1}{2}$		18 55 $\frac{1}{2}$		18 58 $\frac{1}{2}$	19 01		19 03 $\frac{1}{2}$		19 06 $\frac{1}{2}$	19 09 $\frac{1}{2}$		19 12		19 14 $\frac{1}{2}$	19 17 $\frac{1}{2}$		19 20 $\frac{1}{2}$		19 23
Platform No.	8		7		8	7		8		7	8		7		8	7		8		7
	∇		∇		∇	∇		∇		∇	∇		∇		∇	∇		∇		∇
To form	18 58		19 01		19 03 $\frac{1}{2}$	19 06 $\frac{1}{2}$		19 09		19 12	19 14 $\frac{1}{2}$		19 17 $\frac{1}{2}$		19 20	19 23		19 25 $\frac{1}{2}$		19 28 $\frac{1}{2}$
By Crew Running No.	11		3		9	1		2		8	13		7		4	11		3		9

Train No.	201		202	204		203	205		201		202	204		203	205		201	202		203
Trip No.	115		119	71		111	57		117		121	73		113	59		119	123		115
Crew Running No.	8		13	7		4	11		3		9	1		2	8		13	7		3
Notes																				
Waterloo Depot																				
Waterloo Siding	19 24 $\frac{1}{2}$		19 27	19 29 $\frac{1}{2}$		19 32 $\frac{1}{2}$	19 35 $\frac{1}{2}$		19 38		19 40 $\frac{1}{2}$	19 43 $\frac{1}{2}$		19 46 $\frac{1}{2}$	19 49		19 52	19 55		20 00 $\frac{1}{2}$
WATERLOO {arr. dep.}	19 25		19 27 $\frac{1}{2}$	19 30 $\frac{1}{2}$		19 33 $\frac{1}{2}$	19 36 $\frac{1}{2}$		19 38 $\frac{1}{2}$		19 41 $\frac{1}{2}$	19 44		19 47	19 49 $\frac{1}{2}$		19 52 $\frac{1}{2}$	19 55 $\frac{1}{2}$		20 01 $\frac{1}{2}$
BANK	19 25 $\frac{1}{2}$		19 28 $\frac{1}{2}$	19 31 $\frac{1}{2}$		19 34	19 36 $\frac{1}{2}$		19 39 $\frac{1}{2}$		19 42 $\frac{1}{2}$	19 45		19 48	19 51 $\frac{1}{2}$		19 54 $\frac{1}{2}$	19 58 $\frac{1}{2}$		20 01 $\frac{1}{2}$
Platform No.	8		7	8		7	8		7		8	7		7	7		7	7		7
	∇		∇	∇		∇	∇		∇		∇	∇		∇	∇		∇	∇		∇
To form	19 31		19 34	19 36 $\frac{1}{2}$		19 39 $\frac{1}{2}$	19 42		19 45		19 48	19 51		19 54 $\frac{1}{2}$	19 57 $\frac{1}{2}$		20 01	20 04 $\frac{1}{2}$		20 08
By Crew Running No.	1		2	8		13	7		4		3	9		2	8		13	7		3

This page is intentionally left blank

This page is intentionally left blank

EASTBOUND

SATURDAYS

Train No.	201		202		203	201		202		203	201		202		203	201		202		203
Trip No.	1		1		2	3		3		4	5		5		6	7		7		8
Crew Running No.	2		3		6	1		2		3	6		1		2	3		6		1
Notes	Start YW		Start																	
Waterloo Depot	07 53		08 03		08 09 $\frac{1}{2}$	08 14 $\frac{1}{2}$		08 19 $\frac{1}{2}$		08 24 $\frac{1}{2}$	08 29 $\frac{1}{2}$		08 34 $\frac{1}{2}$		08 39 $\frac{1}{2}$	08 44 $\frac{1}{2}$		08 49 $\frac{1}{2}$		08 54 $\frac{1}{2}$
Waterloo Siding					08 10	08 15		08 20		08 25	08 30		08 35		08 40	08 45		08 50		08 55
WATERLOO {arr. dep.}	07 54 $\frac{1}{2}$ 08 00 $\frac{1}{2}$		08 04 $\frac{1}{2}$ 08 05 $\frac{1}{2}$		08 10 $\frac{1}{2}$ 08 15 $\frac{1}{2}$	08 14 $\frac{1}{2}$ 08 19 $\frac{1}{2}$		08 20 $\frac{1}{2}$ 08 24 $\frac{1}{2}$		08 25 $\frac{1}{2}$ 08 29 $\frac{1}{2}$	08 30 $\frac{1}{2}$ 08 34 $\frac{1}{2}$		08 35 $\frac{1}{2}$ 08 39 $\frac{1}{2}$		08 40 $\frac{1}{2}$ 08 44 $\frac{1}{2}$	08 45 $\frac{1}{2}$ 08 49 $\frac{1}{2}$		08 50 $\frac{1}{2}$ 08 54 $\frac{1}{2}$		08 55 $\frac{1}{2}$ 08 59 $\frac{1}{2}$
BANK	08 04 $\frac{1}{2}$		08 09 $\frac{1}{2}$		08 14 $\frac{1}{2}$	08 19 $\frac{1}{2}$		08 24 $\frac{1}{2}$		08 29 $\frac{1}{2}$	08 34 $\frac{1}{2}$		08 39 $\frac{1}{2}$		08 44 $\frac{1}{2}$	08 49 $\frac{1}{2}$		08 54 $\frac{1}{2}$		08 59 $\frac{1}{2}$
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
To form	08 07 $\frac{1}{2}$		08 12 $\frac{1}{2}$		08 17 $\frac{1}{2}$	08 22 $\frac{1}{2}$		08 27 $\frac{1}{2}$		08 32 $\frac{1}{2}$	08 37 $\frac{1}{2}$		08 42 $\frac{1}{2}$		08 47 $\frac{1}{2}$	08 52 $\frac{1}{2}$		08 57 $\frac{1}{2}$		09 02 $\frac{1}{2}$
By Crew Running No.																				

Train No.	201		202		203	201		202		203	201		202		203	201		202		203
Trip No.	9		9		10	11		11		12	13		13		14	15		15		16
Crew Running No.	2		3		6	1		2		3	6		1		2	3		6		1
Notes																				
Waterloo Depot	08 59 $\frac{1}{2}$		09 04 $\frac{1}{2}$		09 09 $\frac{1}{2}$	09 14 $\frac{1}{2}$		09 19 $\frac{1}{2}$		09 24 $\frac{1}{2}$	09 29 $\frac{1}{2}$		09 34 $\frac{1}{2}$		09 39 $\frac{1}{2}$	09 44 $\frac{1}{2}$		09 49 $\frac{1}{2}$		09 54 $\frac{1}{2}$
Waterloo Siding	09 00		09 05		09 10	09 15		09 20		09 25	09 30		09 35		09 40	09 45		09 50		09 55
WATERLOO {arr. dep.}	09 00 $\frac{1}{2}$ 09 04 $\frac{1}{2}$		09 05 $\frac{1}{2}$ 09 09 $\frac{1}{2}$		09 10 $\frac{1}{2}$ 09 14 $\frac{1}{2}$	09 15 $\frac{1}{2}$ 09 19 $\frac{1}{2}$		09 20 $\frac{1}{2}$ 09 24 $\frac{1}{2}$		09 25 $\frac{1}{2}$ 09 29 $\frac{1}{2}$	09 30 $\frac{1}{2}$ 09 34 $\frac{1}{2}$		09 35 $\frac{1}{2}$ 09 39 $\frac{1}{2}$		09 40 $\frac{1}{2}$ 09 44 $\frac{1}{2}$	09 45 $\frac{1}{2}$ 09 49 $\frac{1}{2}$		09 50 $\frac{1}{2}$ 09 54 $\frac{1}{2}$		09 55 $\frac{1}{2}$ 09 59 $\frac{1}{2}$
BANK	09 04 $\frac{1}{2}$		09 09 $\frac{1}{2}$		09 14 $\frac{1}{2}$	09 19 $\frac{1}{2}$		09 24 $\frac{1}{2}$		09 29 $\frac{1}{2}$	09 34 $\frac{1}{2}$		09 39 $\frac{1}{2}$		09 44 $\frac{1}{2}$	09 49 $\frac{1}{2}$		09 54 $\frac{1}{2}$		09 59 $\frac{1}{2}$
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
To form	09 07 $\frac{1}{2}$		09 12 $\frac{1}{2}$		09 17 $\frac{1}{2}$	09 22 $\frac{1}{2}$		09 27 $\frac{1}{2}$		09 32 $\frac{1}{2}$	09 37 $\frac{1}{2}$		09 42 $\frac{1}{2}$		09 47 $\frac{1}{2}$	09 52 $\frac{1}{2}$		09 57 $\frac{1}{2}$		10 02 $\frac{1}{2}$
By Crew Running No.																				

Train No.	201		202		203	201		202		203	201		202		203	201		202		203
Trip No.	17		17		18	19		19		20	21		21		22	23		23		24
Crew Running No.	2		3		6	1		2		3	6		1		2	3		6		1
Notes																				
Waterloo Depot	09 59 $\frac{1}{2}$		10 04 $\frac{1}{2}$		10 09 $\frac{1}{2}$	10 14 $\frac{1}{2}$		10 19 $\frac{1}{2}$		10 24 $\frac{1}{2}$	10 29 $\frac{1}{2}$		10 34 $\frac{1}{2}$		10 39 $\frac{1}{2}$	10 44 $\frac{1}{2}$		10 49 $\frac{1}{2}$		10 54 $\frac{1}{2}$
Waterloo Siding	10 00		10 05		10 10	10 15		10 20		10 25	10 30		10 35		10 40	10 45		10 50		10 55
WATERLOO {arr. dep.}	10 00 $\frac{1}{2}$ 10 04 $\frac{1}{2}$		10 05 $\frac{1}{2}$ 10 09 $\frac{1}{2}$		10 10 $\frac{1}{2}$ 10 14 $\frac{1}{2}$	10 15 $\frac{1}{2}$ 10 19 $\frac{1}{2}$		10 20 $\frac{1}{2}$ 10 24 $\frac{1}{2}$		10 25 $\frac{1}{2}$ 10 29 $\frac{1}{2}$	10 30 $\frac{1}{2}$ 10 34 $\frac{1}{2}$		10 35 $\frac{1}{2}$ 10 39 $\frac{1}{2}$		10 40 $\frac{1}{2}$ 10 44 $\frac{1}{2}$	10 45 $\frac{1}{2}$ 10 49 $\frac{1}{2}$		10 50 $\frac{1}{2}$ 10 54 $\frac{1}{2}$		10 55 $\frac{1}{2}$ 10 59 $\frac{1}{2}$
BANK	10 04 $\frac{1}{2}$		10 09 $\frac{1}{2}$		10 14 $\frac{1}{2}$	10 19 $\frac{1}{2}$		10 24 $\frac{1}{2}$		10 29 $\frac{1}{2}$	10 34 $\frac{1}{2}$		10 39 $\frac{1}{2}$		10 44 $\frac{1}{2}$	10 49 $\frac{1}{2}$		10 54 $\frac{1}{2}$		10 59 $\frac{1}{2}$
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
To form	10 07 $\frac{1}{2}$		10 12 $\frac{1}{2}$		10 17 $\frac{1}{2}$	10 22 $\frac{1}{2}$		10 27 $\frac{1}{2}$		10 32 $\frac{1}{2}$	10 37 $\frac{1}{2}$		10 42 $\frac{1}{2}$		10 47 $\frac{1}{2}$	10 52 $\frac{1}{2}$		10 57 $\frac{1}{2}$		11 02 $\frac{1}{2}$
By Crew Running No.																				

Train No.	201		202		203	201		202		203	201		202		203	201		202		203
Trip No.	25		25		26	27		27		28	29		29		30	31		31		32
Crew Running No.	2		3		6	1		2		3	6		1		2	3		6		1
Notes																				
Waterloo Depot	10 59 $\frac{1}{2}$		11 04 $\frac{1}{2}$		11 09 $\frac{1}{2}$	11 14 $\frac{1}{2}$		11 19 $\frac{1}{2}$		11 24 $\frac{1}{2}$	11 29 $\frac{1}{2}$		11 34 $\frac{1}{2}$		11 39 $\frac{1}{2}$	11 44 $\frac{1}{2}$		11 49 $\frac{1}{2}$		11 54 $\frac{1}{2}$
Waterloo Siding	11 00		11 05		11 10	11 15		11 20		11 25	11 30		11 35		11 40	11 45		11 50		11 55
WATERLOO {arr. dep.}	11 00 $\frac{1}{2}$ 11 04 $\frac{1}{2}$		11 05 $\frac{1}{2}$ 11 09 $\frac{1}{2}$		11 10 $\frac{1}{2}$ 11 14 $\frac{1}{2}$	11 15 $\frac{1}{2}$ 11 19 $\frac{1}{2}$		11 20 $\frac{1}{2}$ 11 24 $\frac{1}{2}$		11 25 $\frac{1}{2}$ 11 29 $\frac{1}{2}$	11 30 $\frac{1}{2}$ 11 34 $\frac{1}{2}$		11 35 $\frac{1}{2}$ 11 39 $\frac{1}{2}$		11 40 $\frac{1}{2}$ 11 44 $\frac{1}{2}$	11 45 $\frac{1}{2}$ 11 49 $\frac{1}{2}$		11 50 $\frac{1}{2}$ 11 54 $\frac{1}{2}$		11 55 $\frac{1}{2}$ 11 59 $\frac{1}{2}$
BANK	11 04 $\frac{1}{2}$		11 09 $\frac{1}{2}$		11 14 $\frac{1}{2}$	11 19 $\frac{1}{2}$		11 24 $\frac{1}{2}$		11 29 $\frac{1}{2}$	11 34 $\frac{1}{2}$		11 39 $\frac{1}{2}$		11 44 $\frac{1}{2}$	11 49 $\frac{1}{2}$		11 54 $\frac{1}{2}$		11 59 $\frac{1}{2}$
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
To form	11 07 $\frac{1}{2}$		11 12 $\frac{1}{2}$		11 17 $\frac{1}{2}$	11 22 $\frac{1}{2}$		11 27 $\frac{1}{2}$		11 32 $\frac{1}{2}$	11 37 $\frac{1}{2}$		11 42 $\frac{1}{2}$		11 47 $\frac{1}{2}$	11 52 $\frac{1}{2}$		11 57 $\frac{1}{2}$		12 02 $\frac{1}{2}$
By Crew Running No.																				

Train No.	201		202		203	201		202		203	201		202		203	201		202		203
Trip No.	33		33		34	35		35		36	37		37		38	39		39		40
Crew Running No.	2		3		6	1		2		3	6		1		2	3		6		1
Notes																				
Waterloo Depot	11 59 $\frac{1}{2}$		12 04 $\frac{1}{2}$		12 09 $\frac{1}{2}$	12 14 $\frac{1}{2}$		12 19 $\frac{1}{2}$		12 24 $\frac{1}{2}$	12 29 $\frac{1}{2}$		12 34 $\frac{1}{2}$		12 39 $\frac{1}{2}$	12 44 $\frac{1}{2}$		12 49 $\frac{1}{2}$		12 54 $\frac{1}{2}$
Waterloo Siding	12 00		12 05		12 10	12 15		12 20		12 25	12 30		12 35		12 40	12 45		12 50		12 55
WATERLOO {arr. dep.}	12 00 $\frac{1}{2}$ 12 04 $\frac{1}{2}$		12 05 $\frac{1}{2}$ 12 09 $\frac{1}{2}$		12 10 $\frac{1}{2}$ 12 14 $\frac{1}{2}$	12 15 $\frac{1}{2}$ 12 19 $\frac{1}{2}$		12 20 $\frac{1}{2}$ 12 24 $\frac{1}{2}$		12 25 $\frac{1}{2}$ 12 29 $\frac{1}{2}$	12 30 $\frac{1}{2}$ 12 34 $\frac{1}{2}$		12 35 $\frac{1}{2}$ 12 39 $\frac{1}{2}$		12 40 $\frac{1}{2}$ 12 44 $\frac{1}{2}$	12 45 $\frac{1}{2}$ 12 49 $\frac{1}{2}$		12 50 $\frac{1}{2}$ 12 54 $\frac{1}{2}$		12 55 $\frac{1}{2}$ 12 59 $\frac{1}{2}$
BANK	12 04 $\frac{1}{2}$		12 09 $\frac{1}{2}$		12 14 $\frac{1}{2}$	12 19 $\frac{1}{2}$		12 24 $\frac{1}{2}$		12 29 $\frac{1}{2}$	12 34 $\frac{1}{2}$		12 39 $\frac{1}{2}$		12 44 $\frac{1}{2}$	12 49 $\frac{1}{2}$		12 54 $\frac{1}{2}$		12 59 $\frac{1}{2}$
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
To form	12 07 $\frac{1}{2}$		12 12 $\frac{1}{2}$		12 17 $\frac{1}{2}$	12 22 $\frac{1}{2}$		12 27 $\frac{1}{2}$		12 32 $\frac{1}{2}$	12 37 $\frac{1}{2}$									

