

TRIP Vision Modelling

SE6 Technical Report

London Victoria to Faversham (incl.) via Herne Hill and Bromley South

Network Rail

17 October 2016



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Abbreviation and Acronyms

Abbreviation/Acronyms	Meaning
CIF	Timetable input file (Common Interface Format) a file which can be read by and input into Vision
CP	Network Rail Control Period, a five year period of time
CTD	Comprehensive Track Diagram, diagrams outlining the electrification feeding arrangements at a high level on a DC electrified railway
ELR	Engineers Line Reference, a code relating to a route or part of a route
SAT (Tool)	System Analysis Tool, a Vision post-processing tool produced by the Network Rail System Analysis Team
SAT (Team)	Network Rail System Analysis Team
SRT	Sectional Running Time, the time taken for any given rolling stock type to travel between two timing locations
TIPLOC	Timing Point Location, a location where a train is timed within a timetable. Usually TIPLOCs are at stations or junctions
TPR	Timetable Planning Rules
TRIP	Timetable Rules Improvement Programme, a project implemented by Network Rail
VISION	A moving train simulator which can model the infrastructure features of a railway together with a timetable

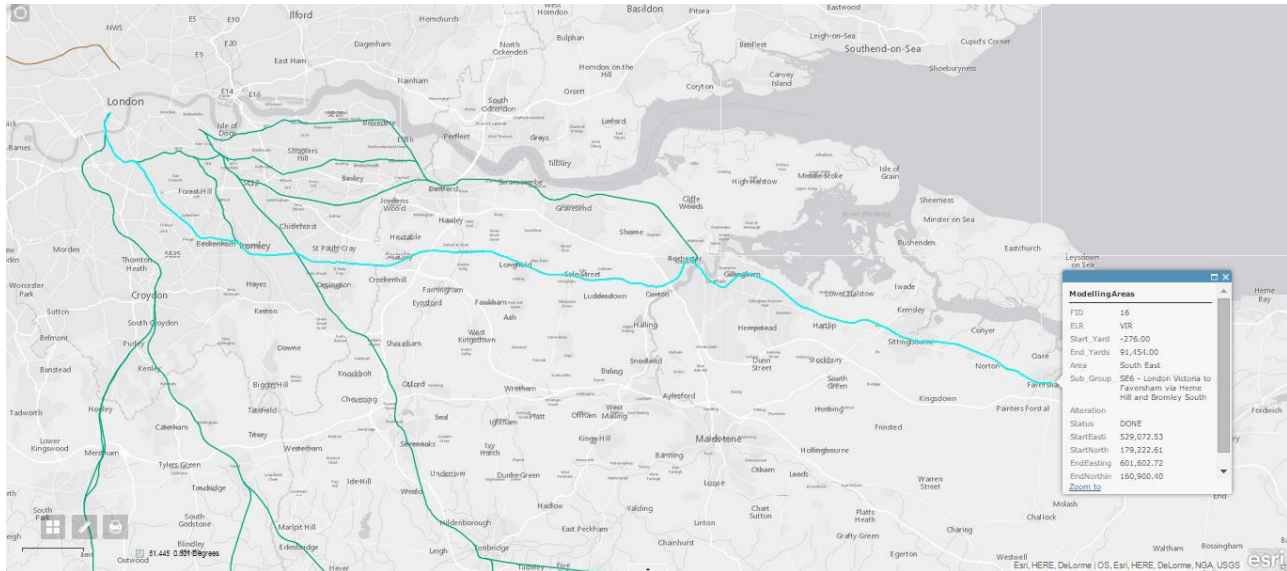
References

- [1] NR/TRIP/SPP/16008/0014 – TRIP SAT Specification – South & Kent – SE6
- [2] NR/L2/SIG/30009/D225 – Signalling Principles Handbook – Former SR Two Thirds Rule
- [3] Timetable Planning Rules – Kent and HS1 Area, 2017 Timetable, Version 4.0

1. Introduction

As part of Network Rail's Timetable Rules Improvement Programme (TRIP), Atkins has been contracted to carry out complete analysis along some route sections in the south east England region. This technical report covers the methodology and study results for SE6, which is the route section between London Victoria and Faversham, via Herne Hill and Bromley South.

Figure 1-1 SE6 Geographical Scope



2. Methodology

2.1. Overview

SE6 and SE7 cover the main route from London Victoria to Faversham via the Chatham Main Line and the Catford Loop. With the exception of the first part of the route from Victoria, and then between Shortlands and Swanley the majority of SE6 and SE7 is a two-track railway. This report presents the results for SE6 only, a separate report covers SE7.

All of the signalling along the route is a mix of conventional 3 and 4 aspect signals. SE6 includes the infrastructure changes as part of the East Kent Resignalling project, including the new station at Rochester.

Once the Vision infrastructure model was completed, a mid-point review was carried out in conjunction with Network Rail. The relevant trains were then routed on the simulator and run.

Following the completion of the Vision simulations, the output data was post-processed using the Network Rail System Analysis Team (SAT) tool. The SAT Tool takes outputs from Vision and processes these according to the analysis requirements and the SAT Tool set-up.

2.2. Simulation Areas and Methodology

The infrastructure for SE6 covers the route from Victoria Station (Eastern Lines only) to Faversham in Kent via Herne Hill, Beckenham Junction, Bromley South, Swanley, Rochester and Chatham, covering Line of Route SO110, SO250A and SO645.

A Vision model of the infrastructure was built based on the signalling plans provided by Network Rail. The infrastructure included the plain line of route, junctions, stations, gradients, line speeds, and Timing Point Locations (TIPOCs).

Signal overlaps and sighting distance for each signal was also included in the model. Further details of the Vision model are outlined in the following sections.

A list of signalling and scheme plans used for building the Vision model can be found in Table 2-1, whilst Table 2-2 shows the signals with specific control incorporated in the model.

Table 2-1 Scheme Plans used for Vision modelling

Drawing Number	Drawing Title	Date
2VE-ZN-001_MF2	Victoria	13/12/1992
2SL-ZN-001_UW4	Stewarts Lane	21/09/2006
2HH-ZN-001_AEF1	Herne Hill	06/04/2012
2SS-ZN-001_TS1	Shortlands	30/03/2005
2BJ-ZN-001_UH2	Bickley Junction	14/02/2006
2SY-ZN-001_ACR4	Swanley	12/01/1993
12-SO-015-1_E	Longfield – Sole Street Area	29/05/2013
12-SO-015-2_L	Rochester – Gillingham	04/08/2015
12-SO-015-3_E	Rainham – Gillingham	29/05/2013
12-SO-015-4_H	Sittingbourne Area	21/10/2013
06-SO-015-1/10_B1	Sittingbourne to Faversham (excl)	17/06/2019
06-SO-015-2/10_B3	Faversham to Graveney & Selling	22/06/2009
1NB_ZN_001-NJ1	London Bridge New Beckenham	05/04/2005
1PB-ZN-1_WK1	London Bridge Parks Bridge	23/08/2013
2LJ-ZN-001_AC1	Latchmere Junction	26/08/2014
2TH_AA1	Tulse Hill	23/02/2016
2VC-ZN-001_TE2	Victoria Central	03/03/2005
5CM-ZN-001_RN1	Wimbledon/Clapham Junction	14/01/2013
10AA_ZN_001-HY5	Chislehurst Junctions	26/02/2003
10AB-ZN-001_QE3	Orpington	11/12/2007
11-SO-017/2	Thameslink New Cross Gate	15/05/2012

Table 2-2 Signals with specific control

Location	Source	Entry Signal Number	Exit Signal Number	Track Circuit Name	Type of Approach Control	Timer Delay (sec)
Victoria	2VE-B-056_MF2	VS35	VS45	AL	MAR	15
Herne Hill	2HH-B11_GY5	VS134	VS128	QJ	MAR	20
Herne Hill	2HH-B10_XP3	VS131	VC757	GW	MAR	10
Herne Hill	2HH-B9_AM1	VS126	VS418	QE	MAR	10
Herne Hill	2HH-B8_XP3	VS125	VS129	GS	MAR	20
Herne Hill	2HH-B3_PH2	VS109	VS115	AU	MAR	15
Stewarts Lane	2SL-B14_JZ2	VS84	VS63	YC	MAR	10
Stewarts Lane	2SL-B14_JZ2	VS84	VS60	YC	MAR	10
Swanley	2SY-B3_JT1	VS251	VS301	AF	MAR	30
Swanley	2SY-B5_JT1	VS254	VS250	XM	MAR	30
Swanley	2SY-B4_ACR4	VS253	VS255	YV	MAR	0
Swanley	2SY-B4_ACR4	VS253	VS301	YV	MAR	0
Bickley Junction	2BJ-B3_KG2	VS199	VS201	VY	MAR	20
Bickley Junction	2BJ-B4_NULL	VS200	VS198	UR	MAR	15
Bickley Junction	2BJ-B5_PJ2	VS201	EJ17/AD31	TQ	MAR	15
Bickley Junction	2BJ-B6_PJ2	VS203	EJ17/AD31	YC	MAR	15
Bickley Junction	2BJ-B8_KG2	VS210	VS200	ZB	MAR	0
Bickley Junction	2BJ-B10_PJ2	VS216	AD20	UZ	MAY	0
Bickley Junction	2BJ-B11_KG2	VS218	VS210	ZD	MAR	10
Bickley Junction	2BJ-B11_KG2	VS218	VS208	ZD	MAR	10
Bickley Junction	2BJ-B12_KG2	VS220	VS290	XB	MAY	10
Bickley Junction	2BJ-B13_KG2	VS222	VS290	ZF	MAY	10
Shortlands	2SS-B3_RZ1	VS153	VS155	PZ	MAR	0
Shortlands	2SS-B5_RZ1	VS160	VS154	WB	MAR	5
Shortlands	2SS-B6_RZ1	VS162	VS286	BX	MAR	0
Shortlands	2SS-B6_RZ1	VS162	VS160	BX	MAR	0
Shortlands	2SS-B6_RZ1	VS162	L376	BX	MAR	0
Shortlands	2SS-B10_RZ1	VS166	VS286	WF	MAR	30
Shortlands	2SS-B10_RZ1	VS166	L376	WF	MAR	25
Shortlands	2SS-B14_LU3	VS173	VS179	TD	MAY	15
Shortlands	2SS-B17_LU3	VS176	VS484	UJ	MAY	15
Rochester	12-SO-0150-2/9	EK4059	EK4063	ACZ	MAR	0
Rochester	12-SO-0150-2/9	EK4068	EK4054	BDH	MAR	0
Gillingham	12-SO-0150-2/9	EK4109	EK4117	AEF	MAR	0
Gillingham	12-SO-0150-2/9	EK4109	EK4119	AEF	MAR	0
Gillingham	12-SO-0150-2/9	EK4122	EK4108	BEZ	MAR	0
Rainham	12-SO-0150-3/9	EK4163	EK4167	AGJ	MAY	0
Newington	12-SO-0150-3/9	EK4184	EK4180	BGW	MAY	0
Sittingbourne Eastern Jn	12-SO-0150-4/9	EK4201	EK4231	AHJ	MAR	12

Location	Source	Entry Signal Number	Exit Signal Number	Track Circuit Name	Type of Approach Control	Timer Delay (sec)
Sittingbourne Eastern Jn	12-SO-0150-4/9	EK4202	EK4233	BHS	MAR	0
Sittingbourne	12-SO-0150-4/9	EK4203	EK4221	AJH	MAR	0
Sittingbourne	12-SO-0150-4/9	EK4203	EK4213	AJH	MAR	0
Faversham	70FW-B-028_AB1	EK4325	EK4333	CDE	MAR	0
Faversham	70FW-B-033_AB1	EK4325	EK4337	CDE	MAR	0
Faversham	70FW-B-034_AB1	EK4325	EK4339	CDE	MAR	0
Faversham	70FW-B-060_AA2	EK4338	EK4326	CAB	MAR	0

2.3. Train simulated and Rolling Stock

Network Rail provided details of the trains to be simulated in Vision in the SE6 specification [1]. A total of 106 trains were simulated in VISION. These cover different routes and stopping patterns in the area, and include passenger trains, freight trains and Empty Coaching Stock (ECS) movements. A variety of rolling stock has been specified. A full list of trains simulated can be found in Appendix A.

Table 2-3 shows the changes between the SE6 specification [1] and the train route modelled in Vision. These were agreed with the client.

Table 2-3 Amendments to the SE6 specification – Train Routing

Train Number	Amendments
P05A	Additional train, non stopping along the same route as P05, from Rochester Bridge Junction to Faversham
P06A	Additional train, non stopping along the same route as P06, from Faversham to Rochester Bridge Junction
P31	Routed between Swanley and St Mary Cray Junction, via Up Chatham Slow, instead of Up Chatham Fast
P33A	Additional train, non stopping along the same route as P33, from Bickley Junction to London Victoria
P34A	Additional train, non stopping along the same route as P06, from Faversham to Rochester Bridge Junction
P50	Routed between London Victoria and Brixton Junction, via Down Stewart Lane and Down Atlantic
P50A	Additional Train, routed between London Victoria and Brixton Junction, via Down Chatham Main and Down Atlantic at Voltaire Road Junction.
P51	Routed between Brixton Junction and London Victoria, via Up Atlantic and Up Stewart Lane
P51A	Additional Train, routed between Brixton Junction and London Victoria, via Up Atlantic and Up Chatham Main at Voltaire Road Junction
P55	Enters the model at Factory Junction on Down Atlantic, the rest of route follows the specification

Table 2-4 and Table 2-5 shows the following stock types used in the simulation.

Table 2-4 Passenger rolling stocks used in the simulation

TOCs	Rolling Stock	Formation
GTR	Class 319	4, 8 or 12 car
GTR	Class 387	8 car
Southeastern Trains	Class 375	8 or 12 car
Southeastern Trains	Class 395	6 car
Southeastern Trains	Class 465	12 car
Southeastern Trains	Class 466	12 car
London Overground (LOROL)	Class 378	5 car

Table 2-5 Freight rolling stocks used in the simulation

Class	Locomotive	Trailing Load (Tonnes)
4	Class 66	1200
4	Class 66	1600
4	Class 66	1800
4	Class 92	1600
6	Class 66	1800
6	Class 92	1600
7	Class 60	400
7	Class 60	600

It is noted that the two-thirds rule applies for Class 6 and 7 trains, which limits the line speed for these freight trains as per NR/L2/SIG/30009/D225 [2]. These restrictions have been applied in the model, except where differential speeds are shown in the signalling plans.

2.4. Non-stopping Headway

Non-Stopping or Technical Headway defines the time required from when a non-stopping train passes any given signal to when a following non-stopping train would see a green aspect. This is derived using the SAT Tool by running the same non-stopping train along a line of route twice.

Trains run unconstrained by train regulation and are able to operate up to line speed. The SAT Tool calculates the time at each main signal (excluding repeaters) for the first train to clear the route so that the second train would see a green aspect at that signal.

The SAT Tool output is graphical, showing each signal with the non-stopping or Technical Headway at each signal. Also shown is the line speed profile from Vision as well as the speed achieved by the train along the line of route. Due to performance differences between different rolling stock, headway times are likely to vary dependant on the rolling stock used and the topography of the route.

Non-stopping Headway studies have been carried out for all passenger and freight trains, as well as the Empty Coaching Stock (ECS) as specified.

2.5. Stopping Headway (Depart-Pass Headway)

The stopping headway, also known as depart-pass headway, measures the headway of a stopping train followed by a non-stopping train.

The SAT tool is used to analyse the output from Vision. In this case the SAT Tool calculates the time between the first train clearing the overlap of the signal beyond the station TIPLOC at which it has stopped, to when the second train would arrive at the same TIPLOC from the point it would see a green or unrestricted signal aspect. This signal is identified by examination of the signal sections until the first green aspect would be displayed.

Dwell times are set as one second at all stations.

The SAT Tool provides the output of the Stopping Headway in an Excel file. For the purposes of clarity, we have reproduced this graphically.

2.6. Junction Margin

There are three types of Junction Margin to be considered for SE6.

- Converging – two trains on different routes converge onto the same section of track
- Diverging – two trains on the same section of track diverge onto different routes
- Crossing – two trains on different routes cross paths with each other

Junction Margins are calculated using the SAT Tool after running the two trains being considered for each junction margin in Vision.

All dwell times are set as 1 second at the stopping stations as per the specified stopping patterns.

In this case the SAT Tool calculates the time between when the first train completes its move and is clear of the point of conflict and the second train would see a green aspect once the route has been set.

2.7. Platform Reoccupations (Depart-arrive Headway)

Platform Reoccupation can be made in the same direction with trains converging in a similar way to a junction margin, or they can be crossing in opposing directions.

Platform Reoccupation made in the same direction are calculated in a similar way to a converging Junction Margin. The SAT Tool calculates the time from when the first train clears the overlap of the signal beyond the station TIPLOC. The green signal is identified for Train 2 by examination of the signal sections until the first green aspect would be displayed. If there is an intermediate station between the green signal identified and the station being considered for the Platform Reoccupation, Train 2 will stop at that station if it is timetabled to stop there. The dwell time of that station stop is then considered as part of the Platform Reoccupation calculation. The dwell time at each station is referred to in the Timetable Planning Rules [3], and are outlined in

Table 2-6 Dwell Time for stations in SE6 route

Stations	Dwell time (seconds)	Source
Wandsworth Road	30	Standard
Clapham High Street	30	Standard
Brixton	30	Standard
Herne Hill	30 for Southeastern, 60 for Thameslink	Kent P.69
West Dulwich	30	Standard
Sydenham Hall	30	Standard
Penge East	30	Standard
Kent House	30	Standard
Beckenham Junction	30	Standard
Shortlands	30	Standard
Bromley South	60	Kent P.71
Bickley	30	Standard
St Mary Cray	30	Standard
Swanley	30	Standard
Farningham Road	30	Standard
Longfield	30	Standard
Meopham	30	Standard
Sole Street	30	Standard
Rochester	30	Standard
Chatham	60	Kent P.73
Gillingham	30	Standard
Rainham	30	Standard
Newington	30	Standard
Sittingbourne	30	Standard
Teynham	30	Standard
Faversham	60	Kent P.76

Where Platform Reoccupation considers two trains in opposite directions, this is calculated in a similar way to a crossing Junction Margin.

3. Results

3.1. Non-stopping Headway

This section presents the non-stopping headway graphical output from the SAT Tool for trains specified in Appendix A.

The fast planning value along the SE6 route is outlined in the Timetable Planning Rules [3] and is shown in the table below.

Table 3-1 Planning Value for different sections along the route

Timing Point	Planning Value (minutes)	
	Down	Up
London Victoria – Swanley	2.5	2.5
Swanley – Rochester Bridge Junction	3	3
Rochester Bridge Junction – Gillingham	3	3
Gillingham – Faversham	3	3

Table 3-2 shows the amendments to the SE6 specification for non-stopping headway. These have been acknowledged by the client.

Due to their long routes, data for train P01, P02, P07, P08, P10, P12, P13, P14, P19 and P28 have been divided into multiple graphs for clarity.

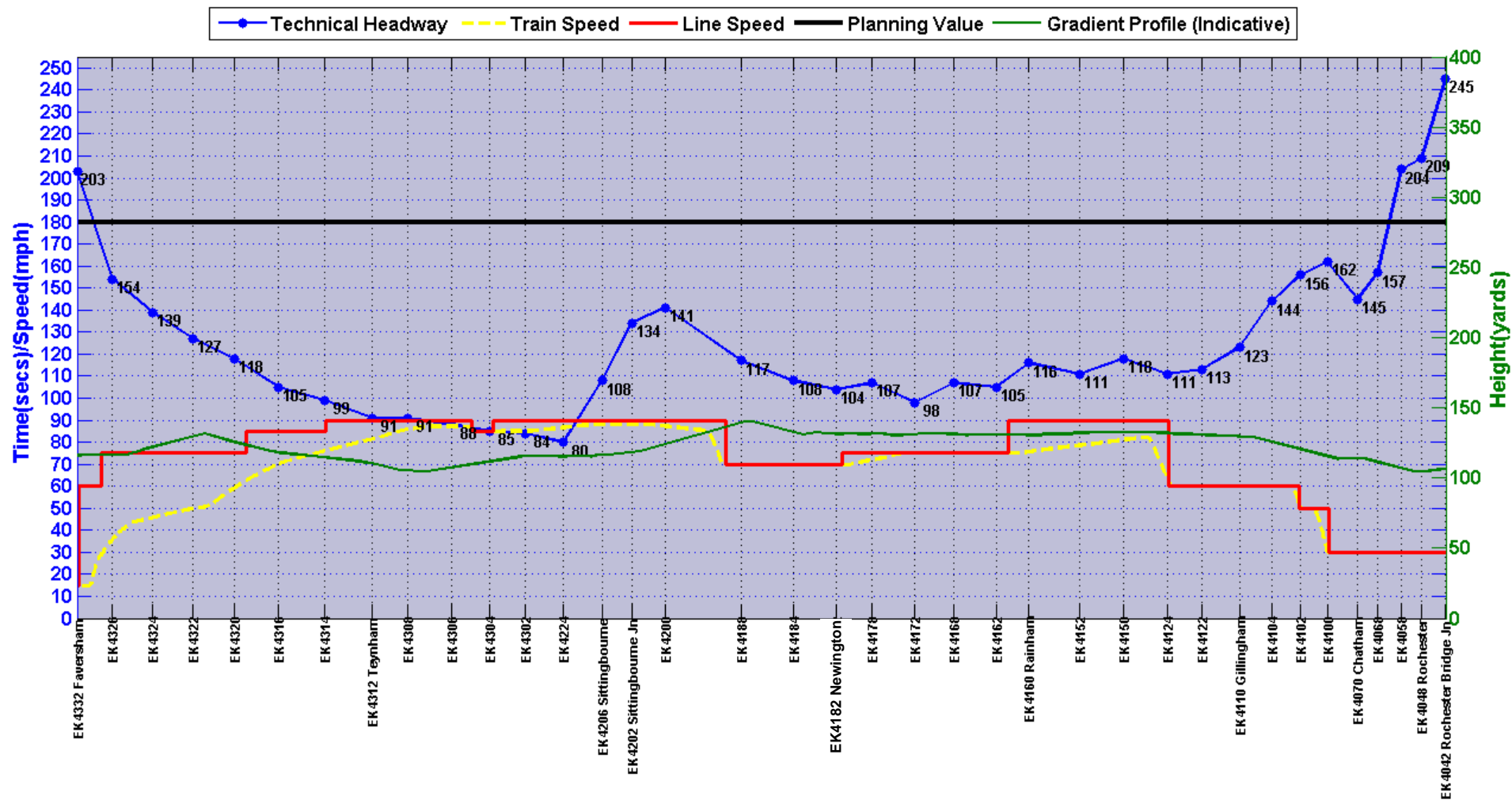
It is noted that the gradient graph is not shown for the full route of P36, P47, P49, F12 and F14. This is due to the limitation of the SAT tool and the information was included in the model.

Table 3-2 Amendment to the SE6 specification – Non-stopping Headway

Ref. No.	Route	Train Type	Notes
P01	Faversham (from Margate) – London Victoria	Class 375 12 car	Last headway value at VS58 due to route ending at a terminating platform
P02	London Victoria – Faversham (towards Canterbury East)	Class 375 12 car	Last headway value at EK4323 due to the lack of signalling plans for Canterbury East
P07	Shortlands Jn - Faversham (towards Canterbury East)	Class 465 8 car	Last headway value at EK4323 due to the lack of signalling plans for Canterbury East
P08	Shortlands Jn - Faversham (towards Canterbury East)	Class 465 8 car	Last headway value at EK4323 due to the lack of signalling plans for Canterbury East
P09	Sittingbourne – Sittingbourne Eastern Jn	Class 466 2 car	Not possible to generate graph due to short route and the lack of signalling plans for Kemsley
P10	Shortlands Jn - Faversham (towards Canterbury East)	Class 375 12 car	Last headway value at EK4323 due to the lack of signalling plans for Canterbury East
P11	Sittingbourne – Sittingbourne Eastern Jn	Class 466 2 car	Not possible to generate graph due to short route and the lack of signalling plans for Kemsley
P13	Shortlands Jn – Sittingbourne Western Jn	Class 465 8 car	Last headway value at EK4187 due to the lack of signalling plans for Kemsley
P14	Faversham (from Margate) – London Victoria	Class 375 12 car	Last headway value at VS56 due to route ending at a terminating platform
P19	Faversham (from Margate) – London Victoria	Class 375 12 car	Last headway value at VS56 due to route ending at a terminating platform
P20	Rochester – Gillingham (E.M.U.D.)	Class 465 8 car	Train starting from Rochester platform 2
P21	Shortlands Jn (from Bellingham) to Rochester	Class 465 8 car	Last headway value at EK4029 due to route ending at a terminating platform
P33	Bickley Jn (from Orpington) – London Victoria	Class 465 8 car	Last headway value at VS56 due to route ending at a terminating platform
P39	Herne Hill (from Loughborough Jn) – Beckenham Junction	Class 387 8 car	Last headway value at VS151 due to route ending at a terminating platform
P41	Herne Hill (from Tulse Hill) – Herne Hill (towards Loughborough Jn)	Class 319 12 car	Noted P01 Comment 53, will not include as requested
P43	Herne Hill (from Tulse Hill) – Herne Hill (towards Loughborough Jn)	Class 319 12 car	Noted P01 Comment 53, will not include as requested
P45	Herne Hill (from Loughborough Jn) – Herne Hill (from Tulse Hill)	Class 319 12 car	Noted P01 Comment 53, will not include as requested
P51	Brixton (from Denmark Hill) – London Victoria	Class 465 8 car	Last headway value at VS60 due to route ending at a terminating platform

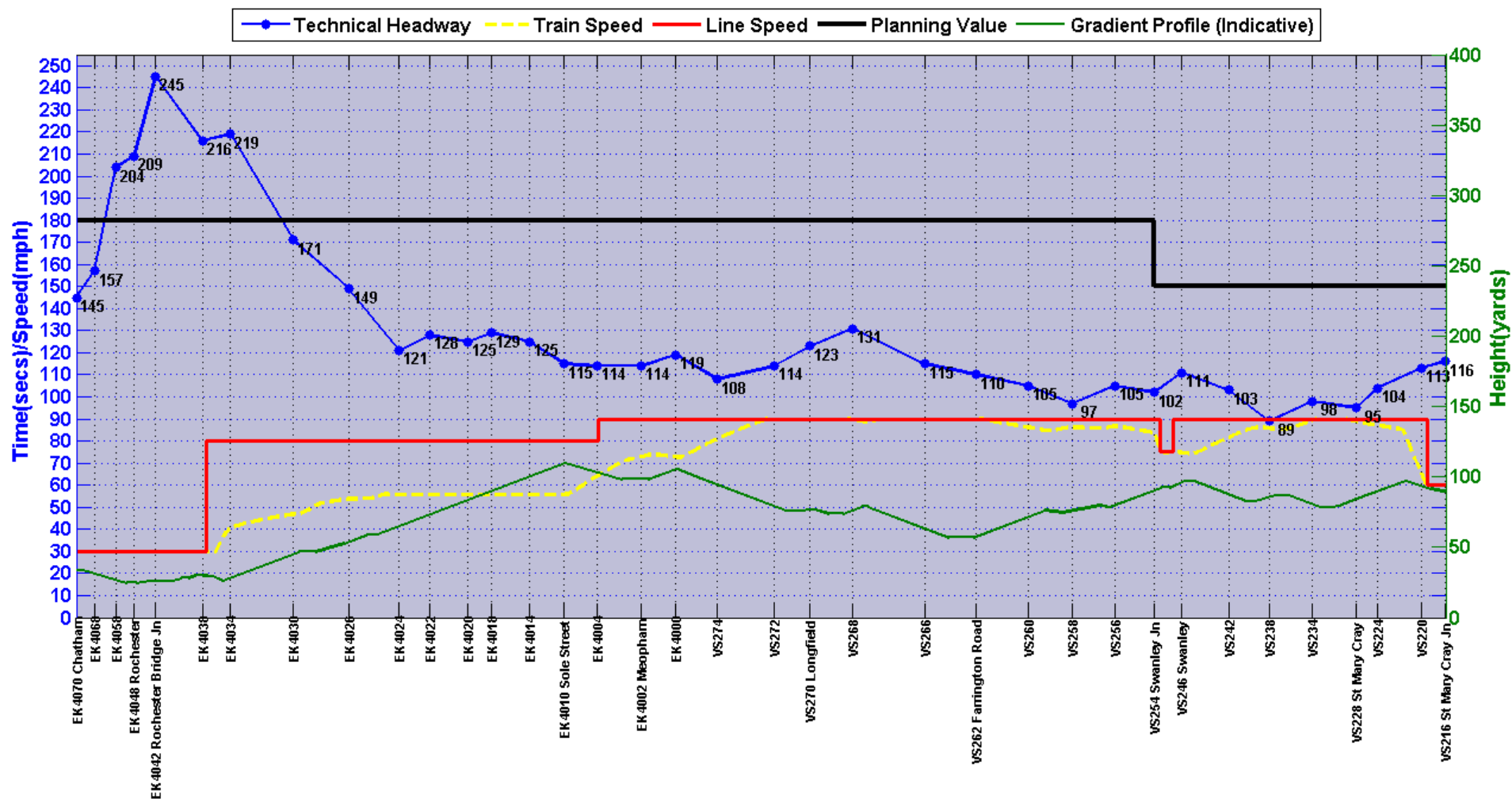
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P01	375	12	100	UP	Faversham	London Victoria

Figure 3-1 P01 Non-stopping Headway (Part 1)



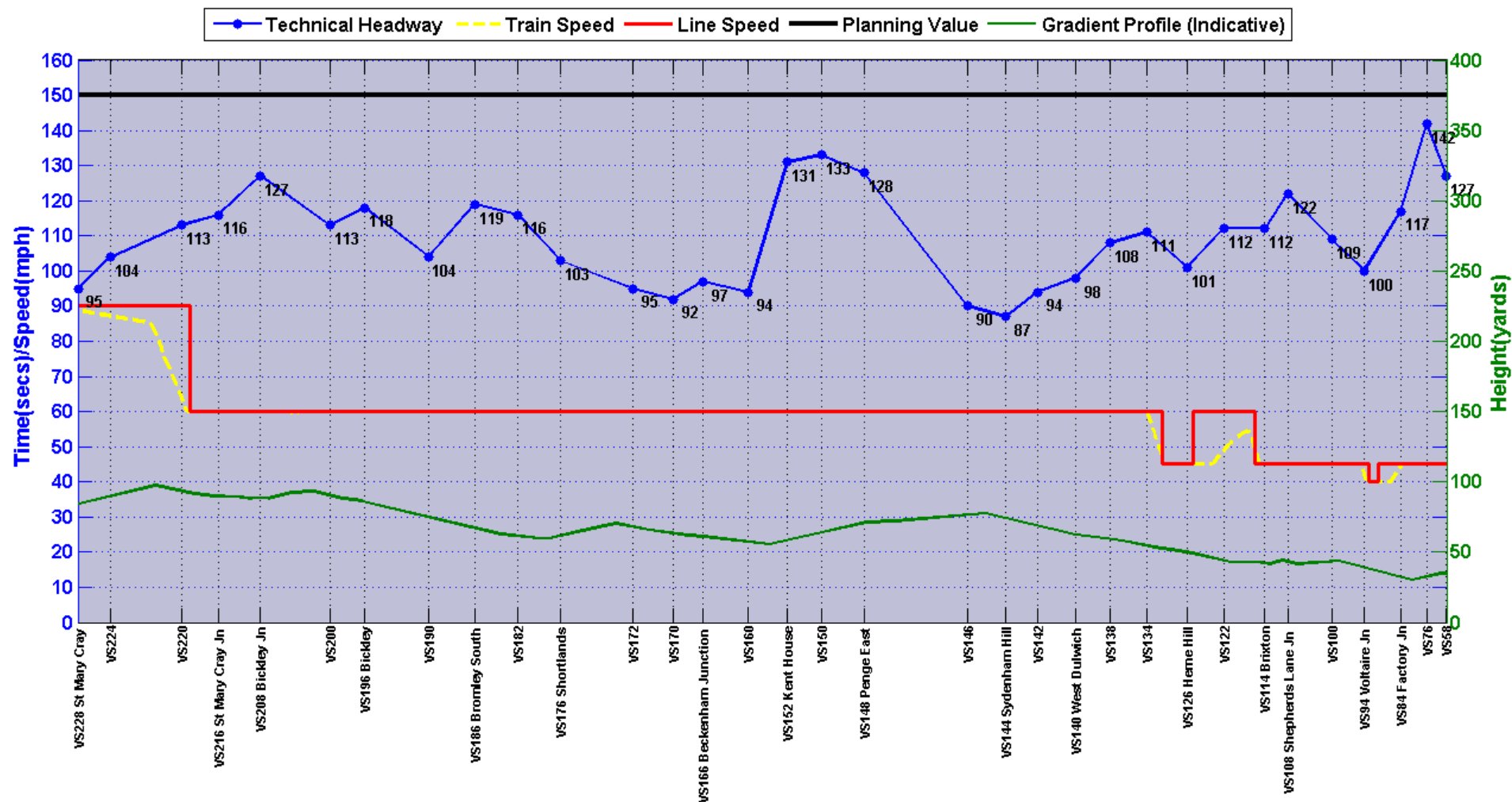
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P01	375	12	100	UP	Faversham	London Victoria

Figure 3-2 P01 Non-stopping Headway (Part 2)



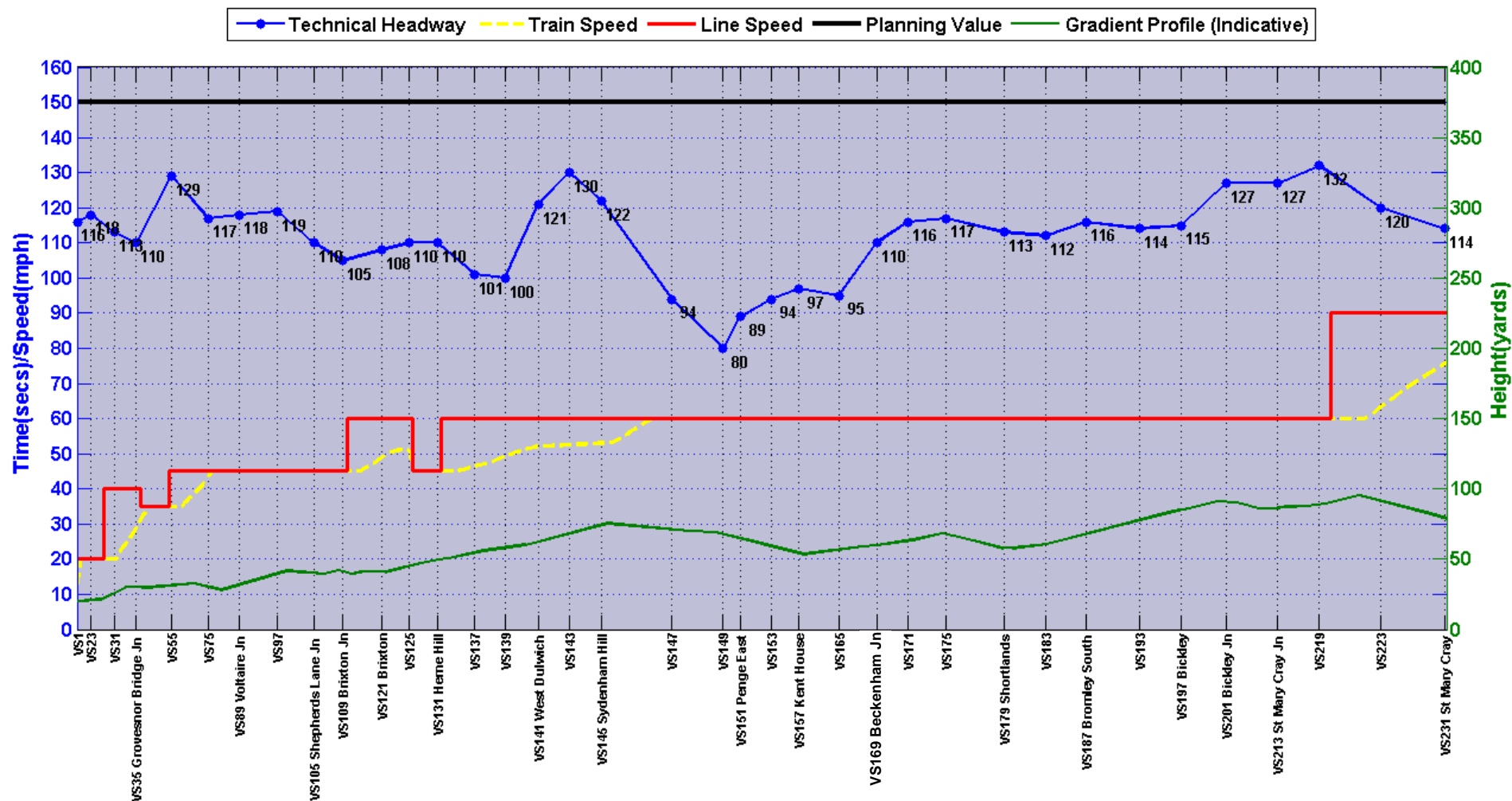
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P01	375	12	100	UP	Faversham	London Victoria

Figure 3-3 P01 Non-stopping Headway (Part 3)



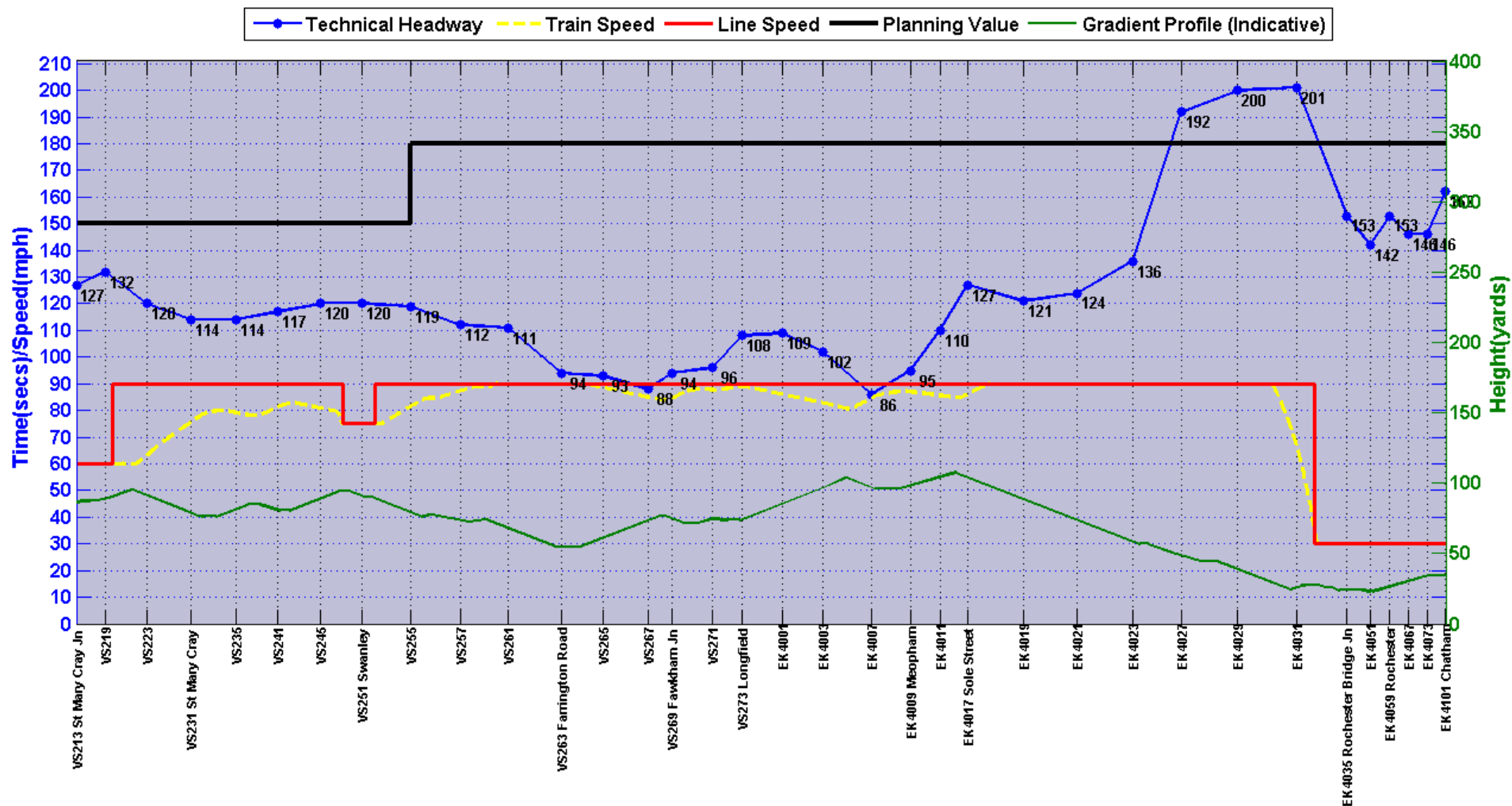
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P02	375	12	100	DOWN	London Victoria	Faversham

Figure 3-4 P02 Non-stopping Headway (Part 1)



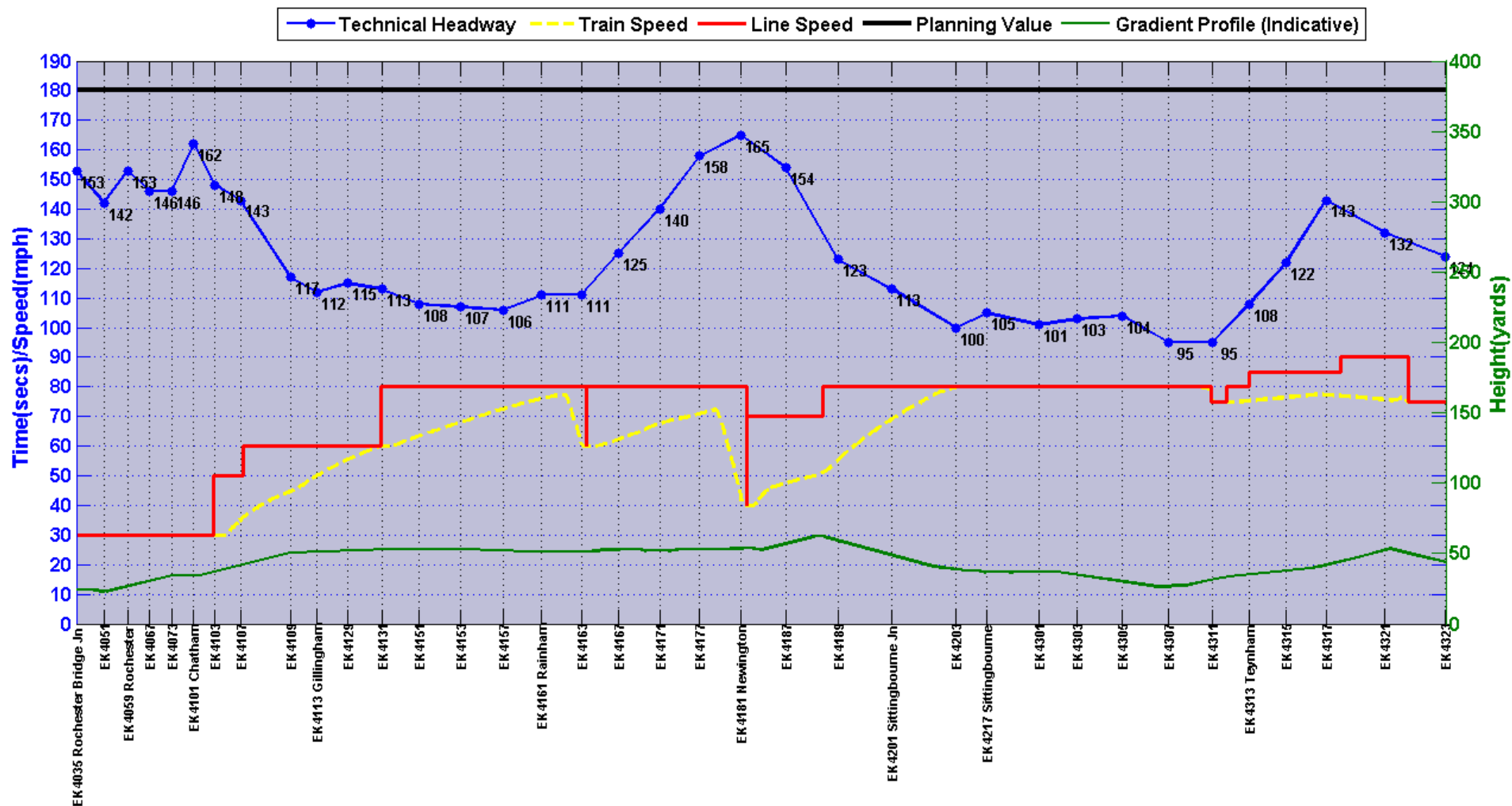
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P02	375	12	100	DOWN	London Victoria	Faversham

Figure 3-5 P02 Non-stopping Headway (Part 2)



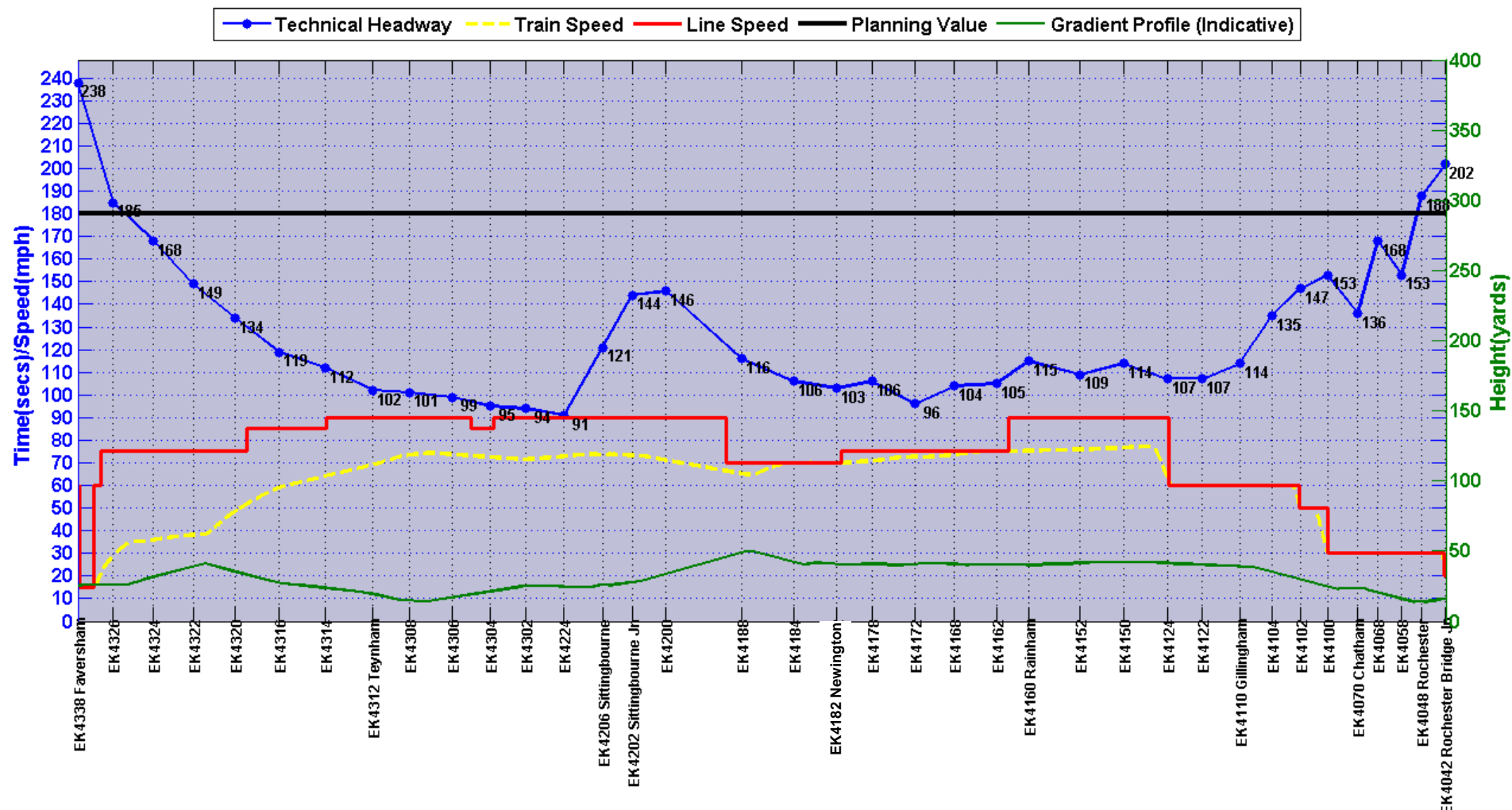
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P02	375	12	100	DOWN	London Victoria	Faversham

Figure 3-6 P02 Non-stopping Headway (Part 3)



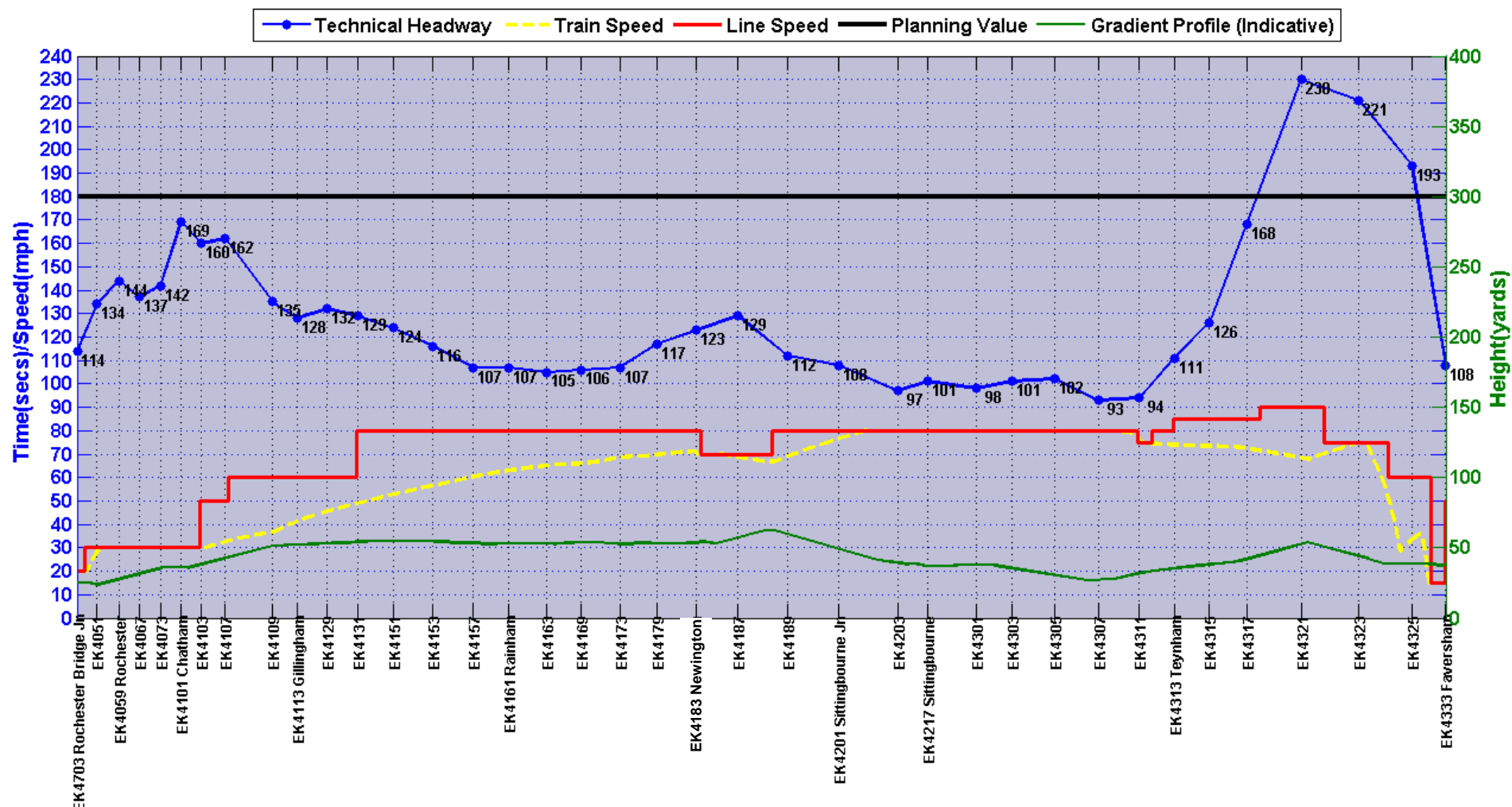
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P03	395	6	140	UP	Faversham	Rochester Bridge Jn (towards Strood)

Figure 3-7 P03 Non-stopping Headway



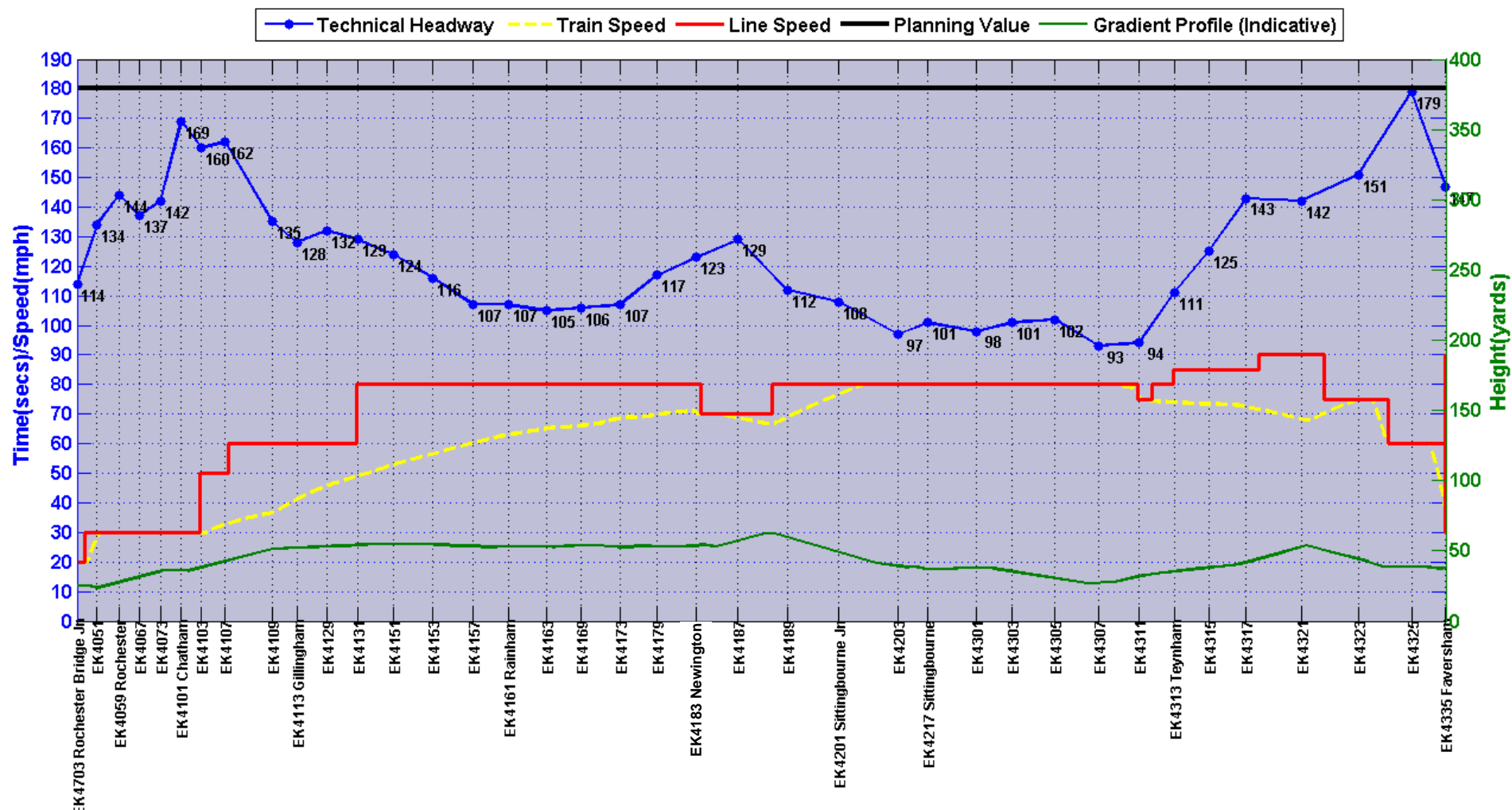
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P04	395	6	140	DOWN	Rochester Bridge Jn (from Strood)	Faversham (towards Margate)

Figure 3-8 P04 Non-stopping Headway



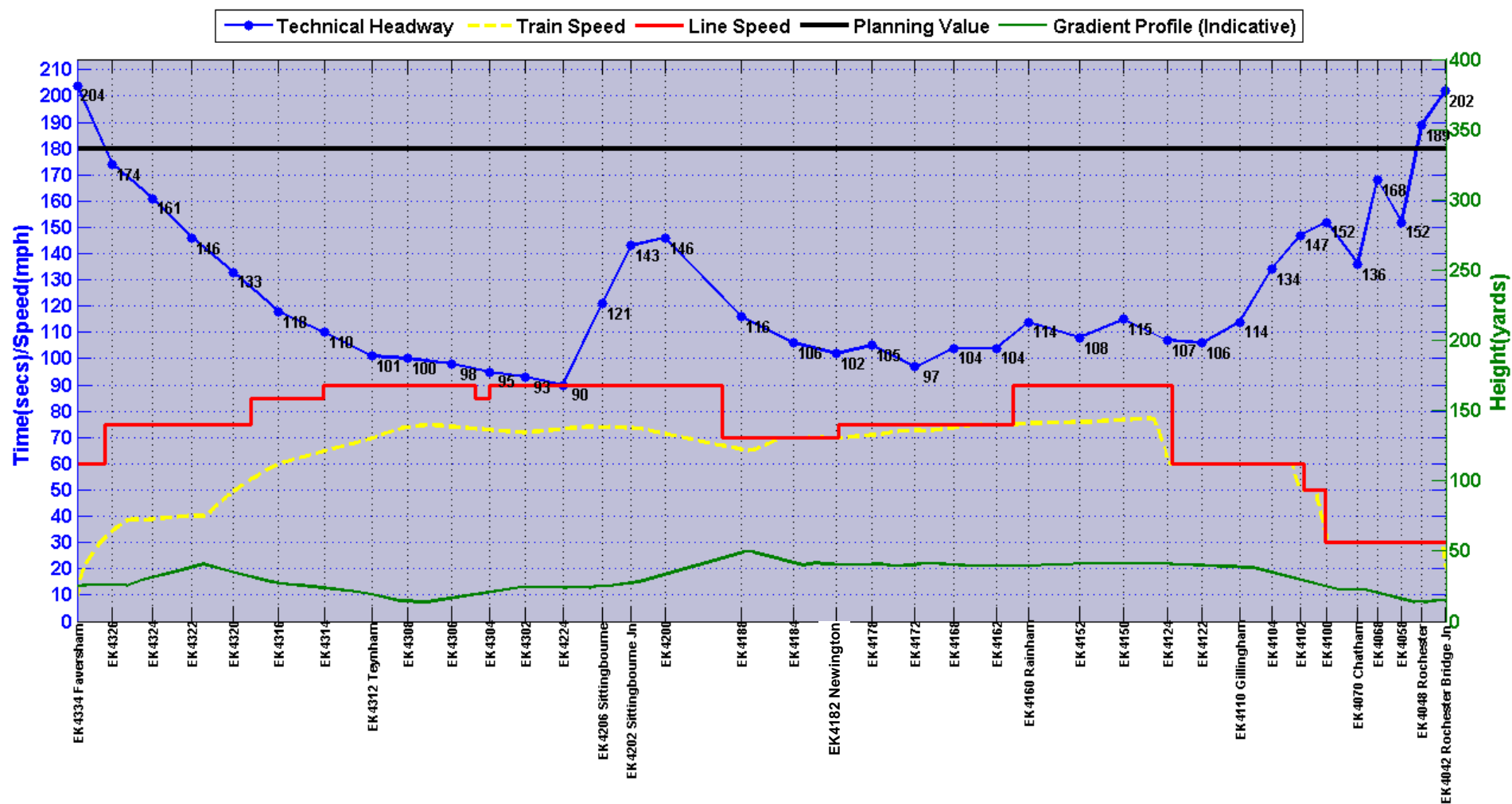
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P05	395	6	140	DOWN	Rochester Bridge Jn (from Strood)	Faversham

Figure 3-9 P05 Non-stopping Headway



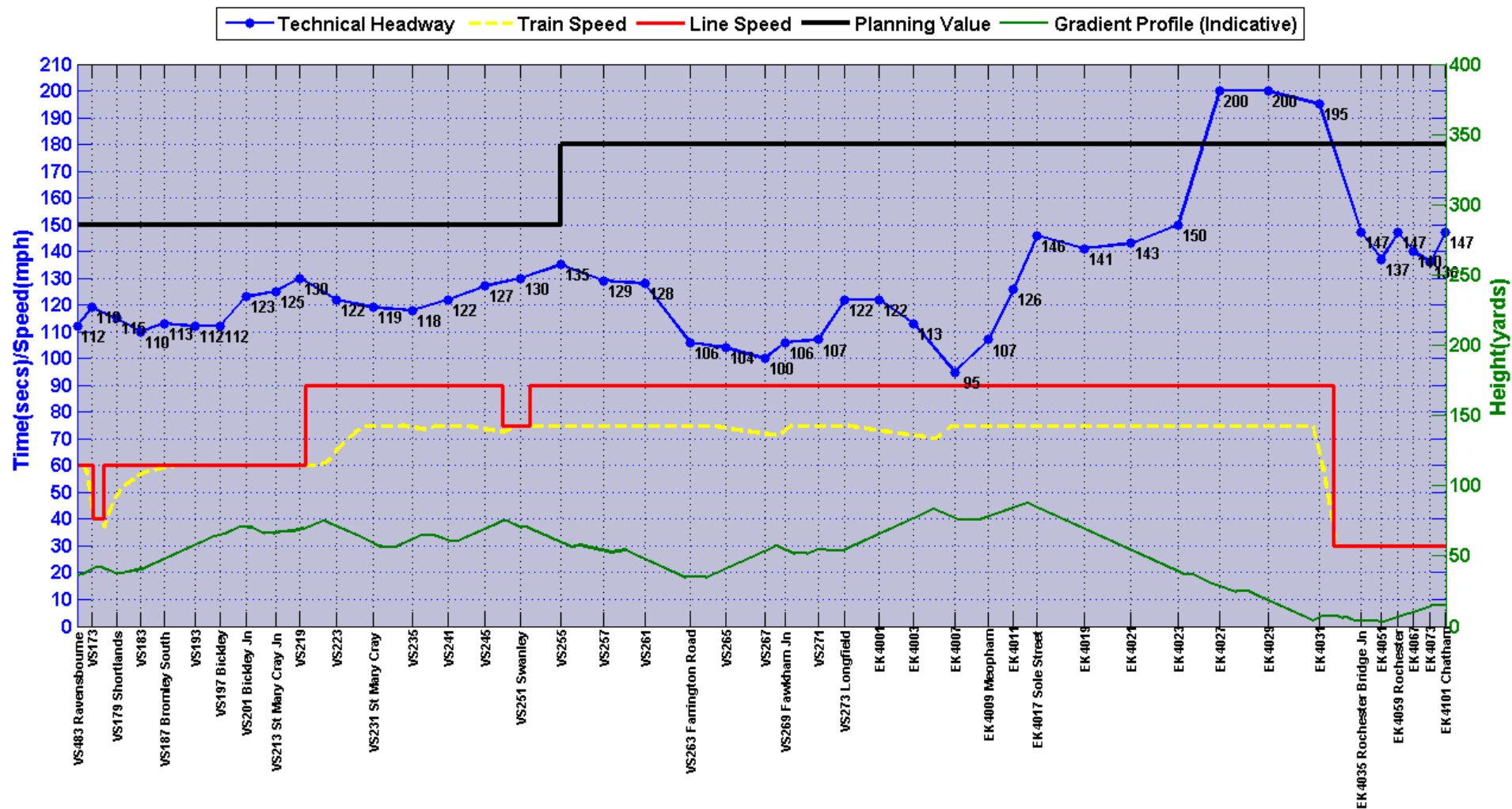
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P06	395	6	140	UP	Faversham	Rochester Bridge Jn (towards Strood)

Figure 3-10 P06 Non-stopping Headway



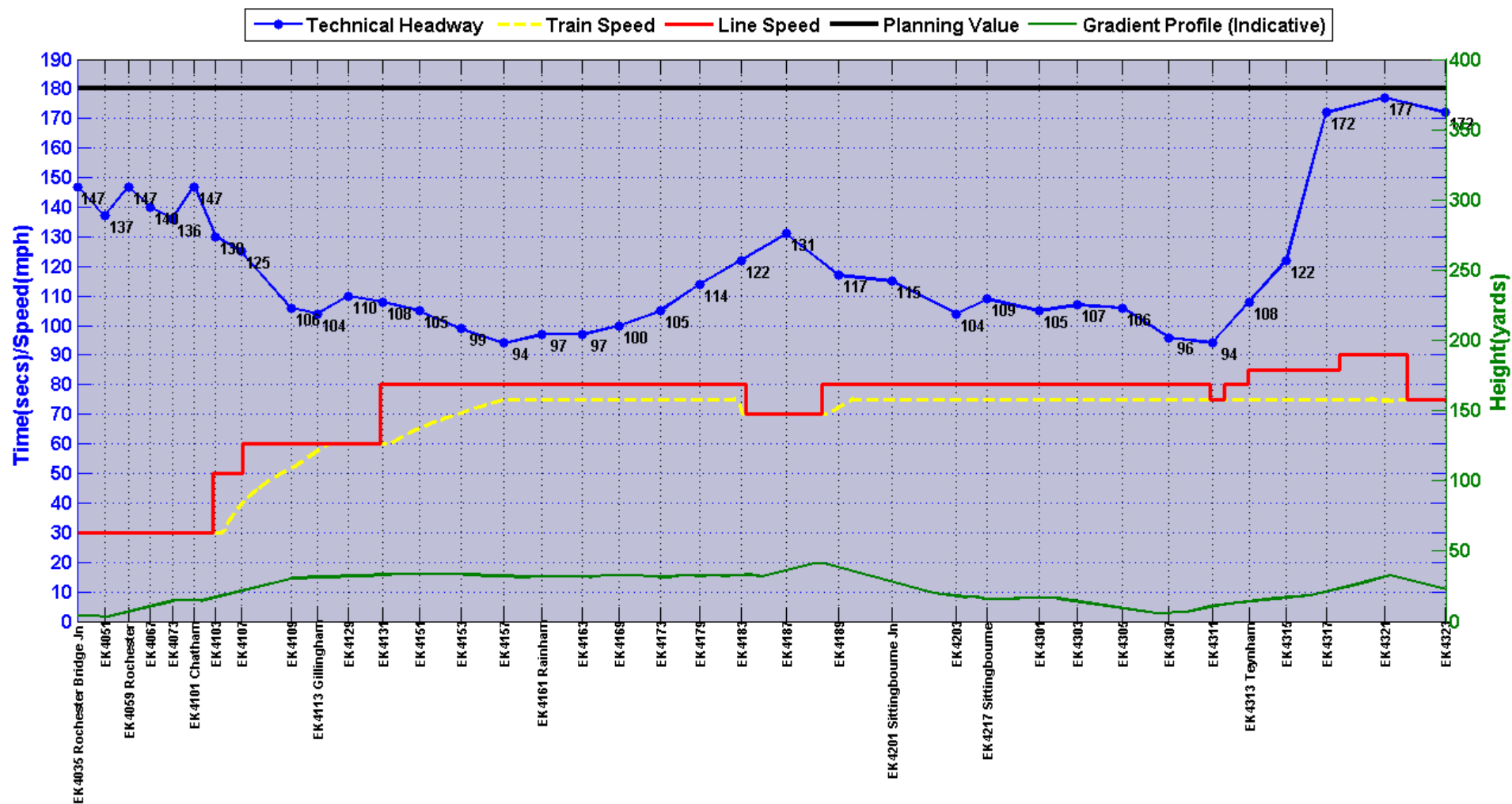
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P07	465	8	75	DOWN	Shortlands Jn (from Bellingham)	Faversham

Figure 3-11 P07 Non-stopping Headway (Part 1)



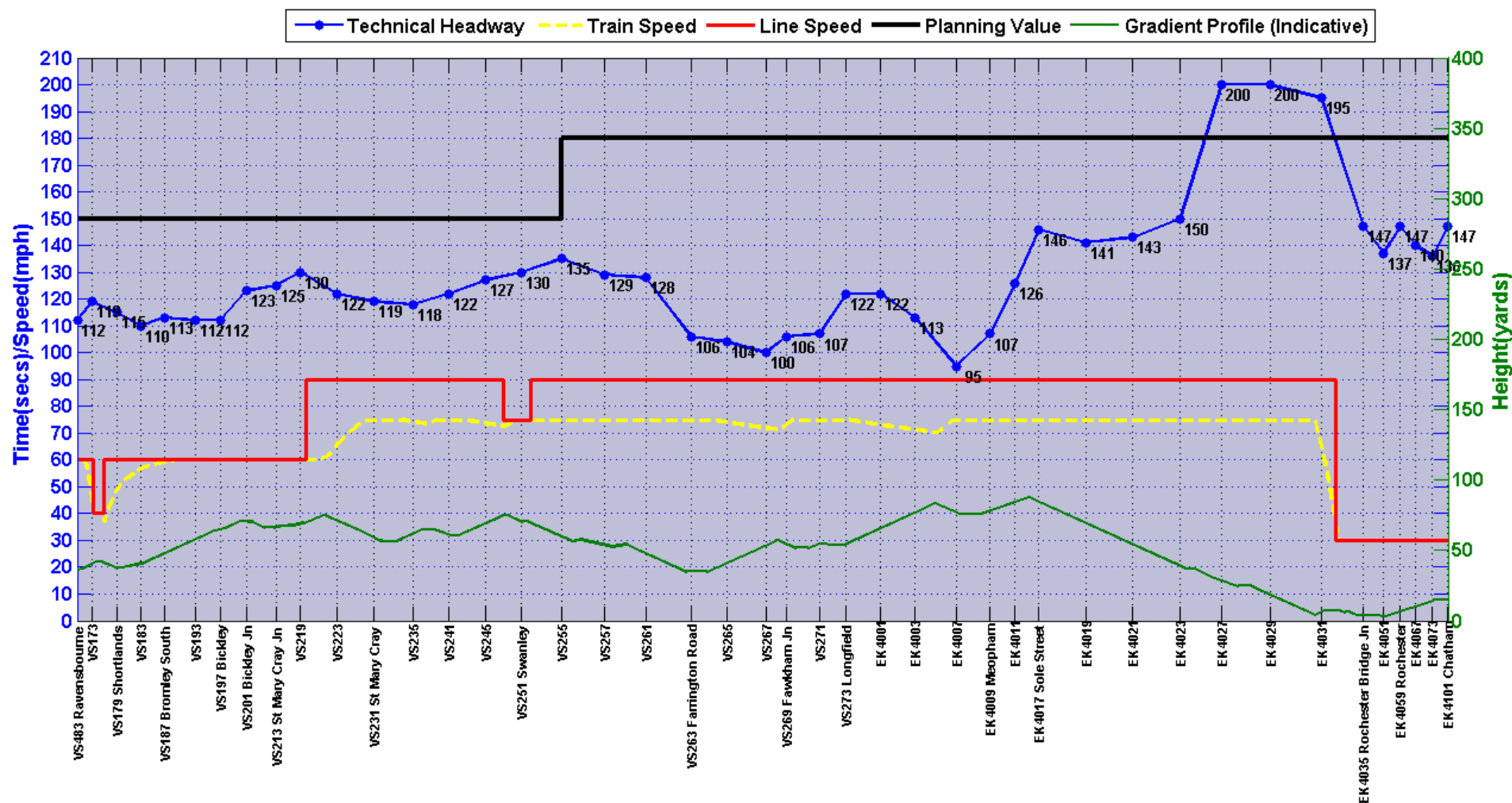
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P07	465	8	75	DOWN	Shortlands Jn (from Bellingham)	Faversham

Figure 3-12 P07 Non-stopping Headway (Part 2)



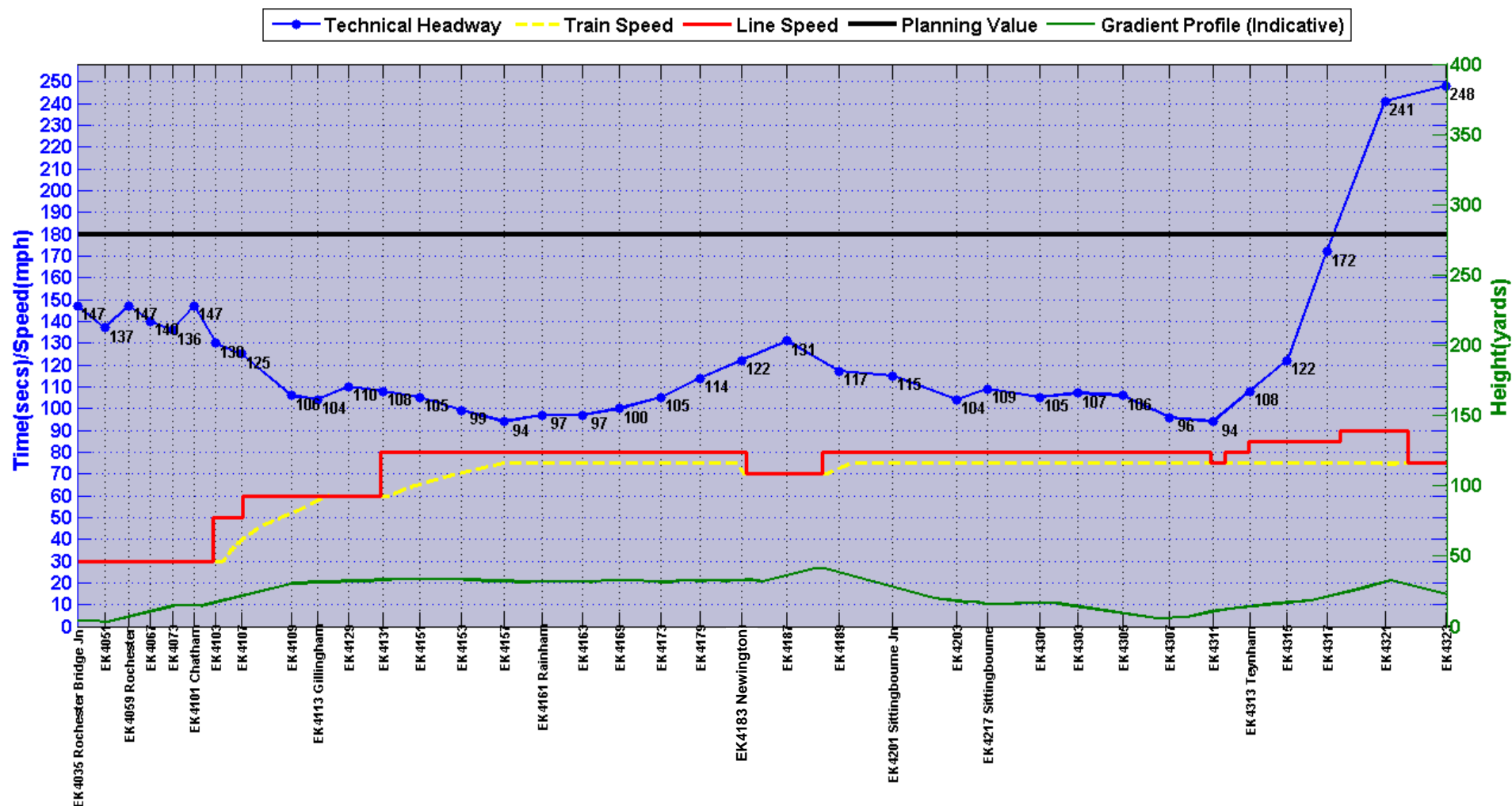
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P08	465	8	75	DOWN	Shortlands Jn (from Bellingham)	Faversham (towards Canterbury east)

Figure 3-13 P08 Non-stopping Headway (Part 1)



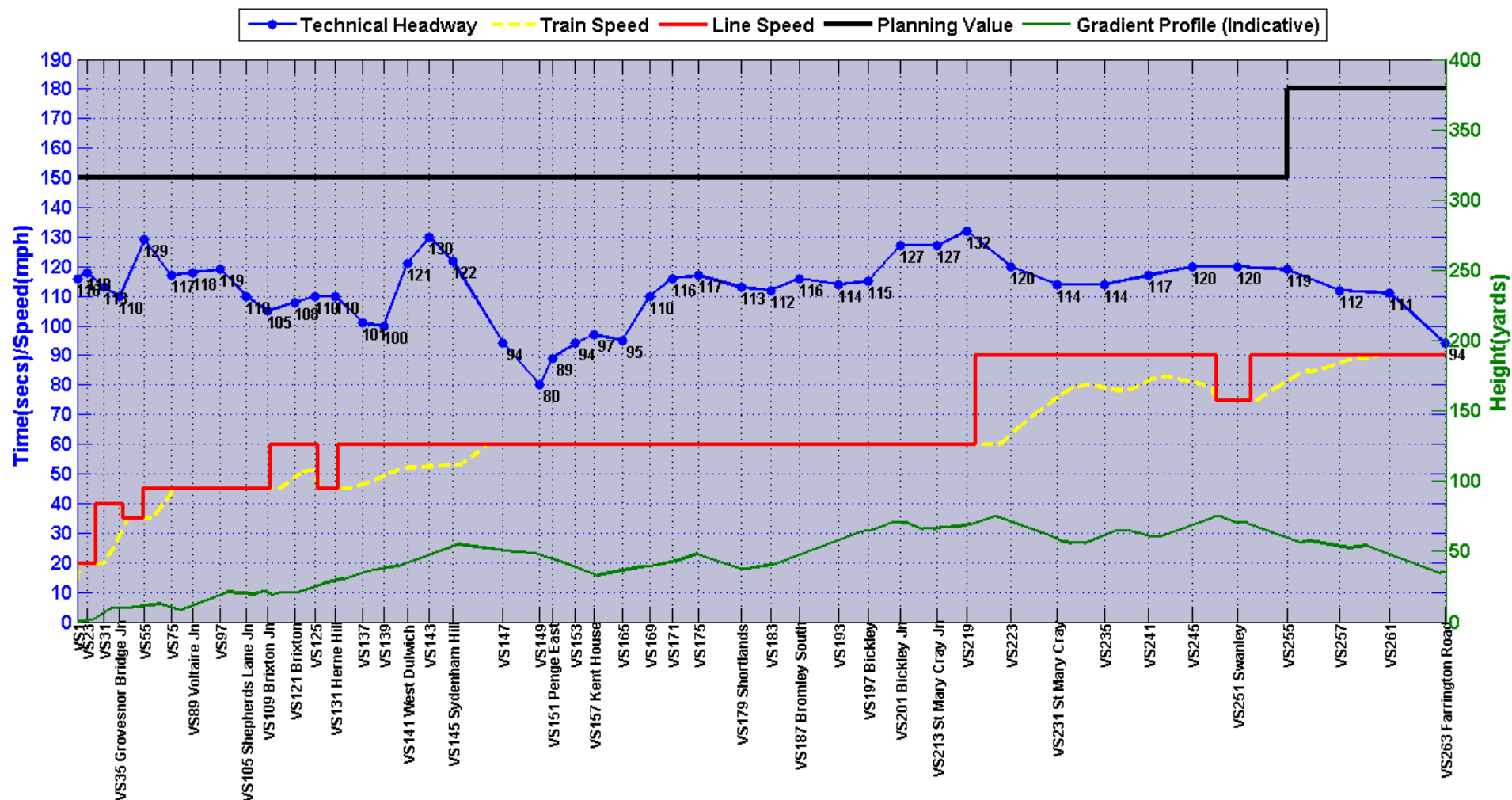
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P08	465	8	75	DOWN	Shortlands Jn (from Bellingham)	Faversham (towards Canterbury east)

Figure 3-14 P08 Non-stopping Headway (Part 2)



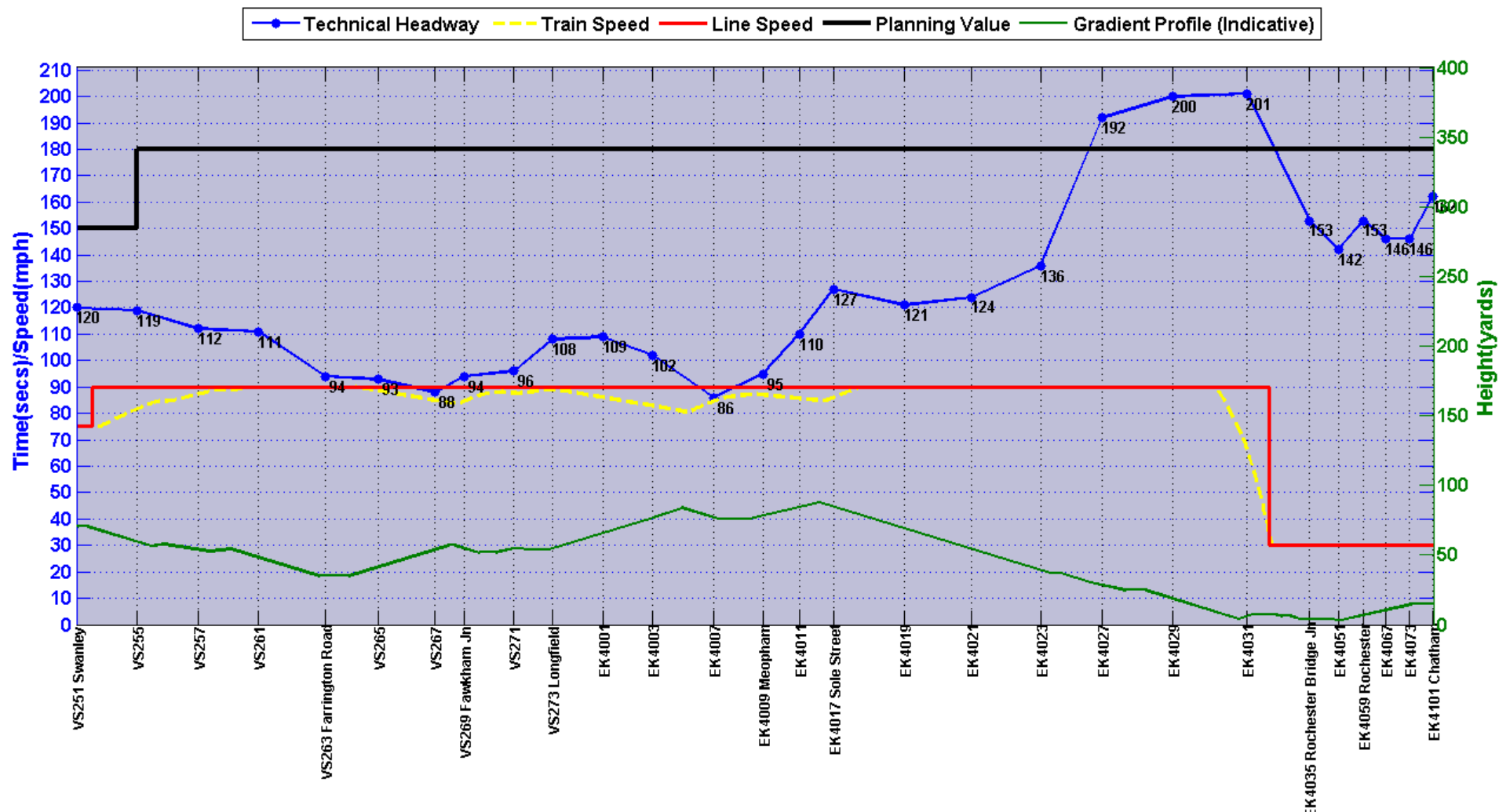
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P10	375	12	100	DOWN	London Victoria	Faversham (towards Canterbury east)

Figure 3-15 P10 Non-stopping Headway (Part 1)



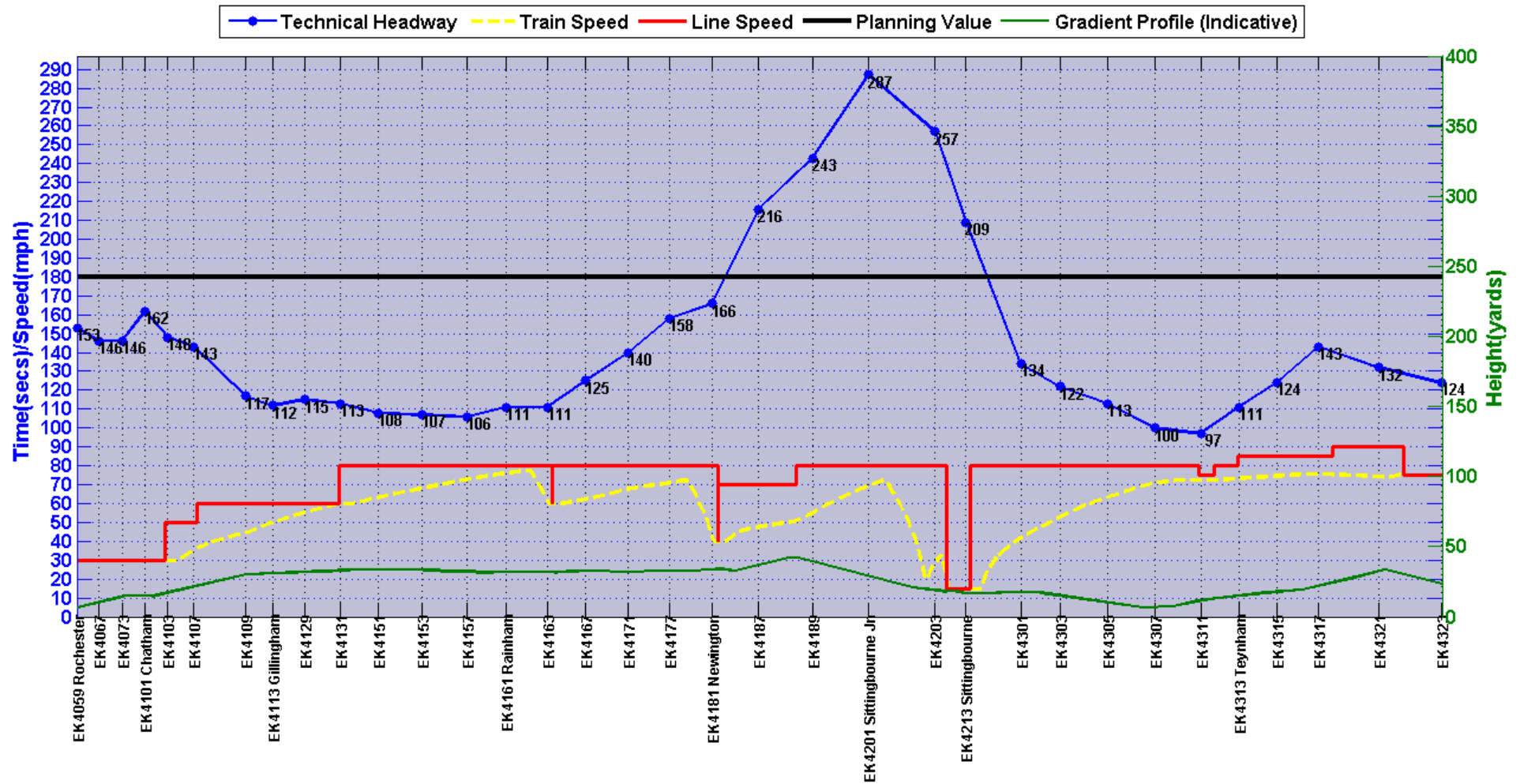
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P10	375	12	100	DOWN	London Victoria	Faversham (towards Canterbury east)

Figure 3-16 P10 Non-stopping Headway (Part 2)



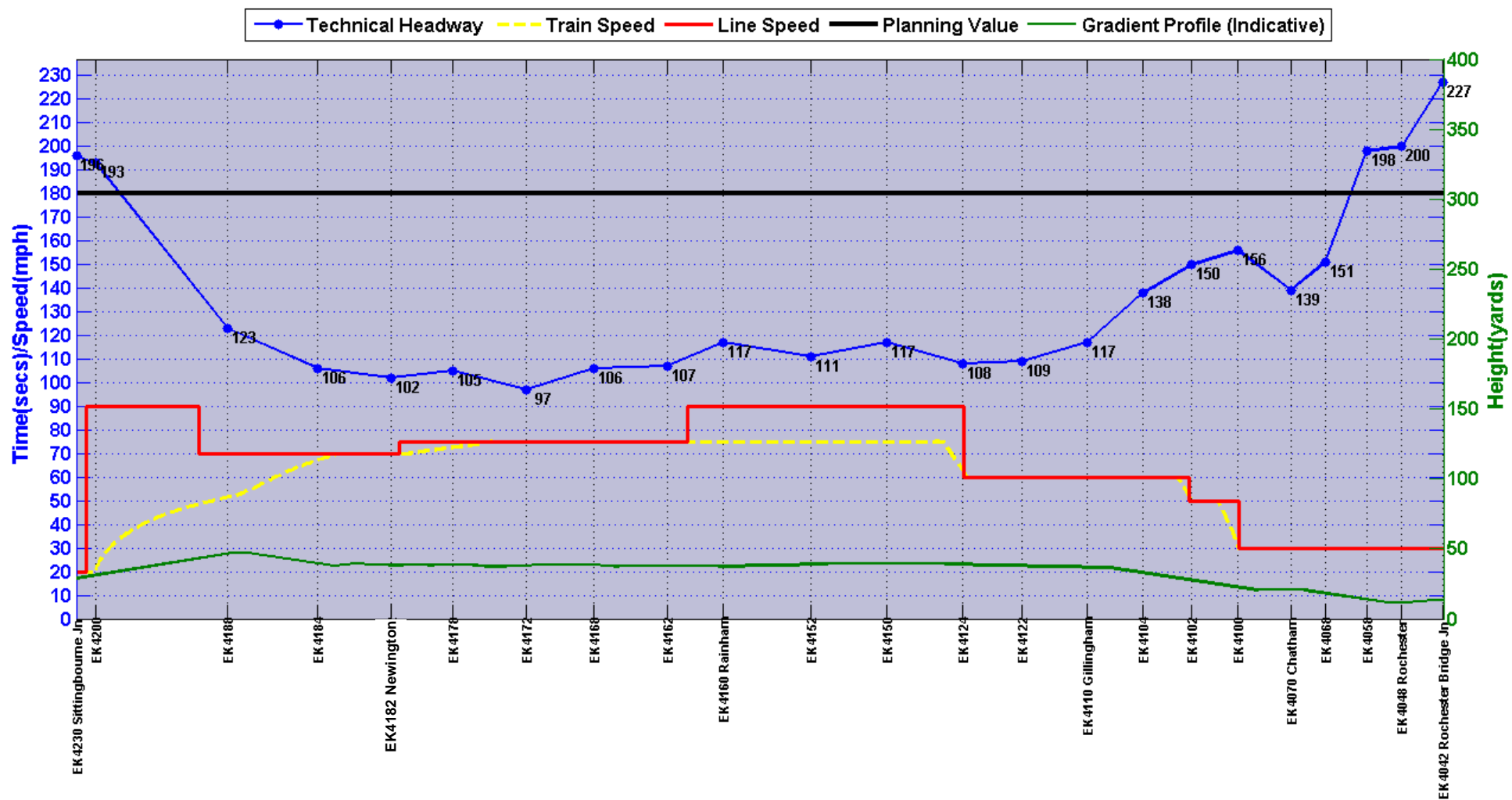
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P10	375	12	100	DOWN	London Victoria	Faversham (towards Canterbury east)

Figure 3-17 P10 Non-stopping Headway (Part 3)



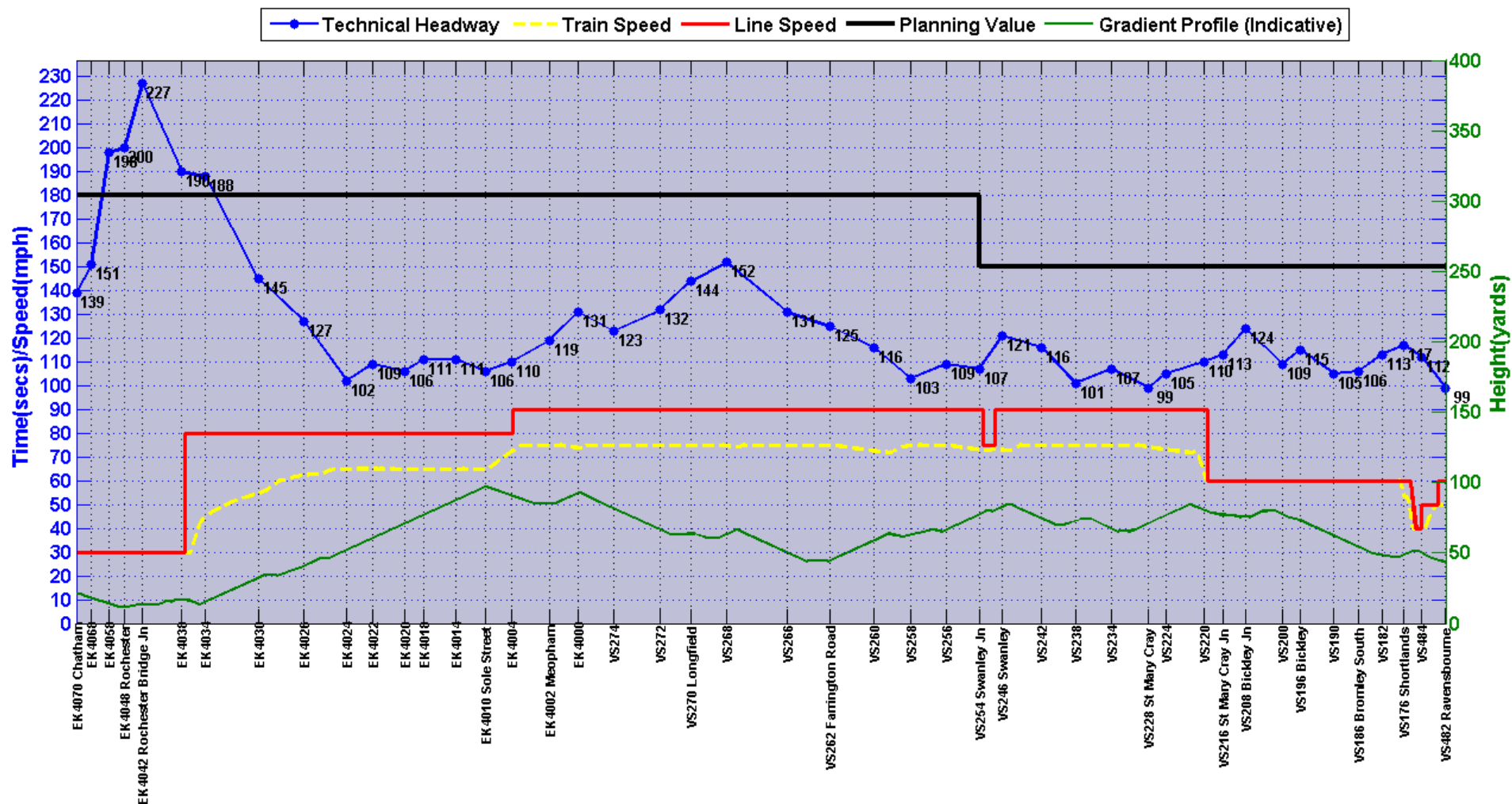
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P12	465	8	75	UP	Sittingbourne Western Jn (from Kemsley)	Shortlands Jn (towards Bellingham)

Figure 3-18 P12 Non-stopping Headway (Part 1)



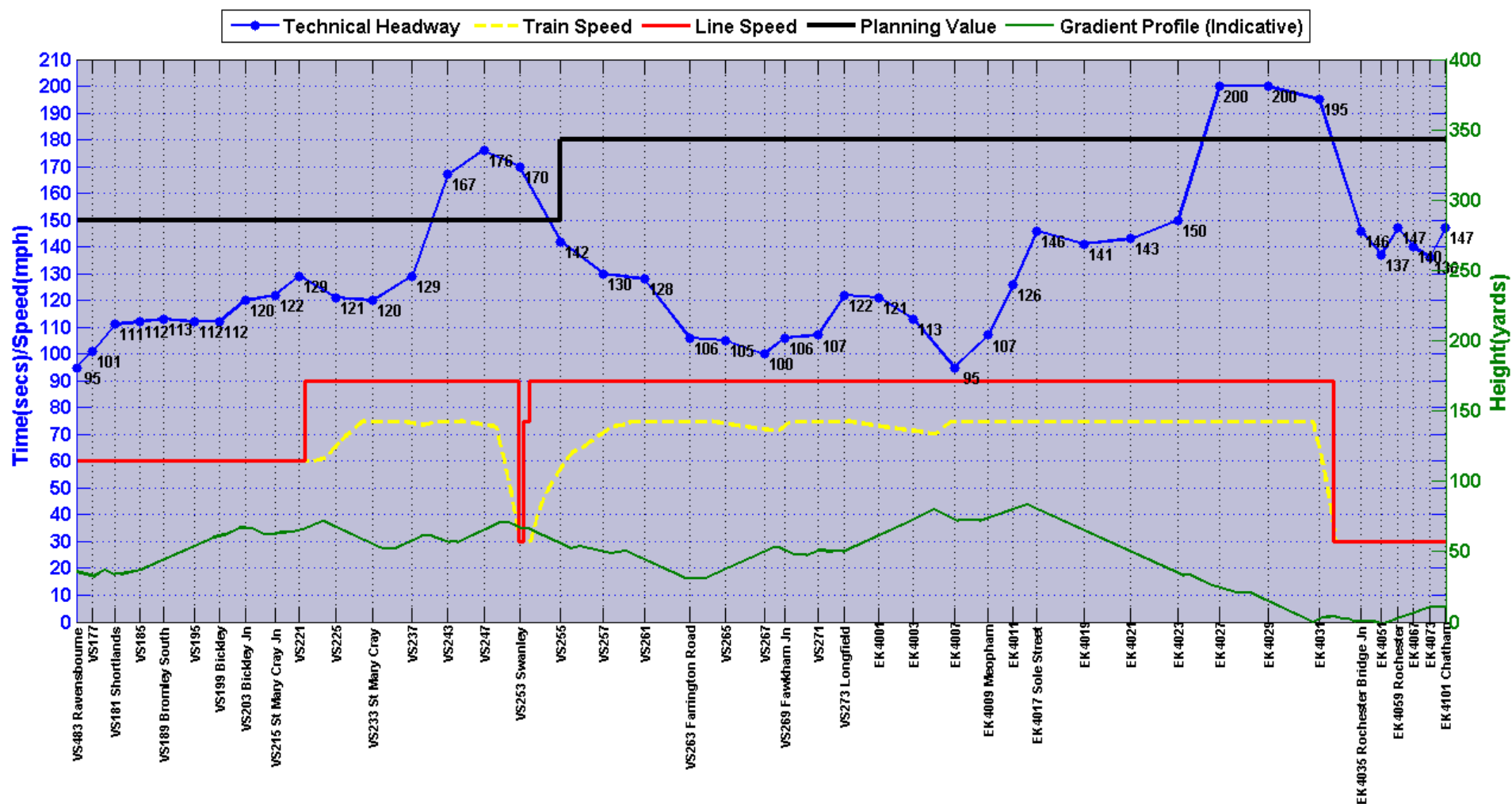
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P12	465	8	75	UP	Sittingbourne Western Jn (from Kemsley)	Shortlands Jn (towards Bellingham)

Figure 3-19 P12 Non-stopping Headway (Part 2)



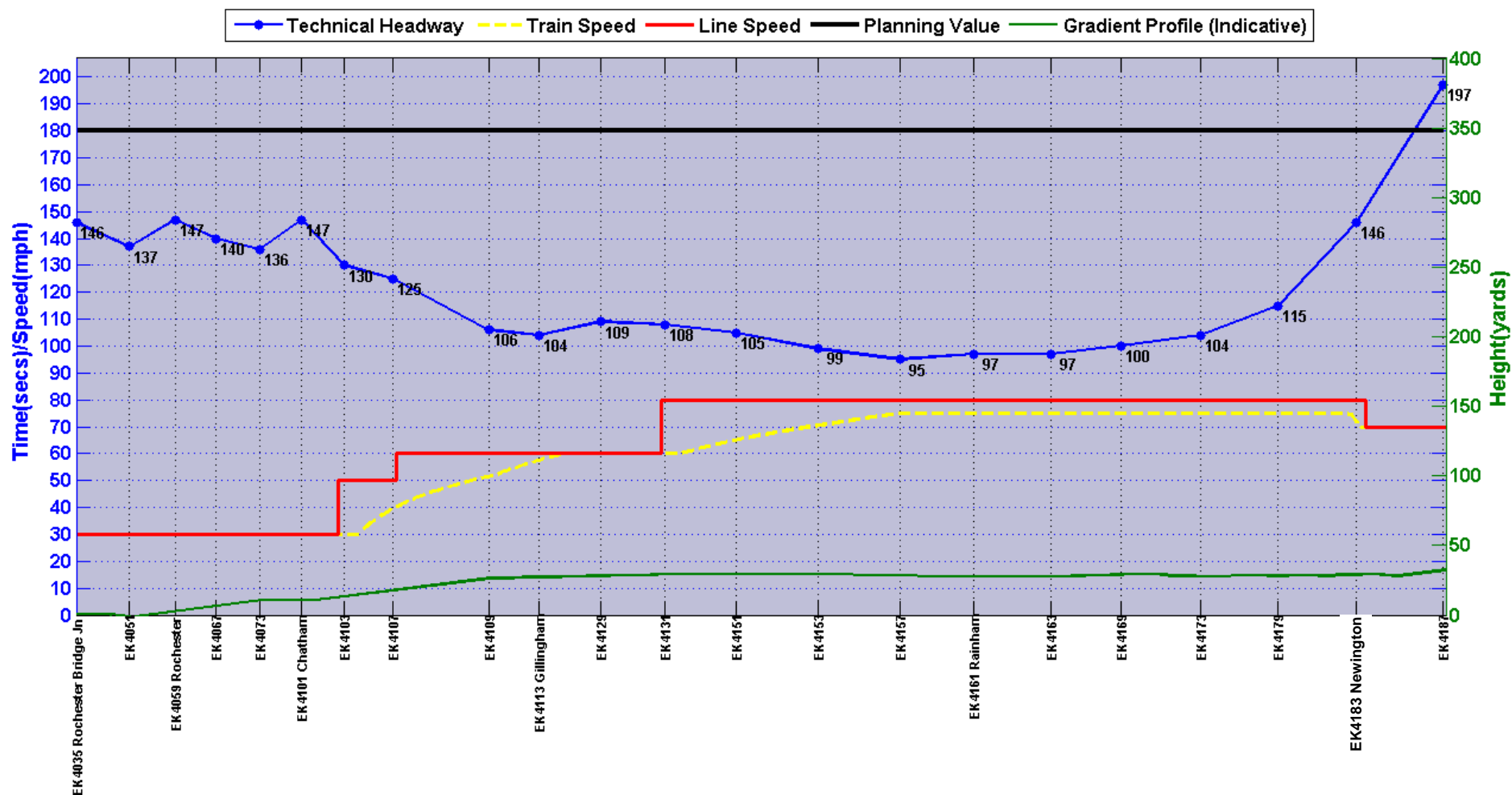
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P13	465	8	75	DOWN	Shortlands Jn (from Bellingham)	Sittingbourne Western Jn (towards Kemsley)

Figure 3-20 P13 Non-stopping Headway (Part 1)



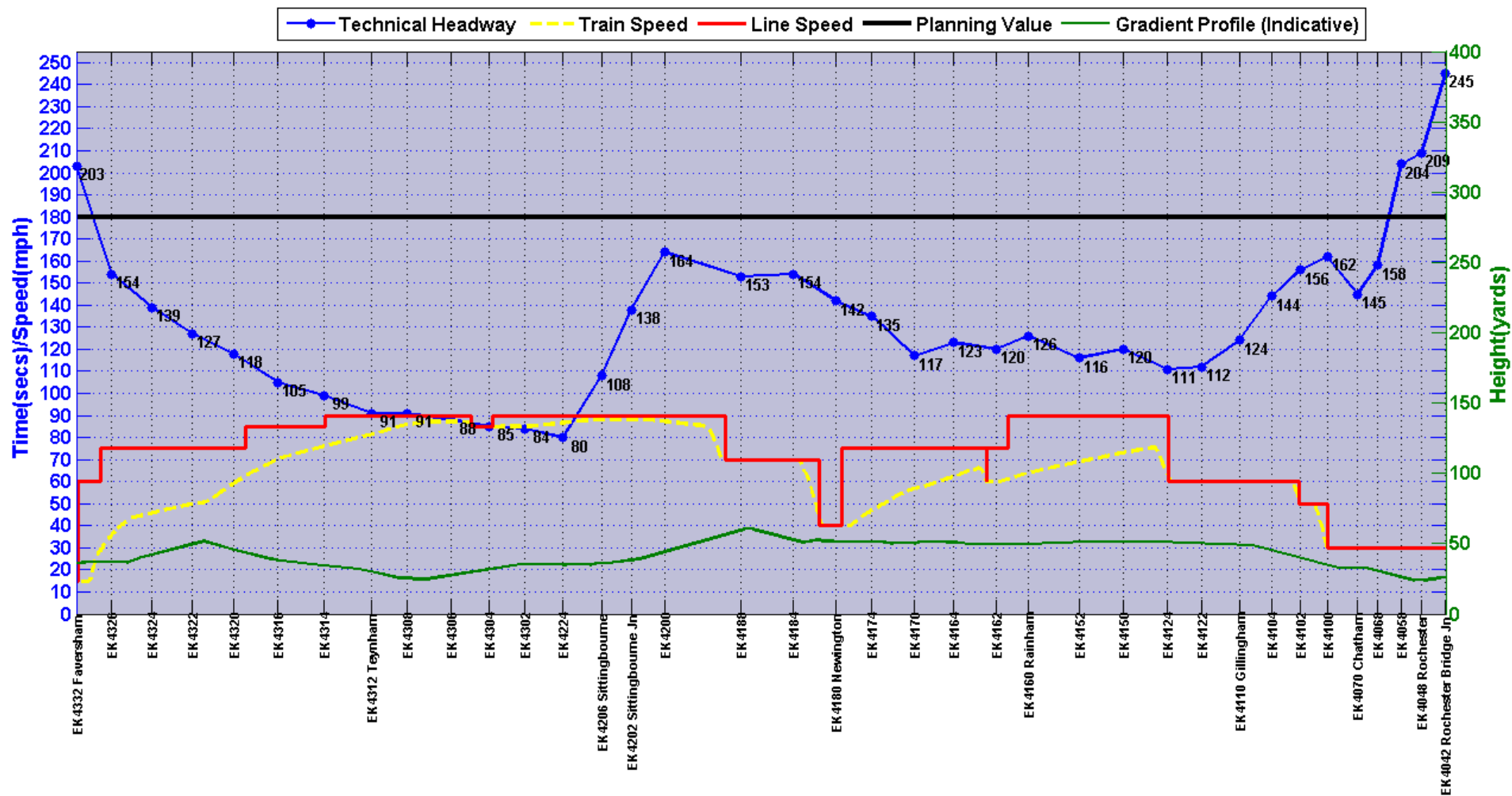
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P13	465	8	75	DOWN	Shortlands Jn (from Bellingham)	Sittingbourne Western Jn (towards Kemsley)

Figure 3-21 P13 Non-stopping Headway (Part 2)



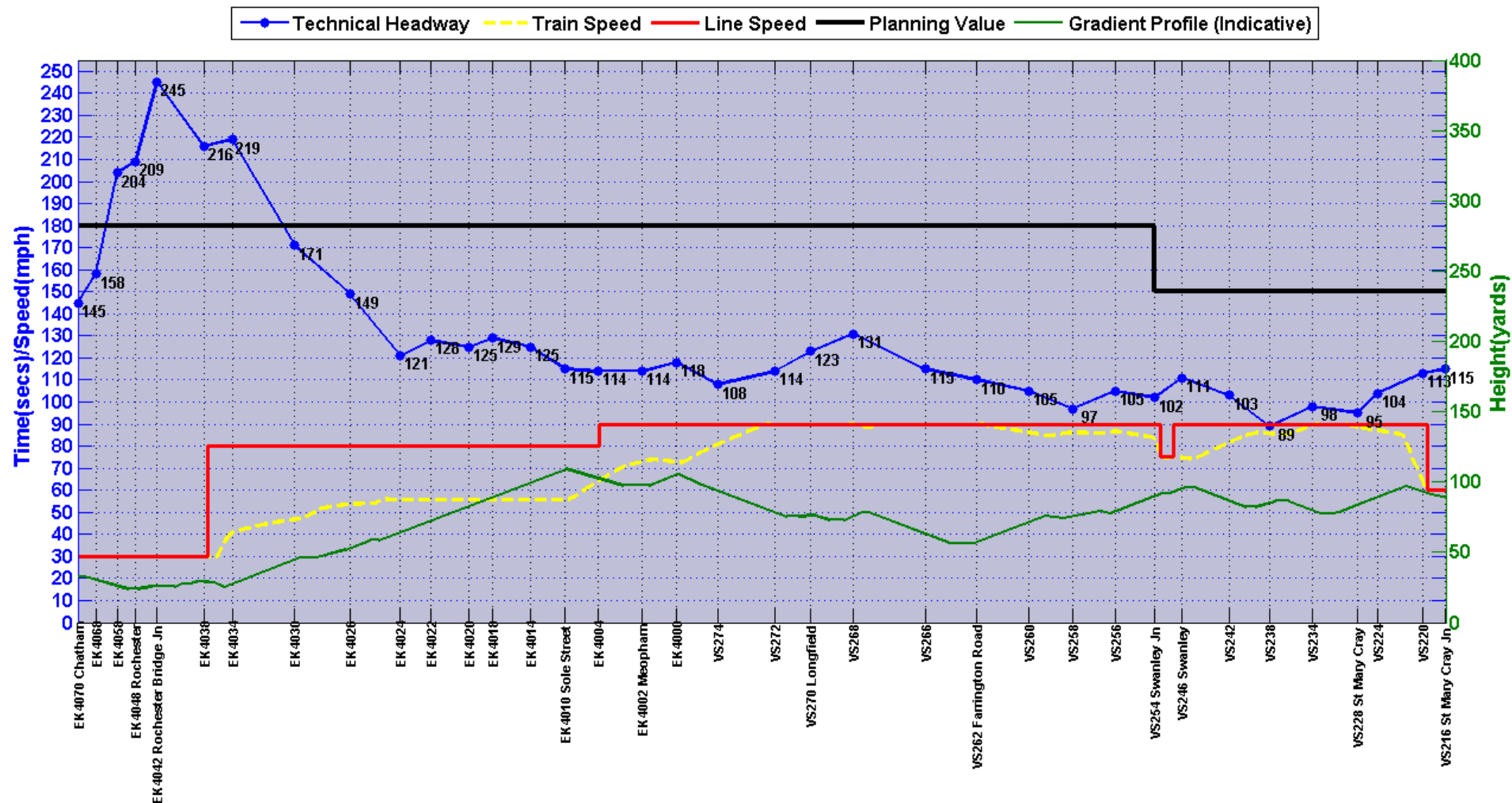
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P14	375	12	100	UP	Faversham (from Margate)	London Victoria

Figure 3-22 P14 Non-stopping Headway (Part 1)



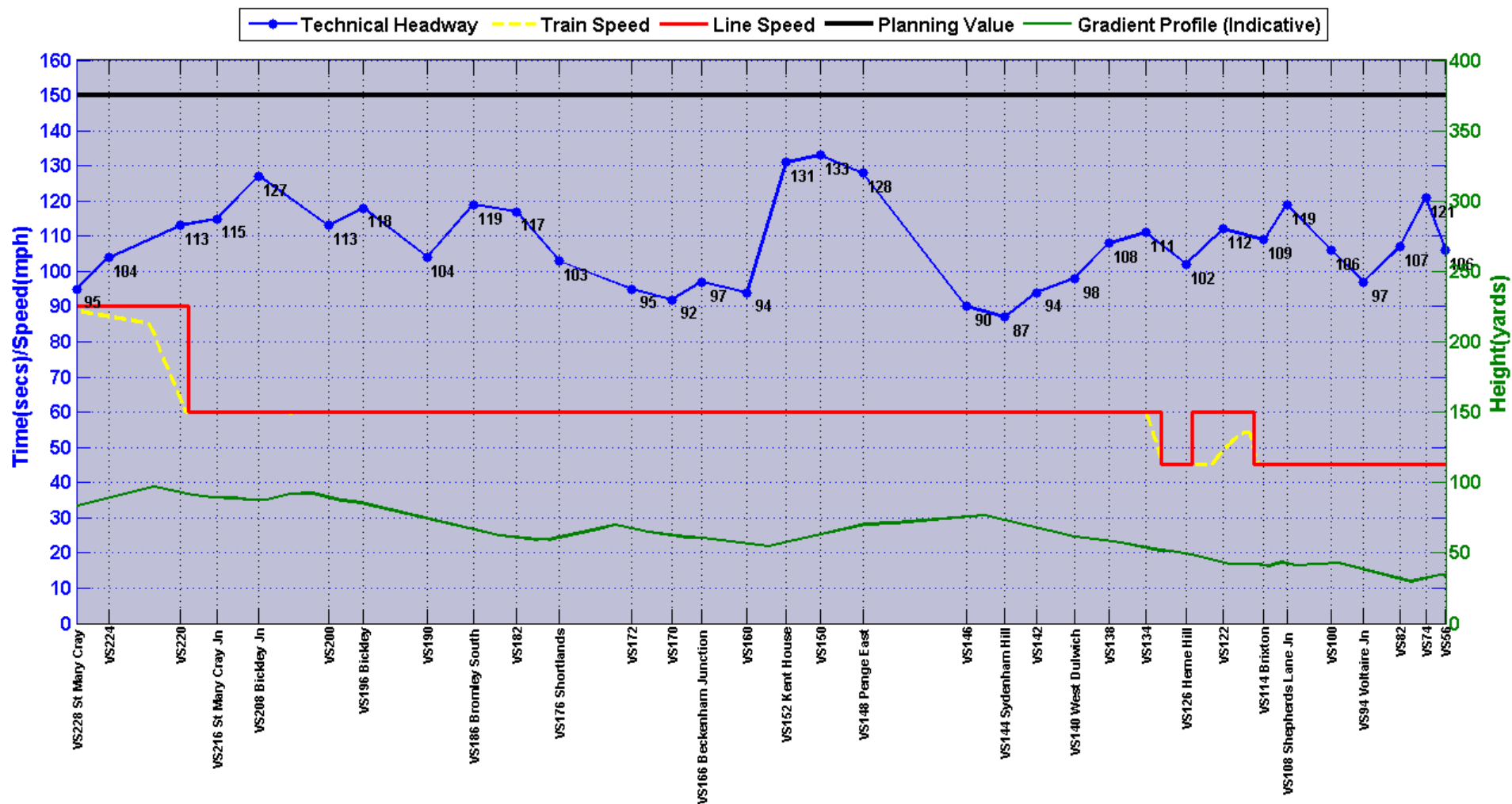
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P14	375	12	100	UP	Faversham (from Margate)	London Victoria

Figure 3-23 P14 Non-stopping Headway (Part 2)



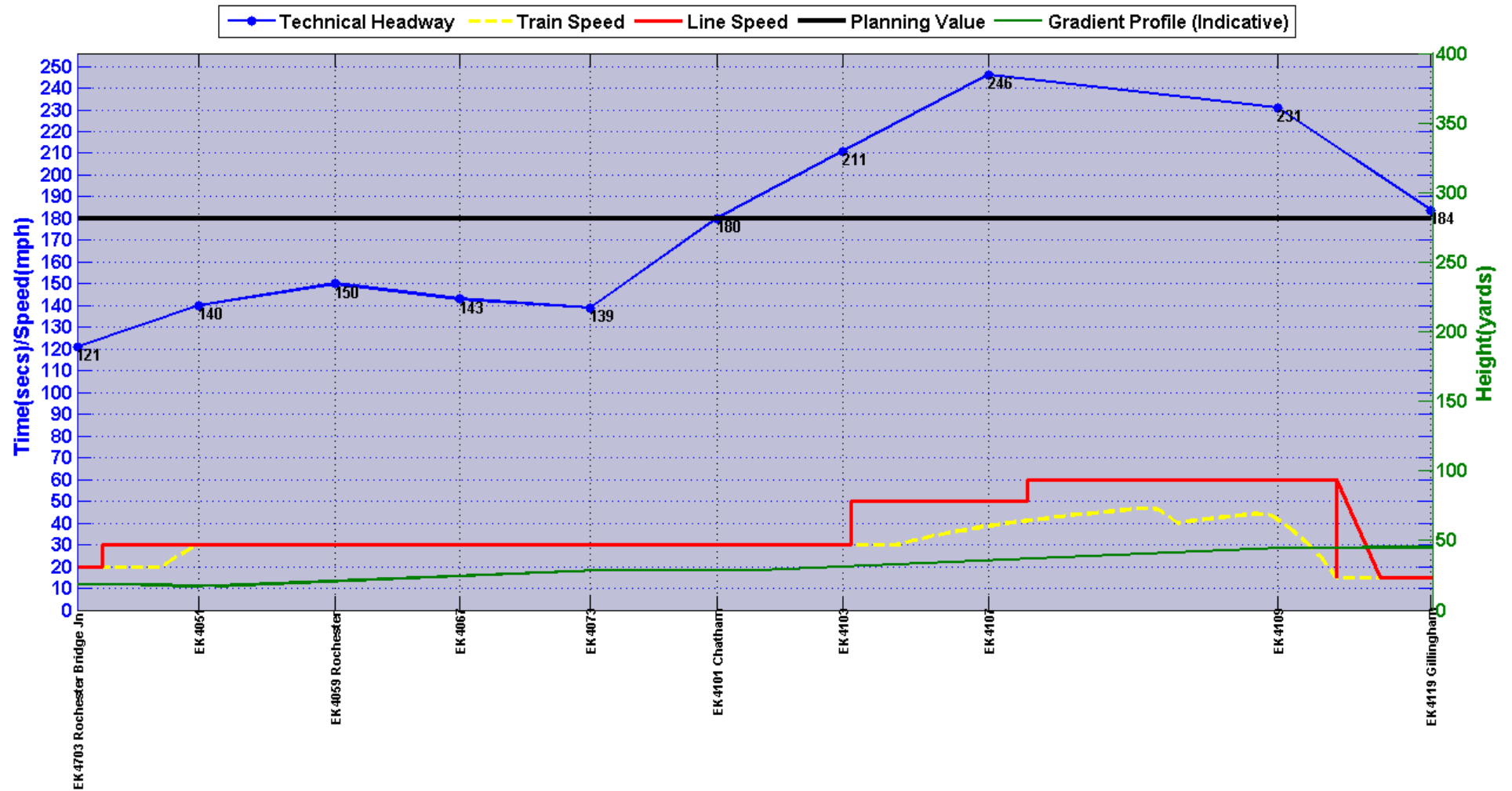
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P14	375	12	100	UP	Faversham (from Margate)	London Victoria

Figure 3-24 P14 Non-stopping Headway (Part 3)



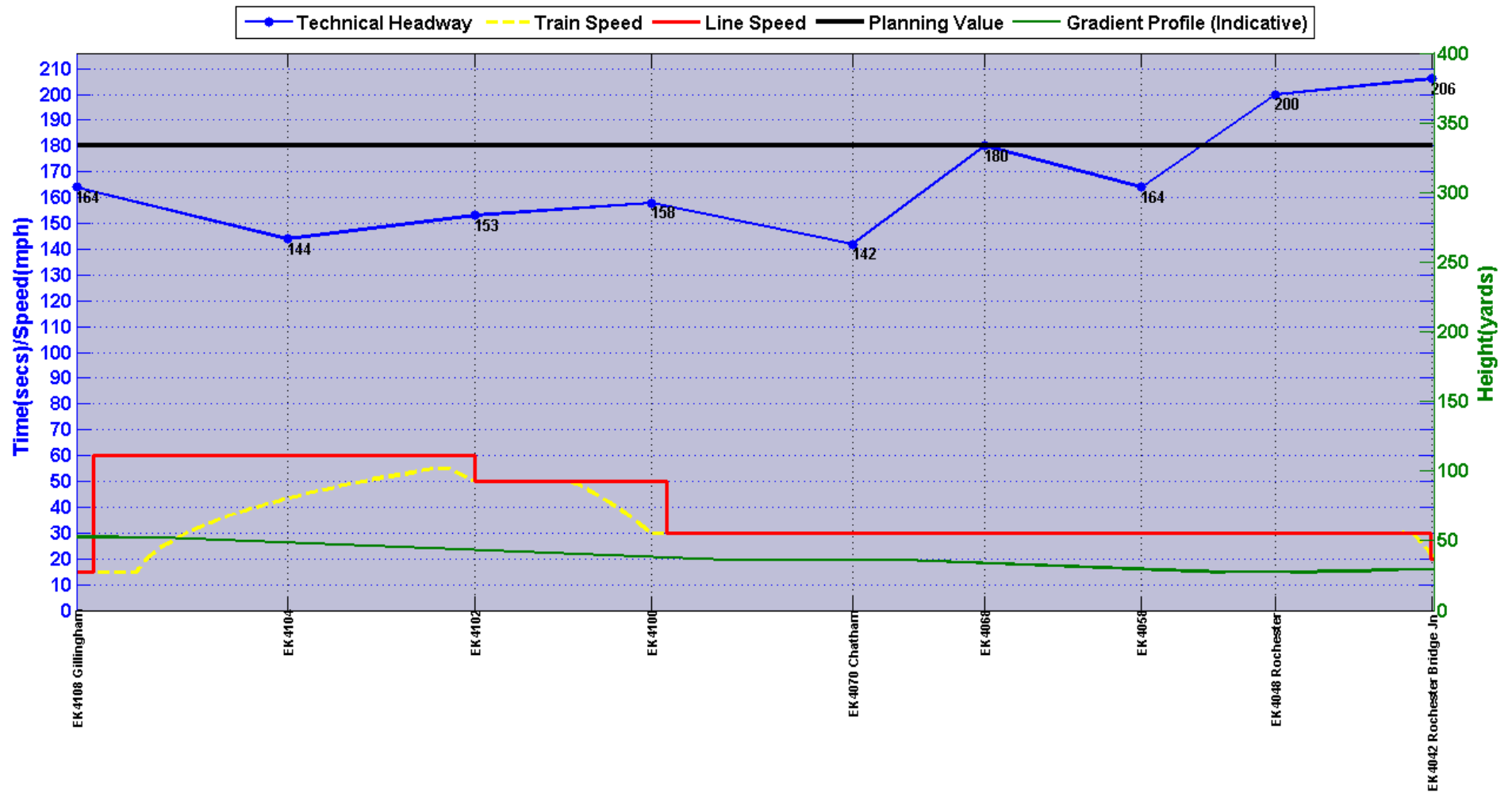
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P15	465	10	75	DOWN	Rochester Bridge Jn (from Strood)	Gillingham

Figure 3-25 P15 Non-stopping Headway



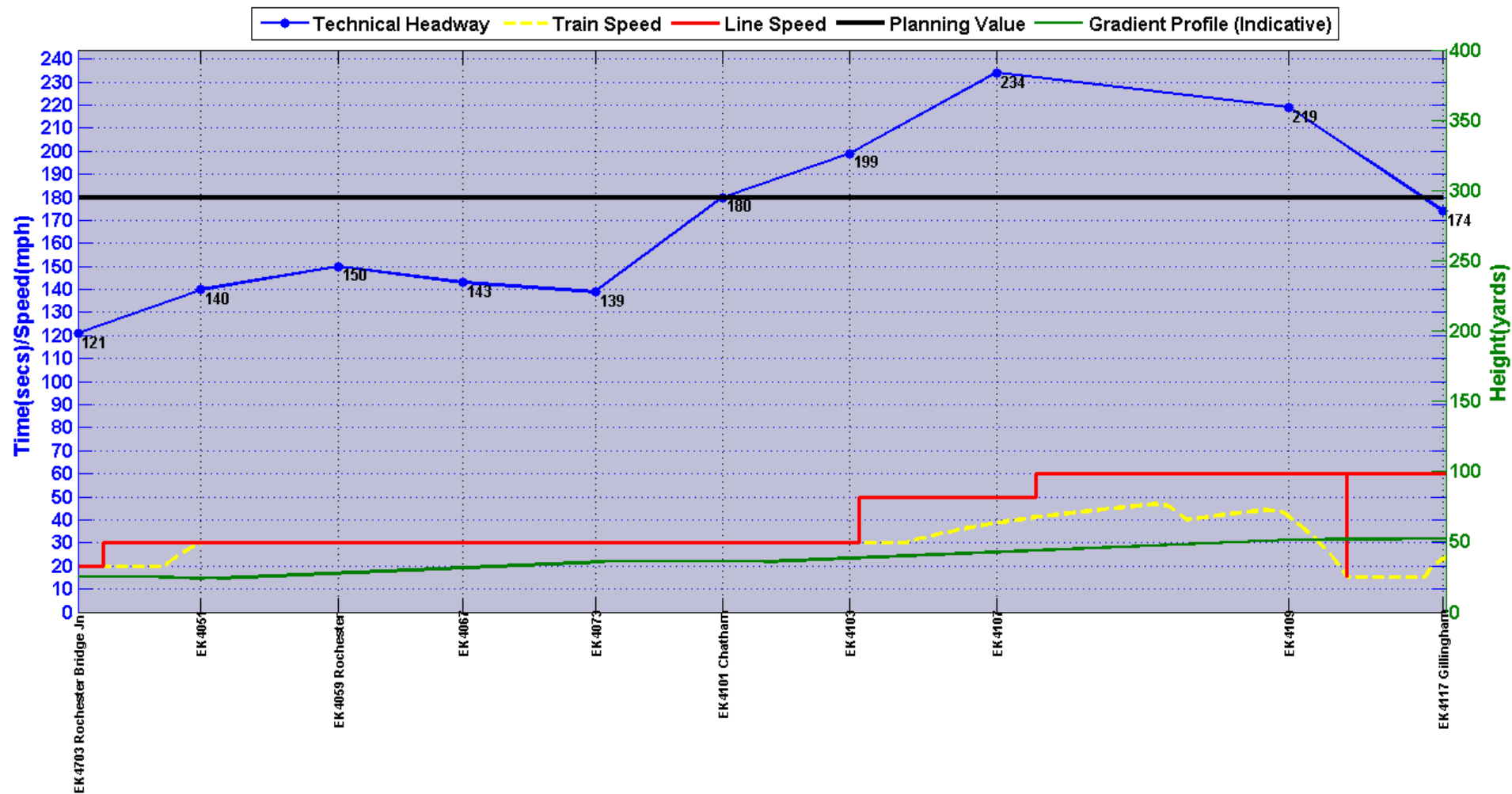
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P16	465	10	75	UP	Gillingham	Rochester Bridge Jn (towards Strood)

Figure 3-26 P16 Non-stopping Headway



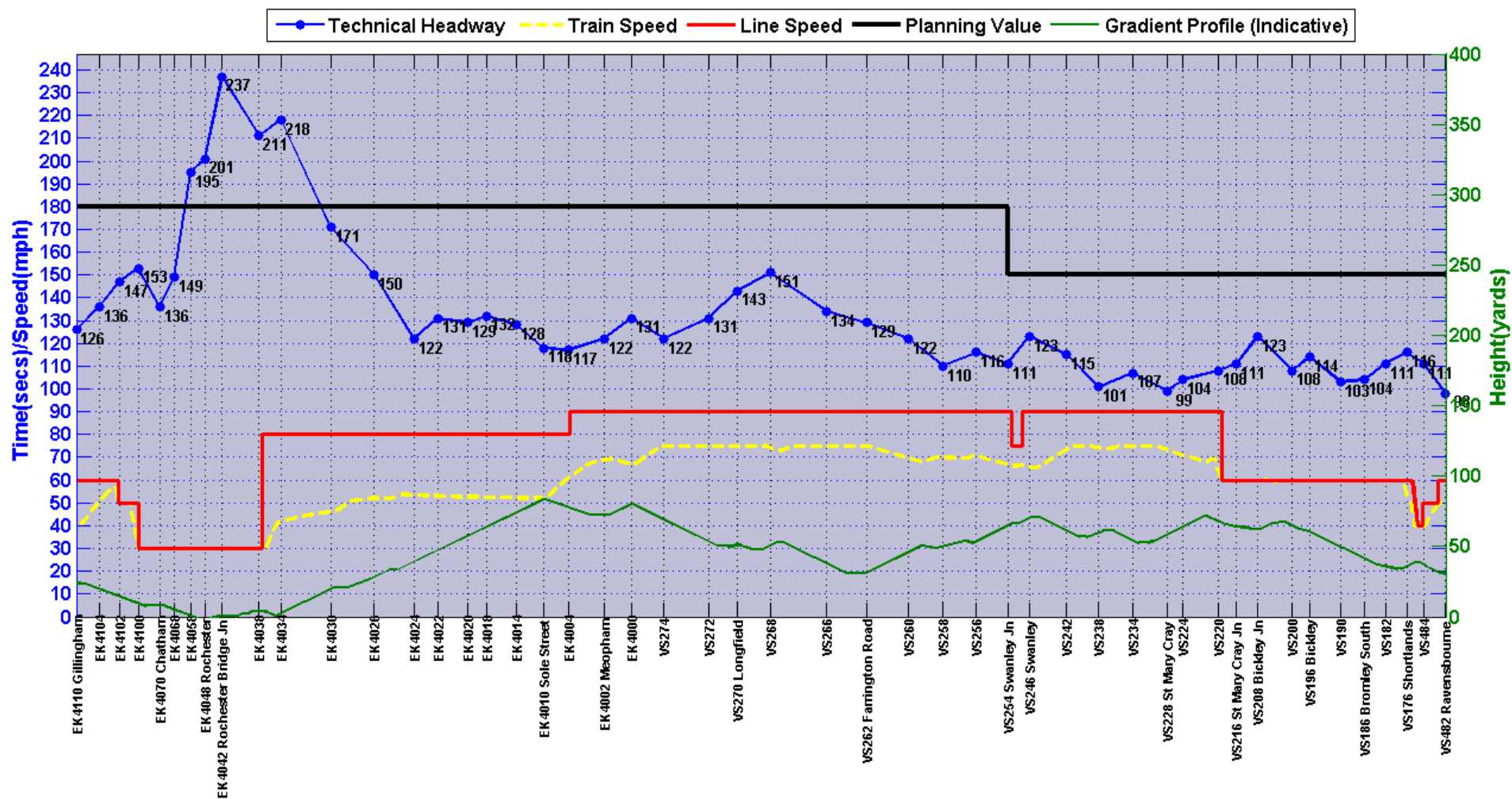
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P17	465	10	75	DOWN	Rochester Bridge Jn (from Strood)	Gillingham

Figure 3-27 P17 Non-stopping Headway



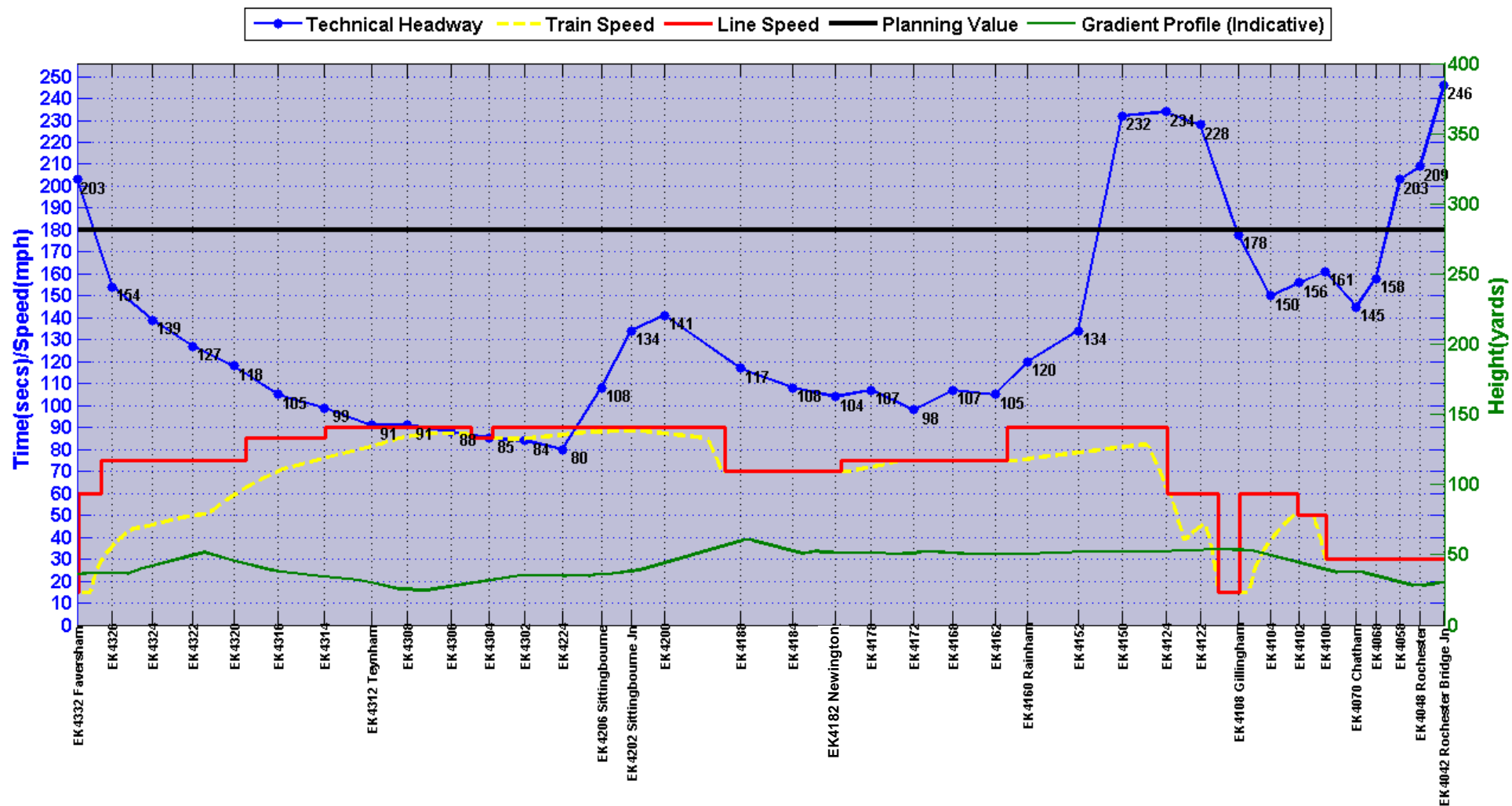
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P18	465	6	75	UP	Gillingham (E.M.U.D.)	Shortlands Jn (towards Bellingham)

Figure 3-28 P18 Non-stopping Headway



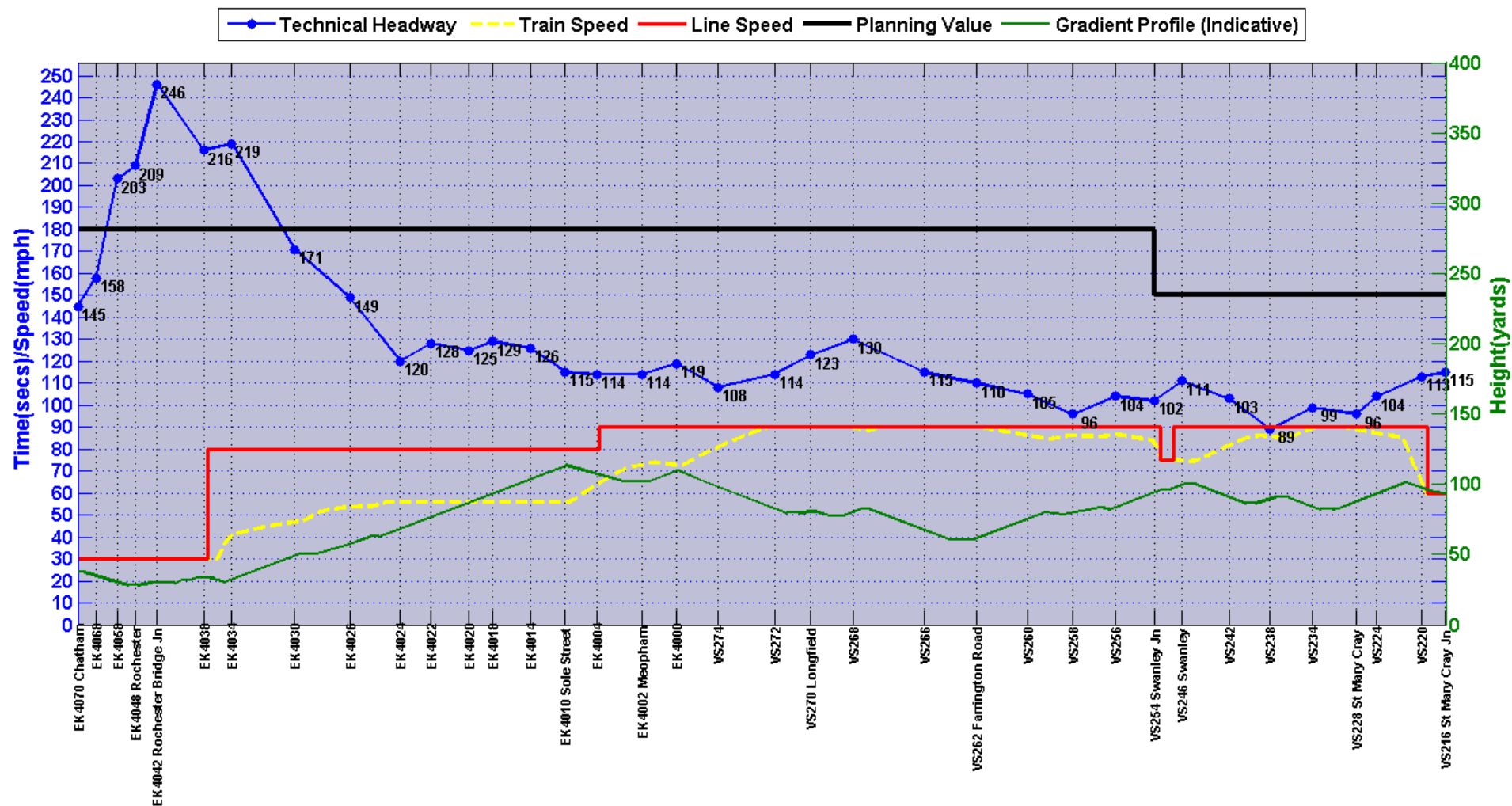
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P19	375	12	100	UP	Faversham	London Victoria

Figure 3-29 P19 Non-stopping Headway (Part 1)



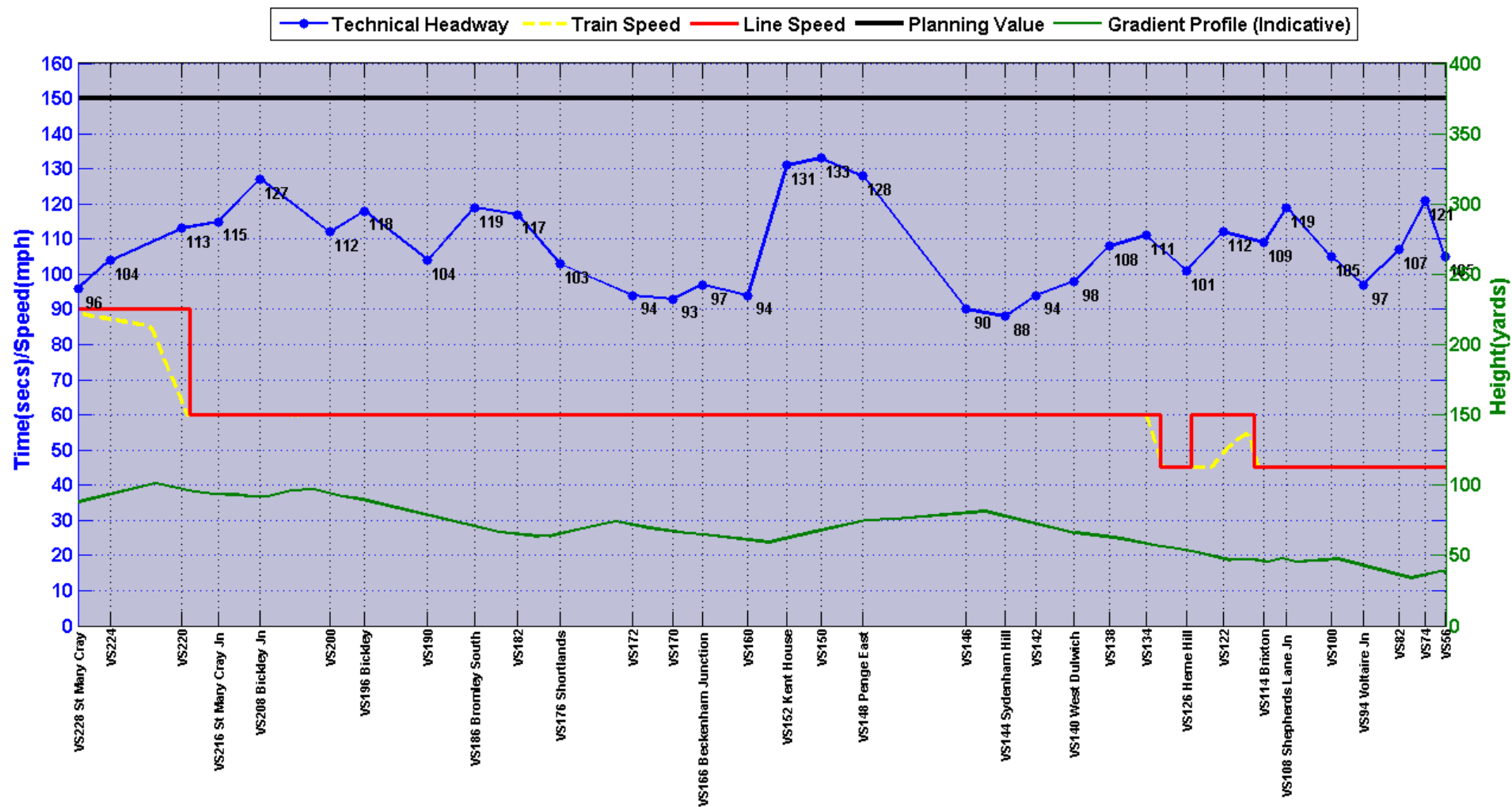
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P19	375	12	100	UP	Faversham	London Victoria

Figure 3-30 P19 Non-stopping Headway (Part 2)



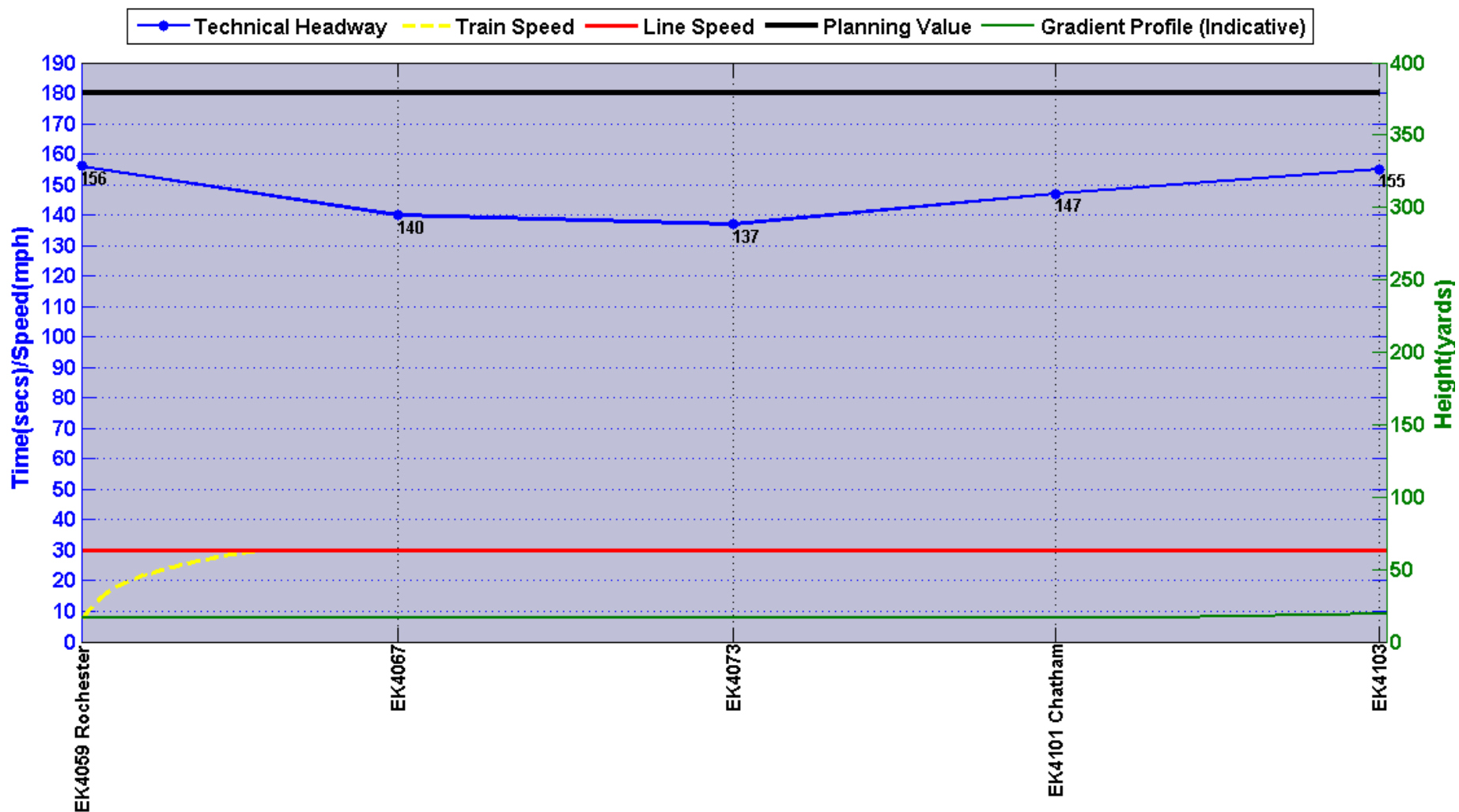
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P19	375	12	100	UP	Faversham	London Victoria

Figure 3-31 P19 Non-stopping Headway (Part 3)



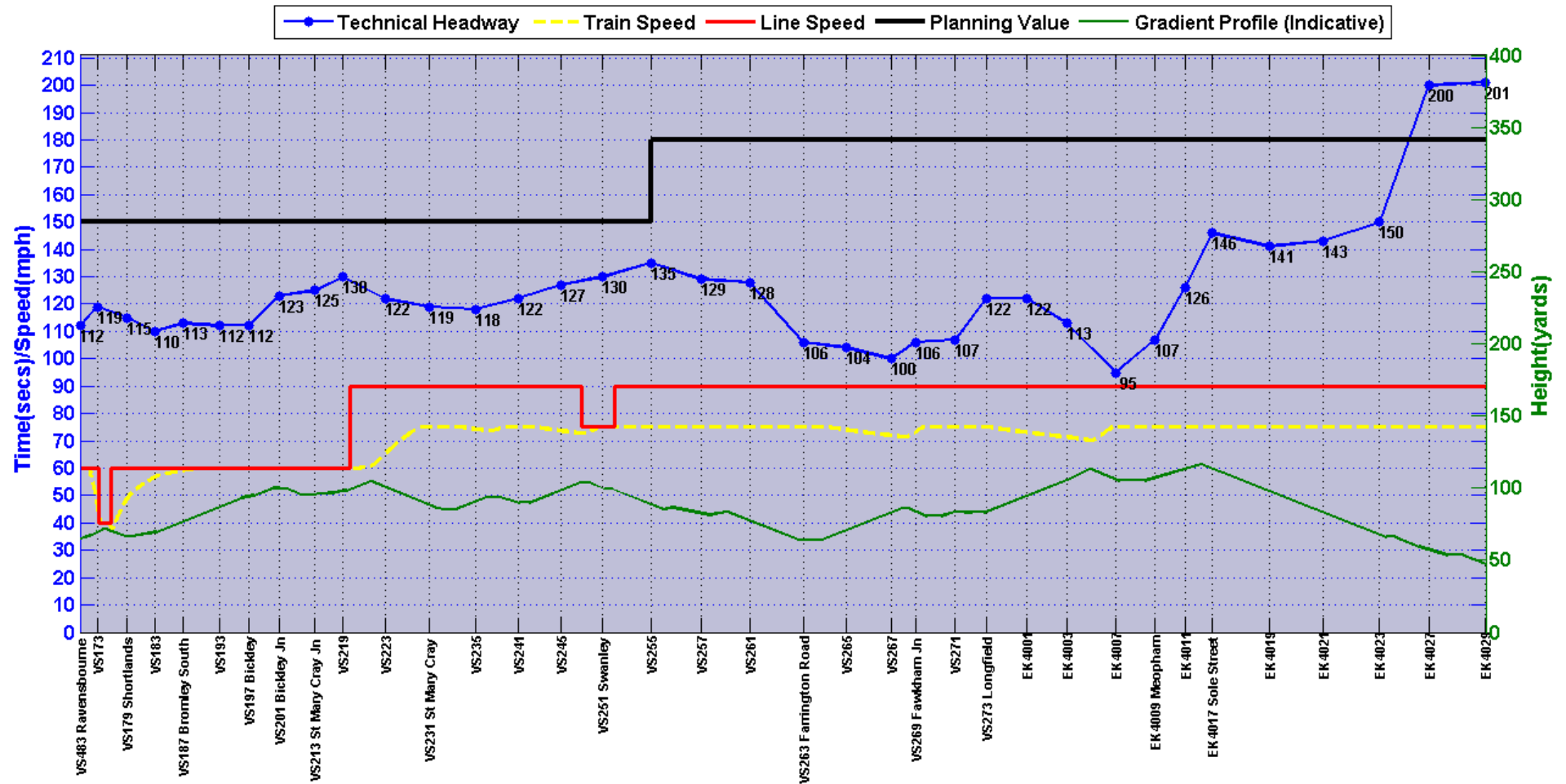
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P20	465	8	75	DOWN	Rochester (pl.2)	Gillingham (E.M.U.D.)

Figure 3-32 P20 Non-stopping Headway



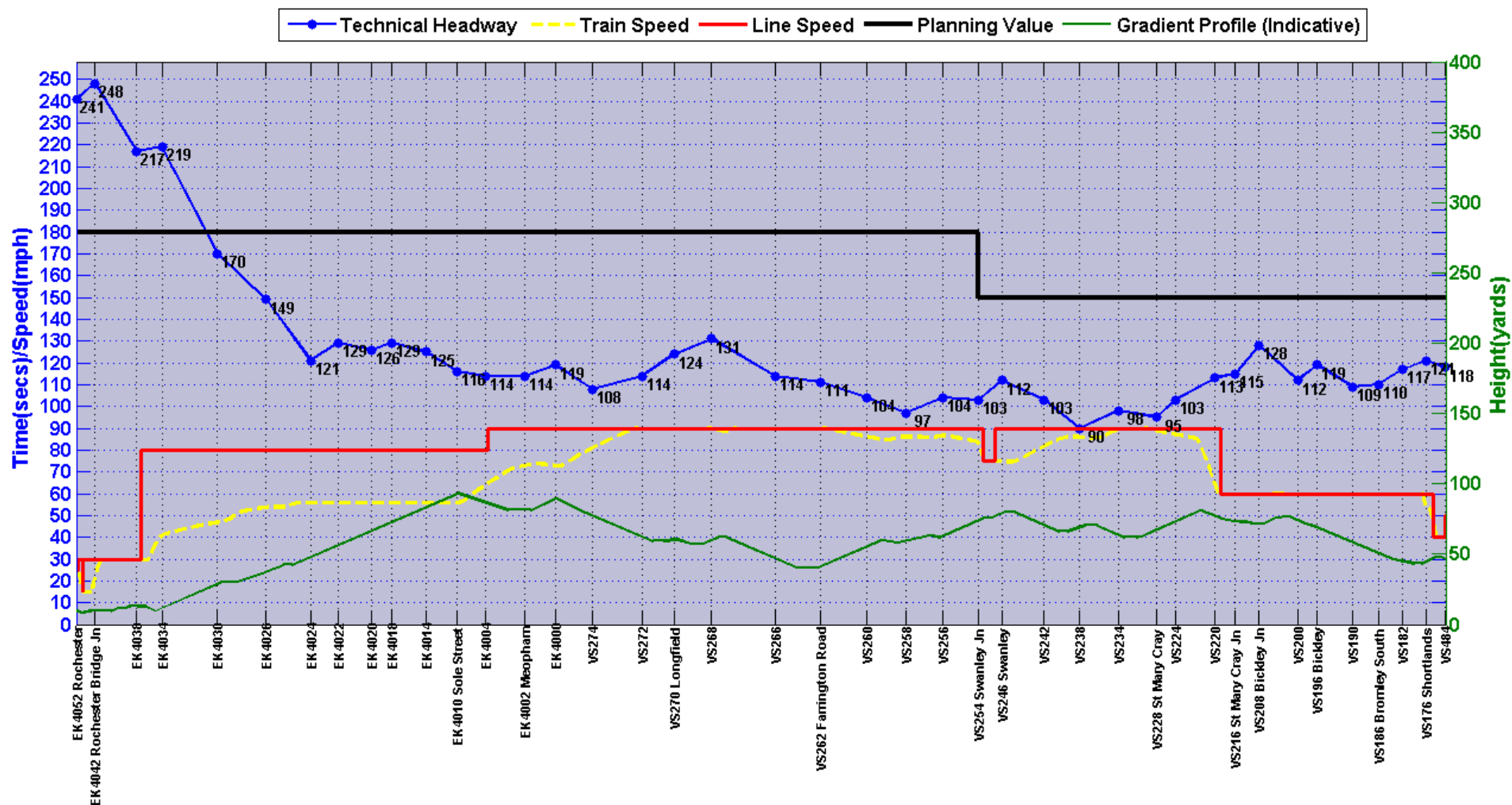
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P21	465	8	75	DOWN	Shortlands Jn (from Bellingham)	Rochester (pl.3)

Figure 3-33 P21 Non-stopping Headway



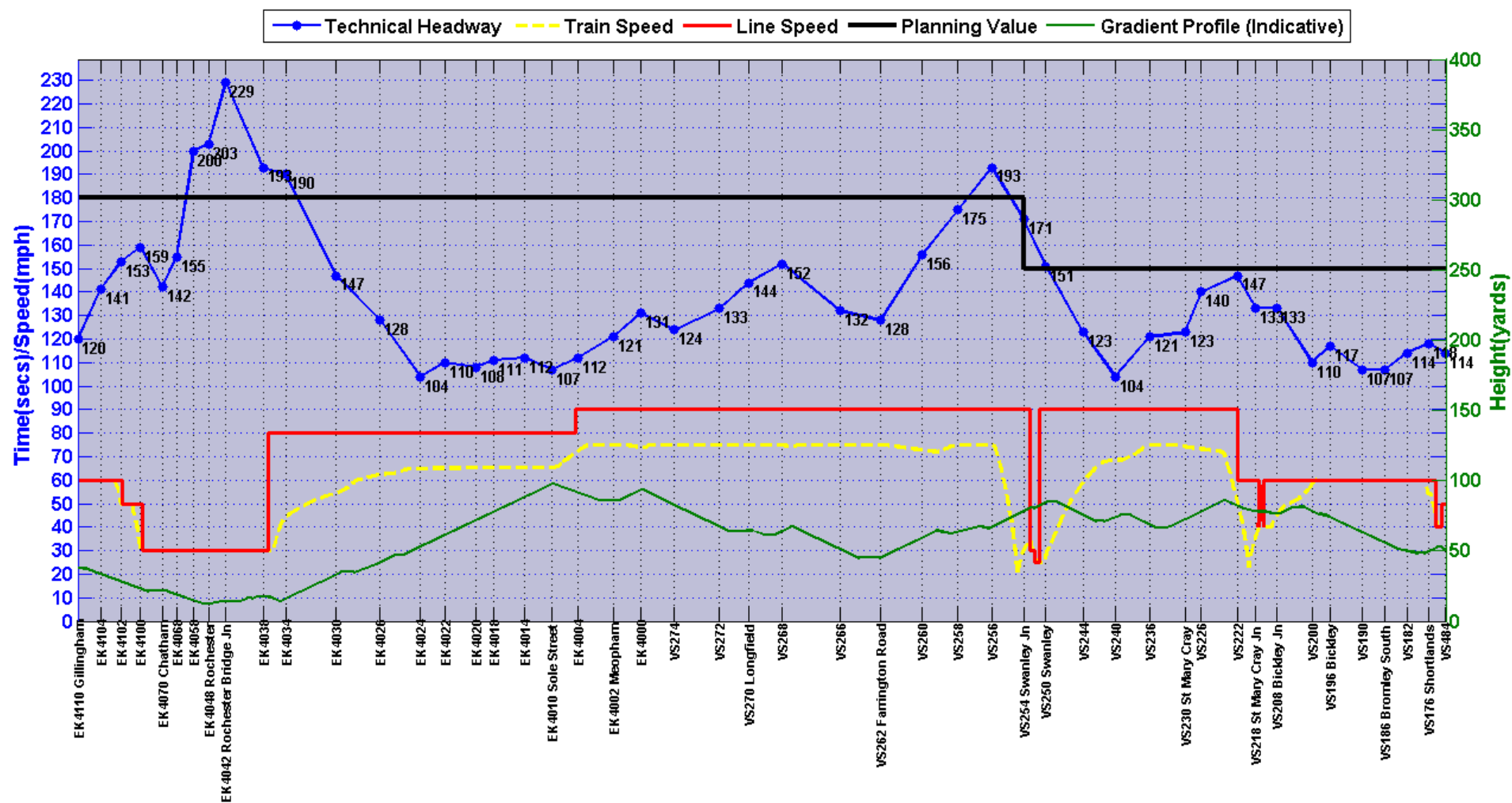
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P22	375	12	100	UP	Rochester (pl.3)	Shortlands Jn (towards Bellingham)

Figure 3-34 P22 Non-stopping Headway



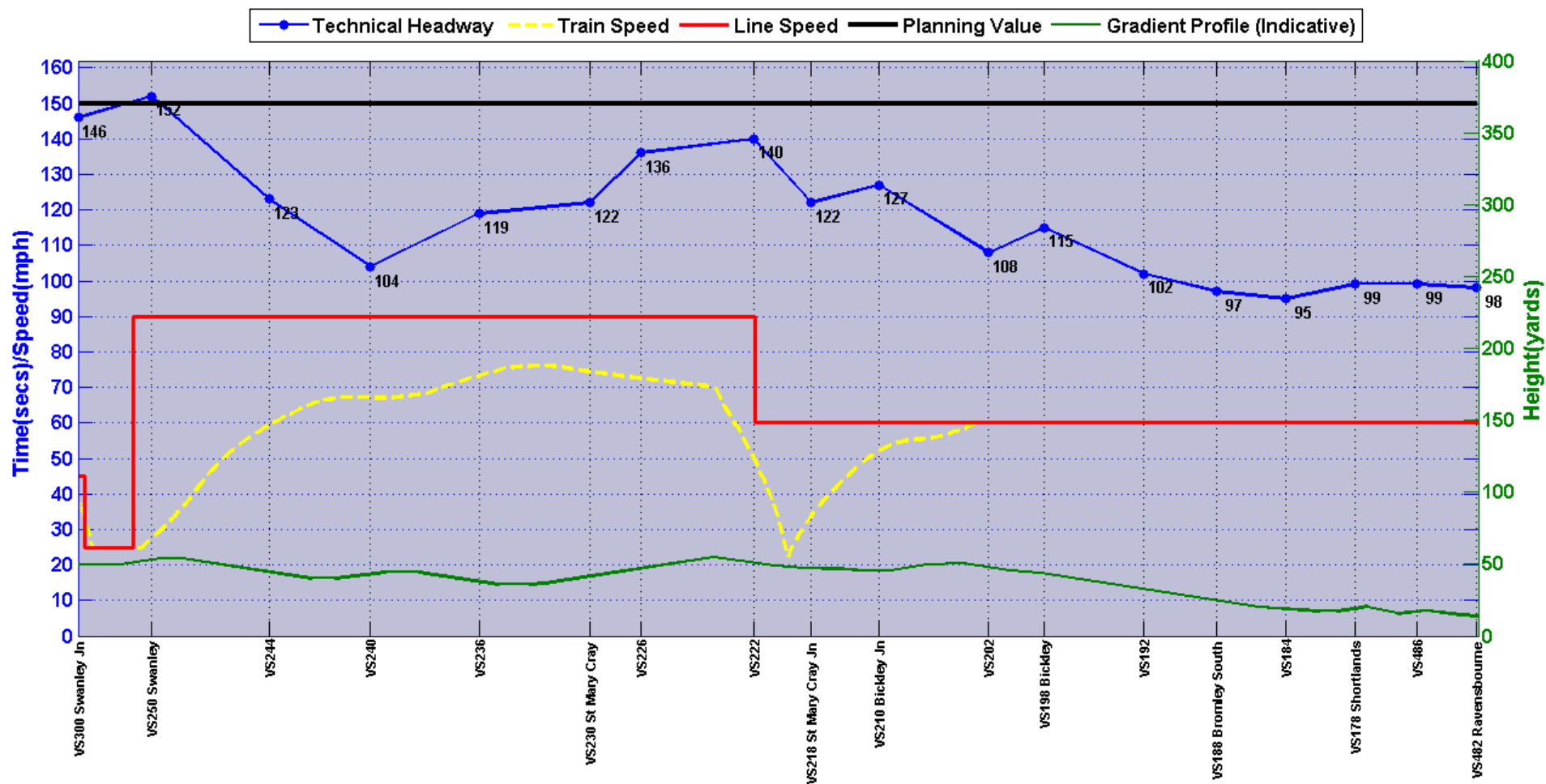
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P23	465	10	75	UP	Gillingham (pl.2)	Shortlands Jn (towards Bellingham)

Figure 3-35 P23 Non-stopping Headway



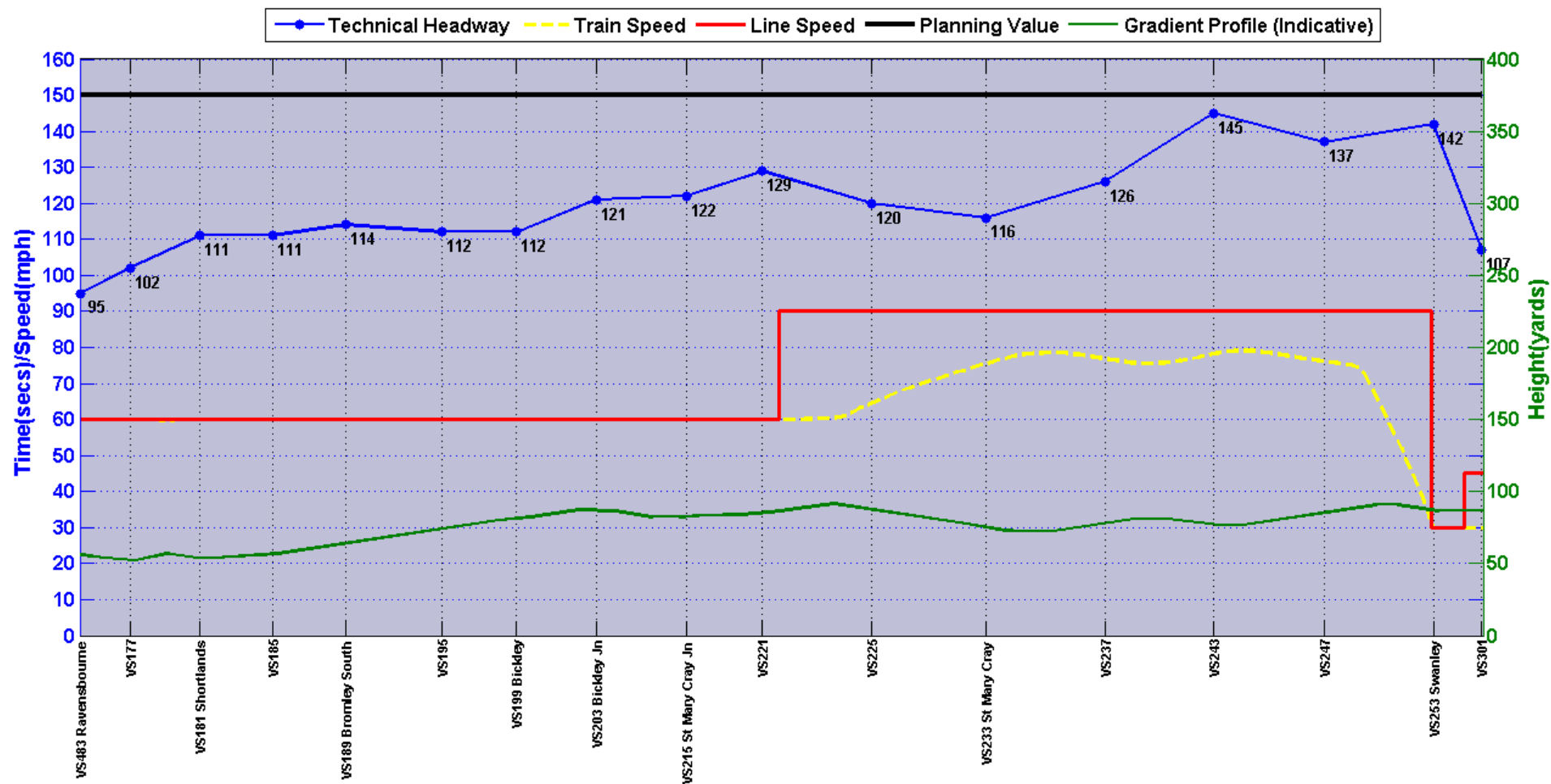
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P24	319	8	100	UP	Swanley (from Otford Jn)	Shortlands Jn (towards Bellingham)

Figure 3-36 P24 Non-stopping Headway



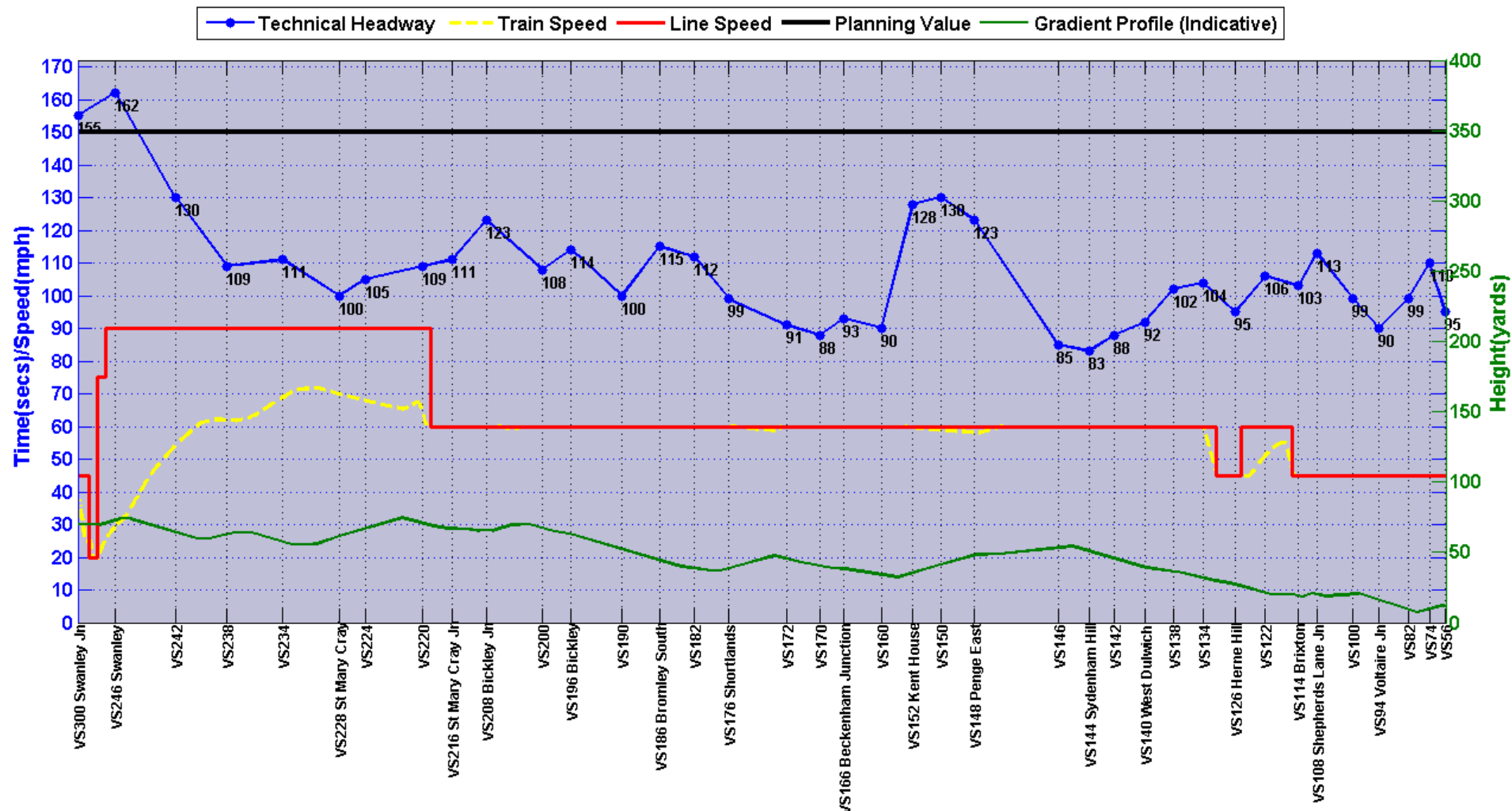
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P25	319	8	100	DOWN	Shortlands Jn (from Bellingham)	Swanley (towards Otford Jn)

Figure 3-37 P25 Non-stopping Headway



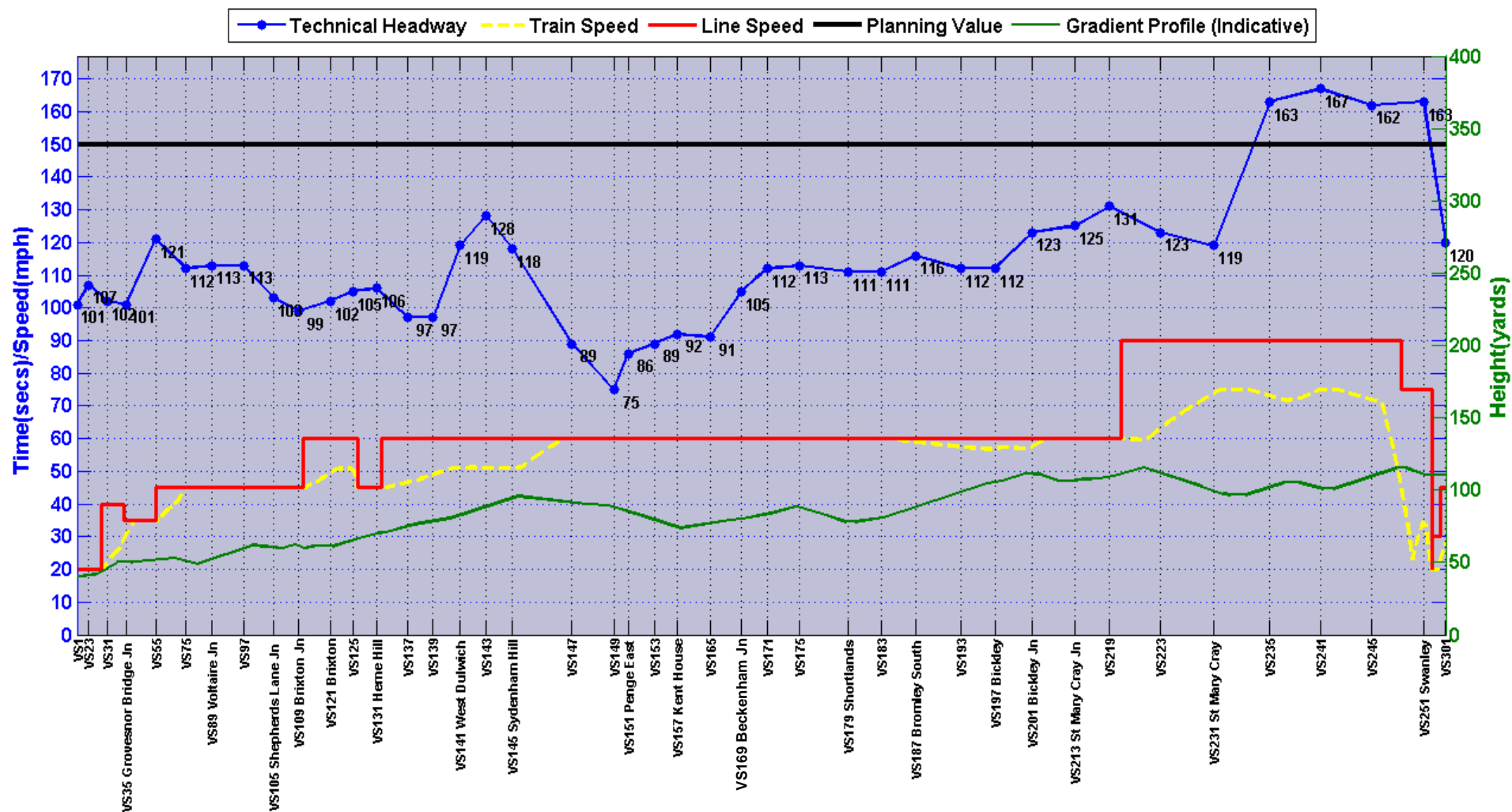
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P26	465	6	75	UP	Swanley (from Otford Jn)	London Victoria

Figure 3-38 P26 Non-stopping Headway



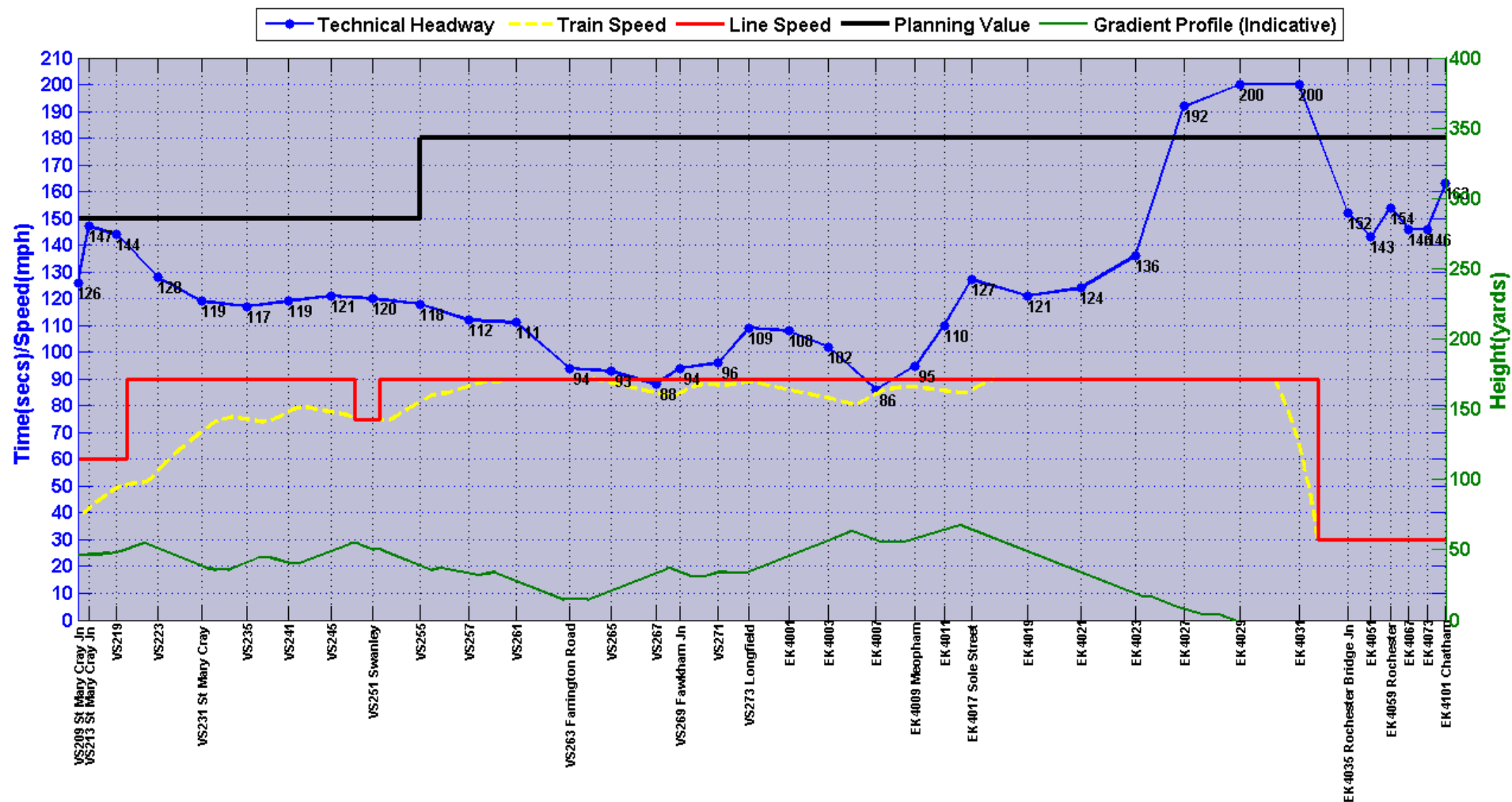
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P27	465	6	75	DOWN	London Victoria	Swanley (towards Otford Jn)

Figure 3-39 P27 Non-stopping Headway



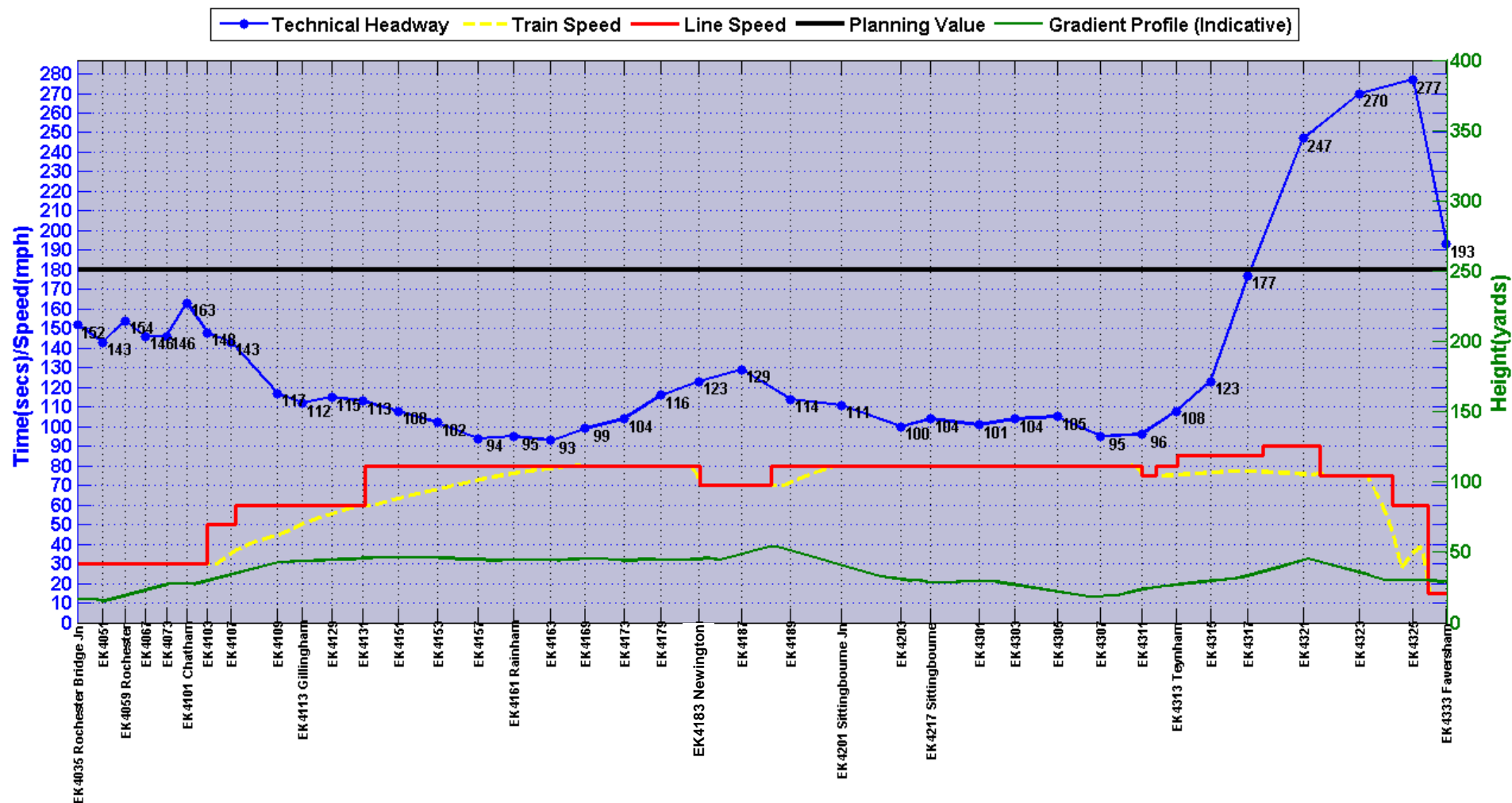
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P28	375	12	100	DOWN	St Mary Cray Jn (from Chislehurst)	Faversham (towards Margate)

Figure 3-40 P28 Non-stopping Headway (Part 1)



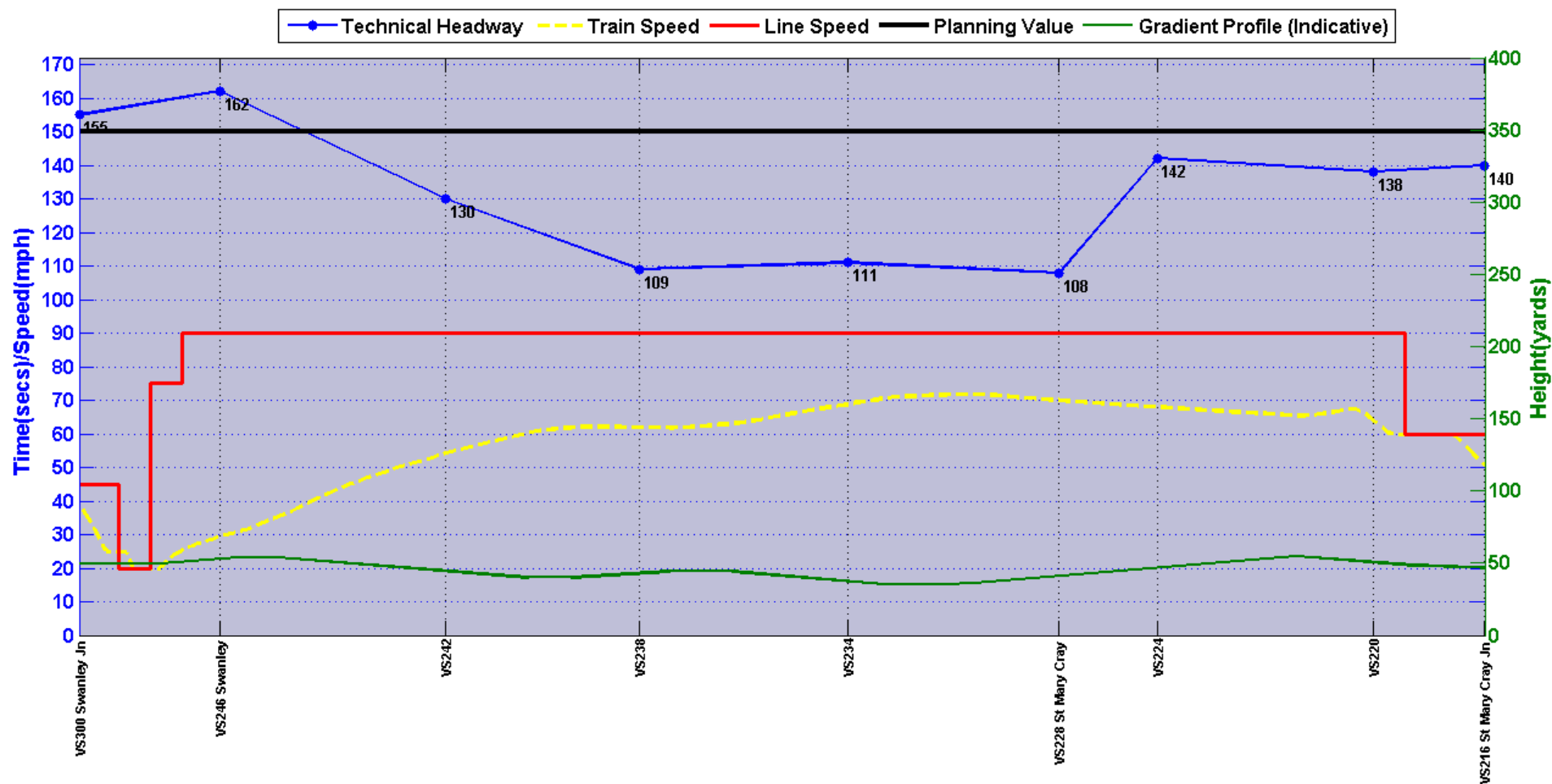
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P28	375	12	100	DOWN	St Mary Cray Jn (from Chislehurst)	Faversham (towards Margate)

Figure 3-41 P28 Non-stopping Headway (Part 2)



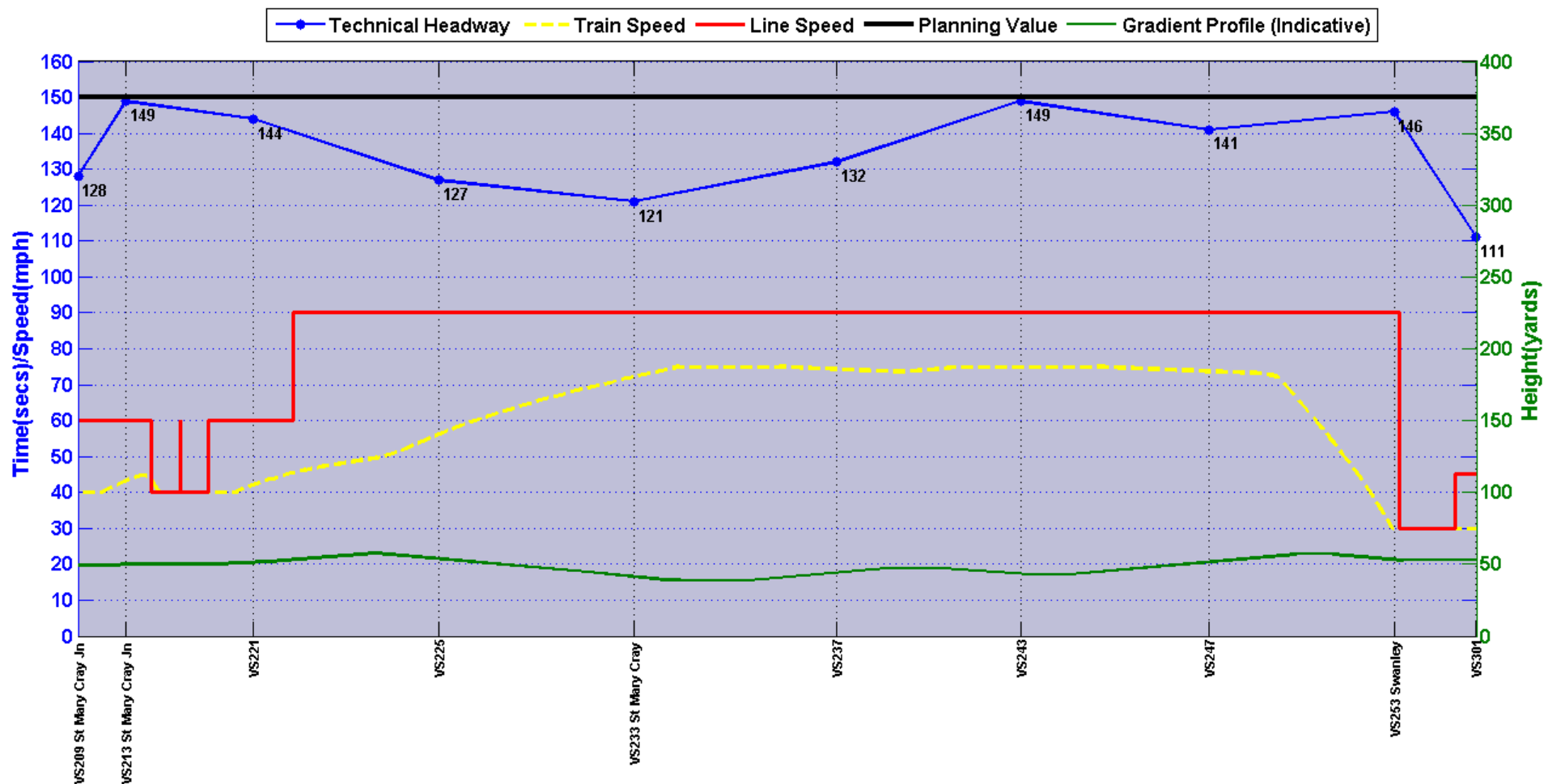
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P29	465	6	75	UP	Swanley (from Otford Jn)	St Mary Cray Jn (towards Chislehurst)

Figure 3-42 P29 Non-stopping Headway



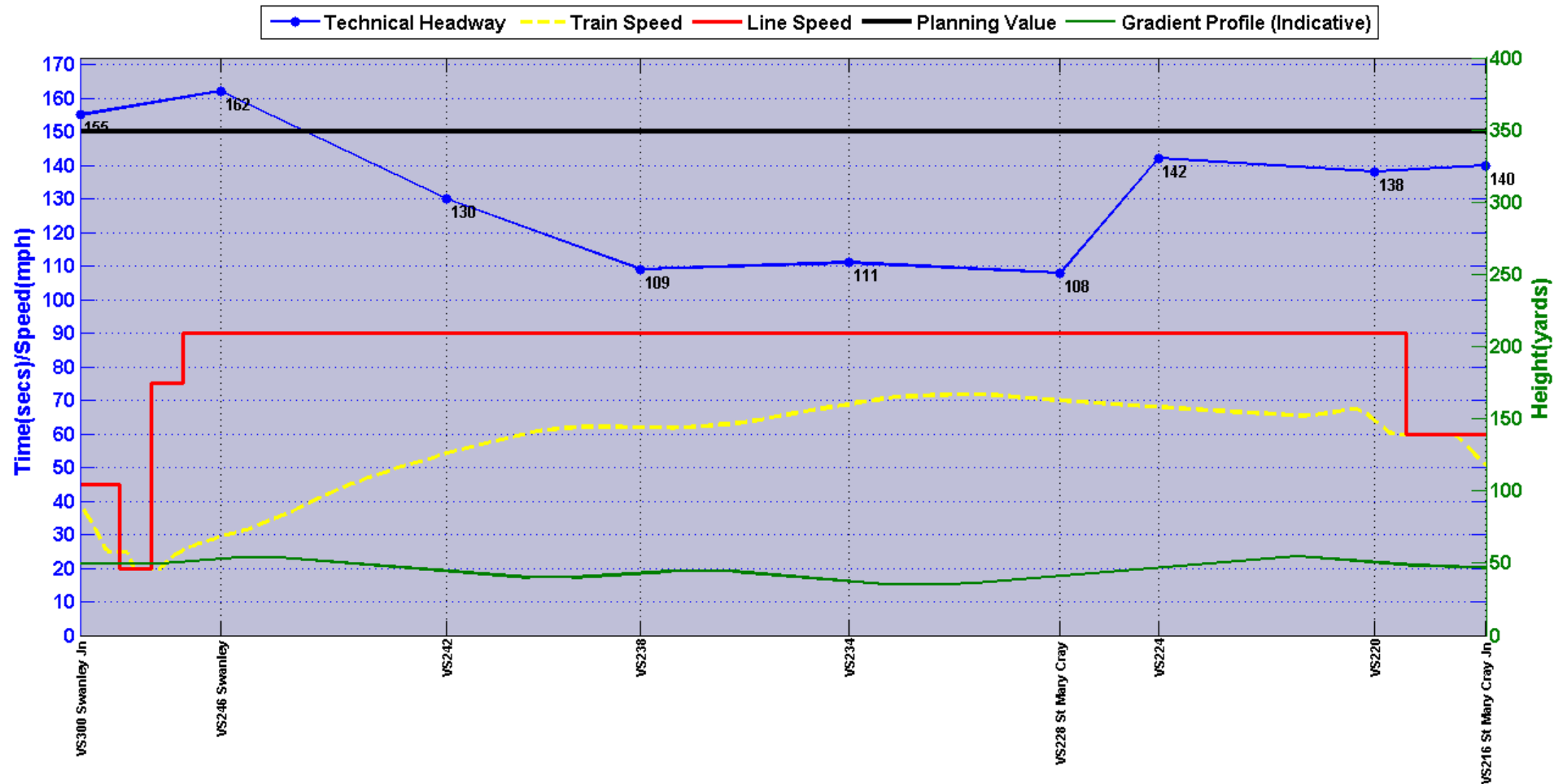
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P30	465	10	75	DOWN	St Mary Cray Jn (from Chislehurst)	Swanley (towards Otford Jn)

Figure 3-43 P30 Non-stopping Headway



Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P31	465	6	75	UP	Swanley (from Otford Jn)	St Mary Cray Jn (towards Chislehurst)

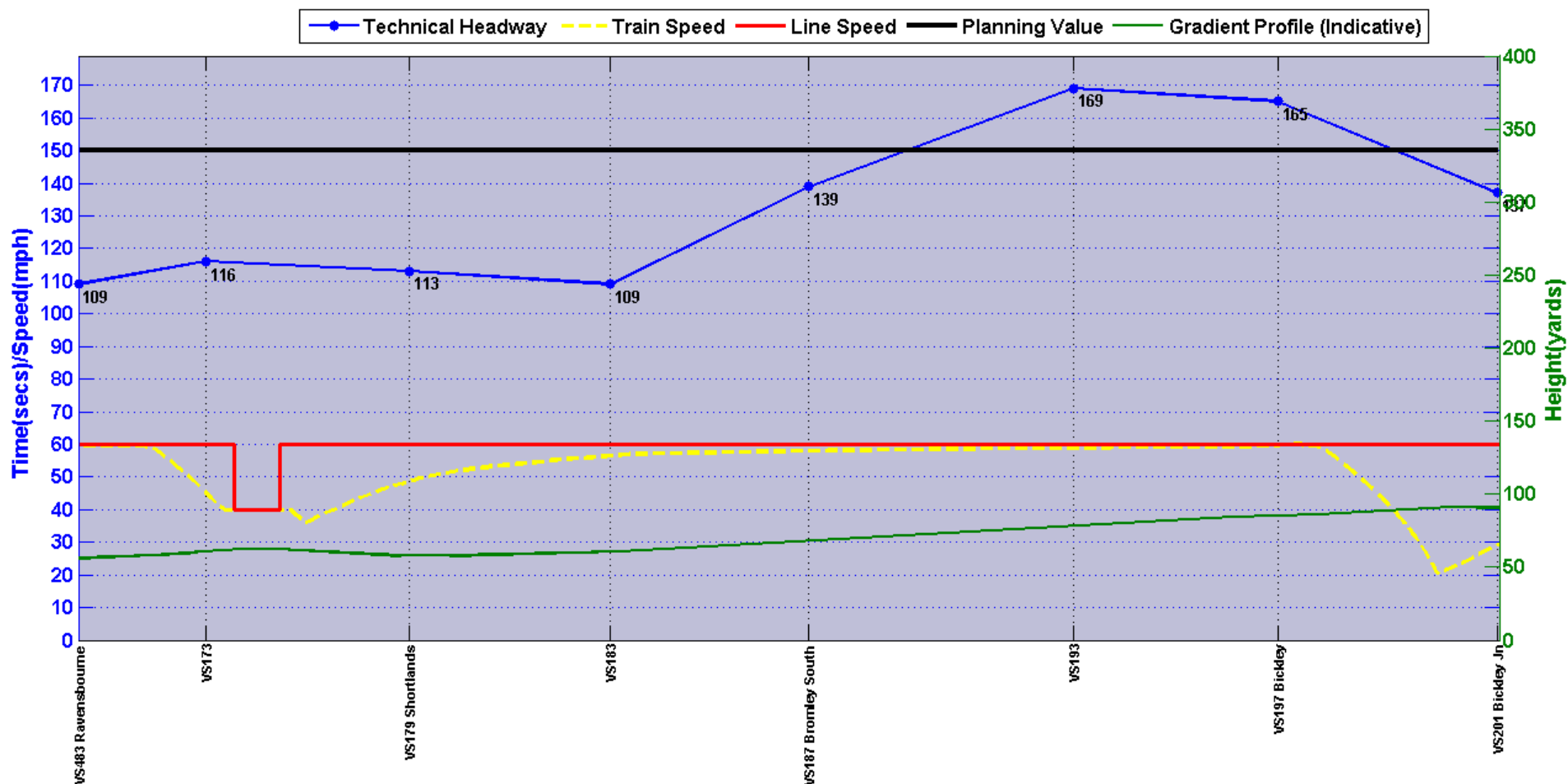
Figure 3-44 P31 Non-stopping Headway



Note: The train is route along Up Chatham Slow towards St Mary's Cray, as discussed in Section 2.3.

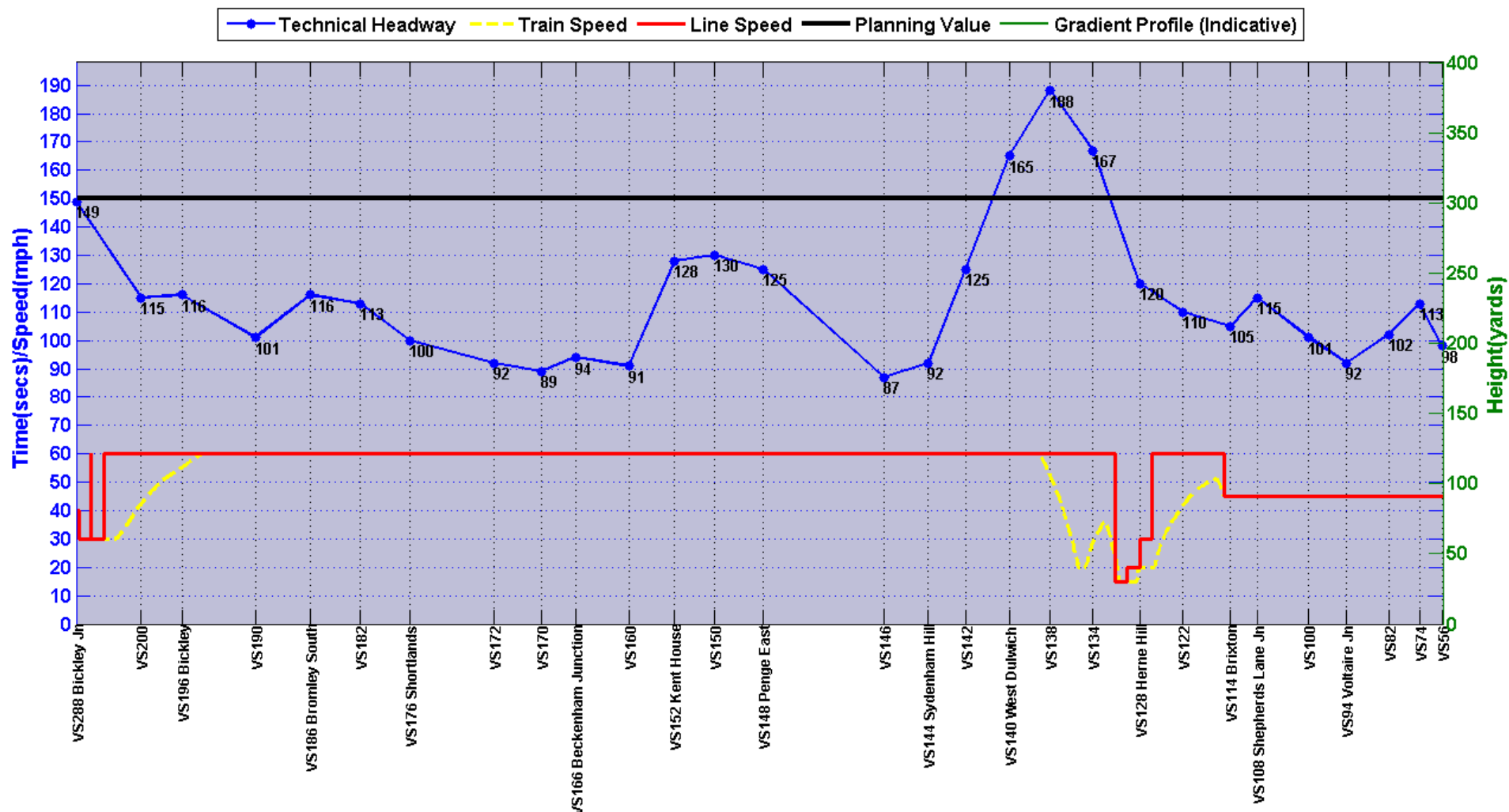
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P32	319	4	100	DOWN	Shortlands Jn (from Bellingham)	Bickley Jn (towards Orpington)

Figure 3-45 P32 Non-stopping Headway



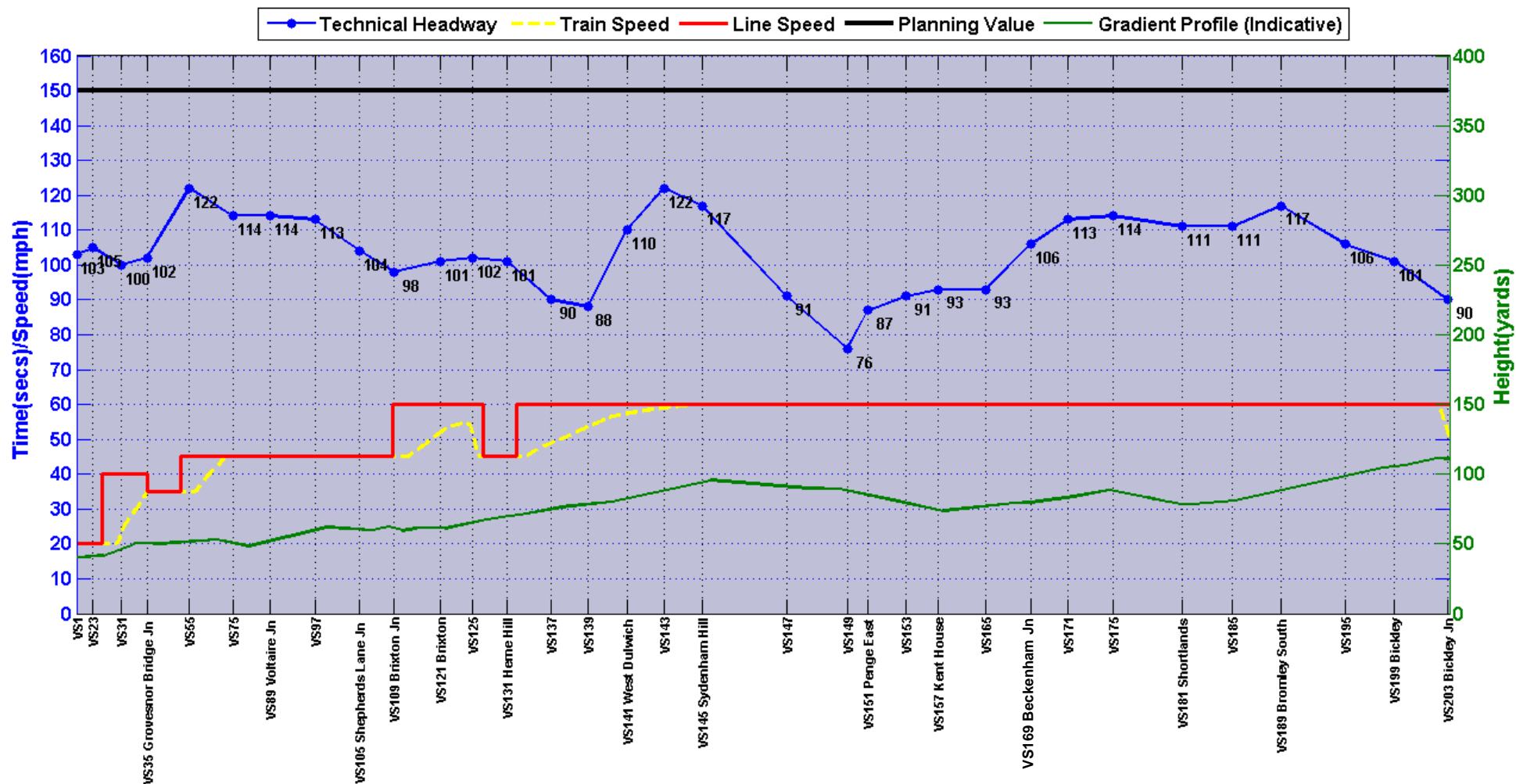
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P33	465	8	75	UP	Bickley Jn (from Orpington)	London Victoria

Figure 3-46 P33 Non-stopping Headway



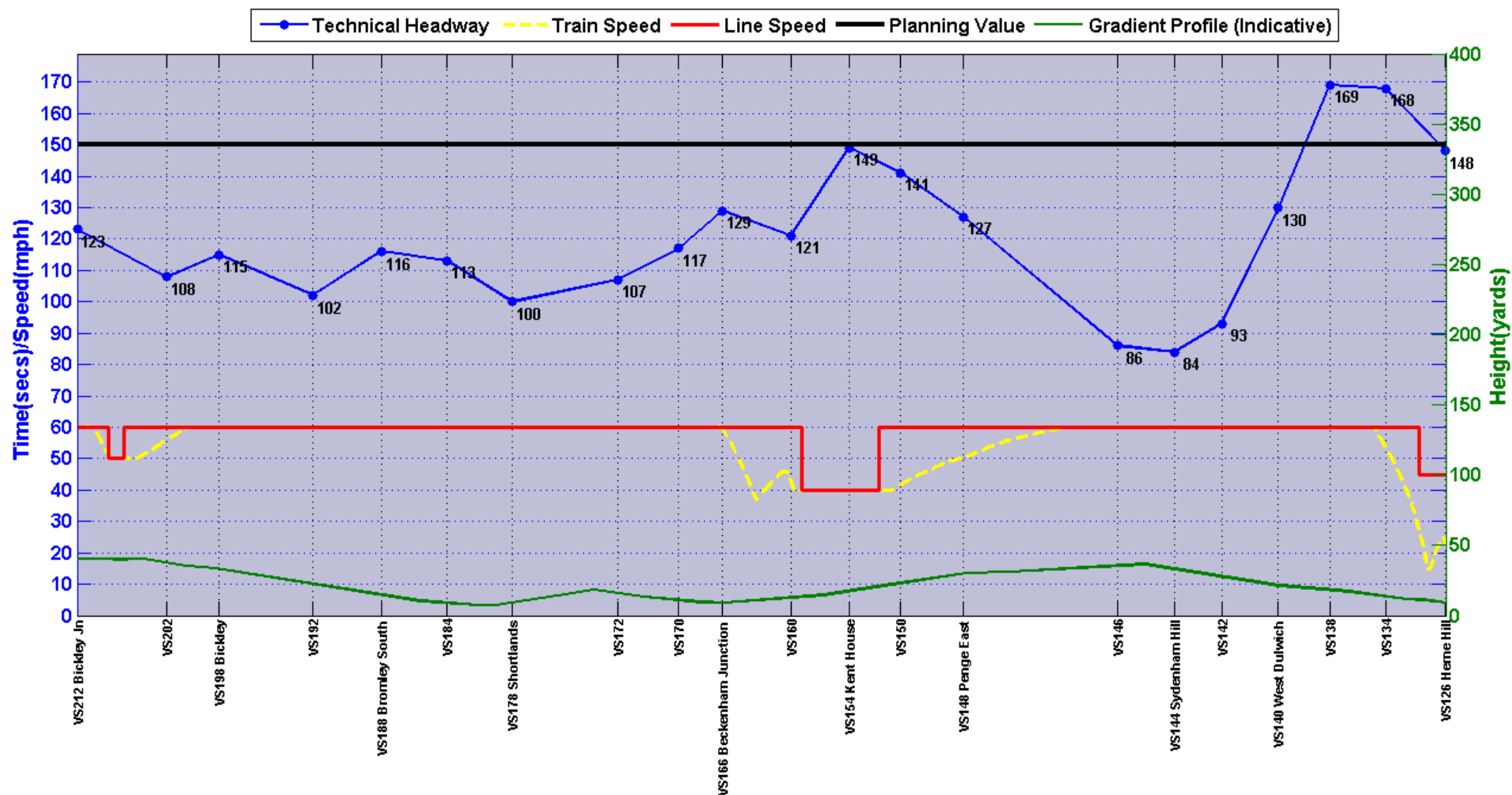
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P34	465	8	75	DOWN	London Victoria	Bickley Jn (towards Orpington)

Figure 3-47 P34 Non-stopping Headway



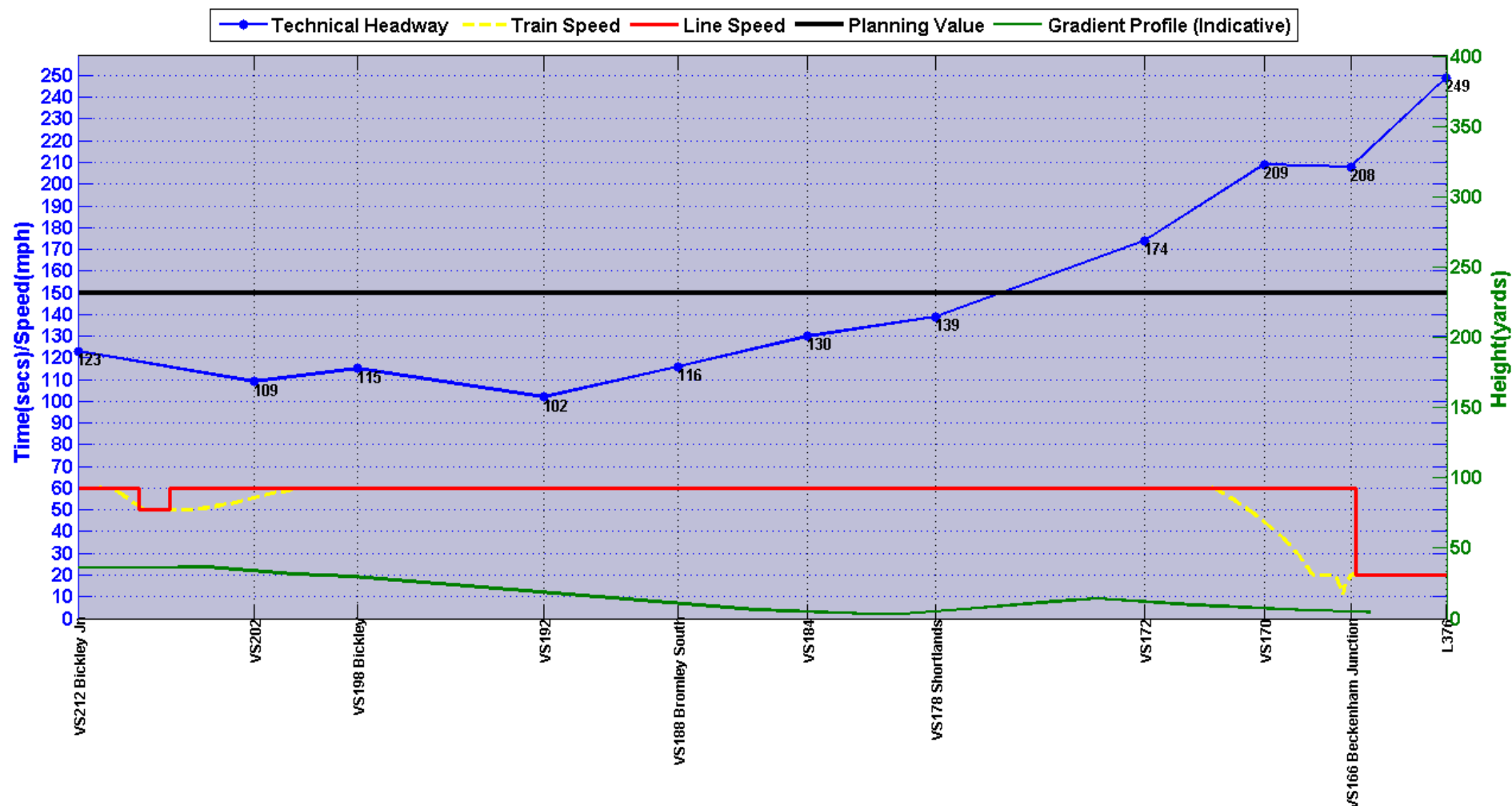
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P35	319	8	100	UP	Bickley Jn (from Orpington)	Herne Hill (towards Loughborough Jn)

Figure 3-48 P35 Non-stopping Headway



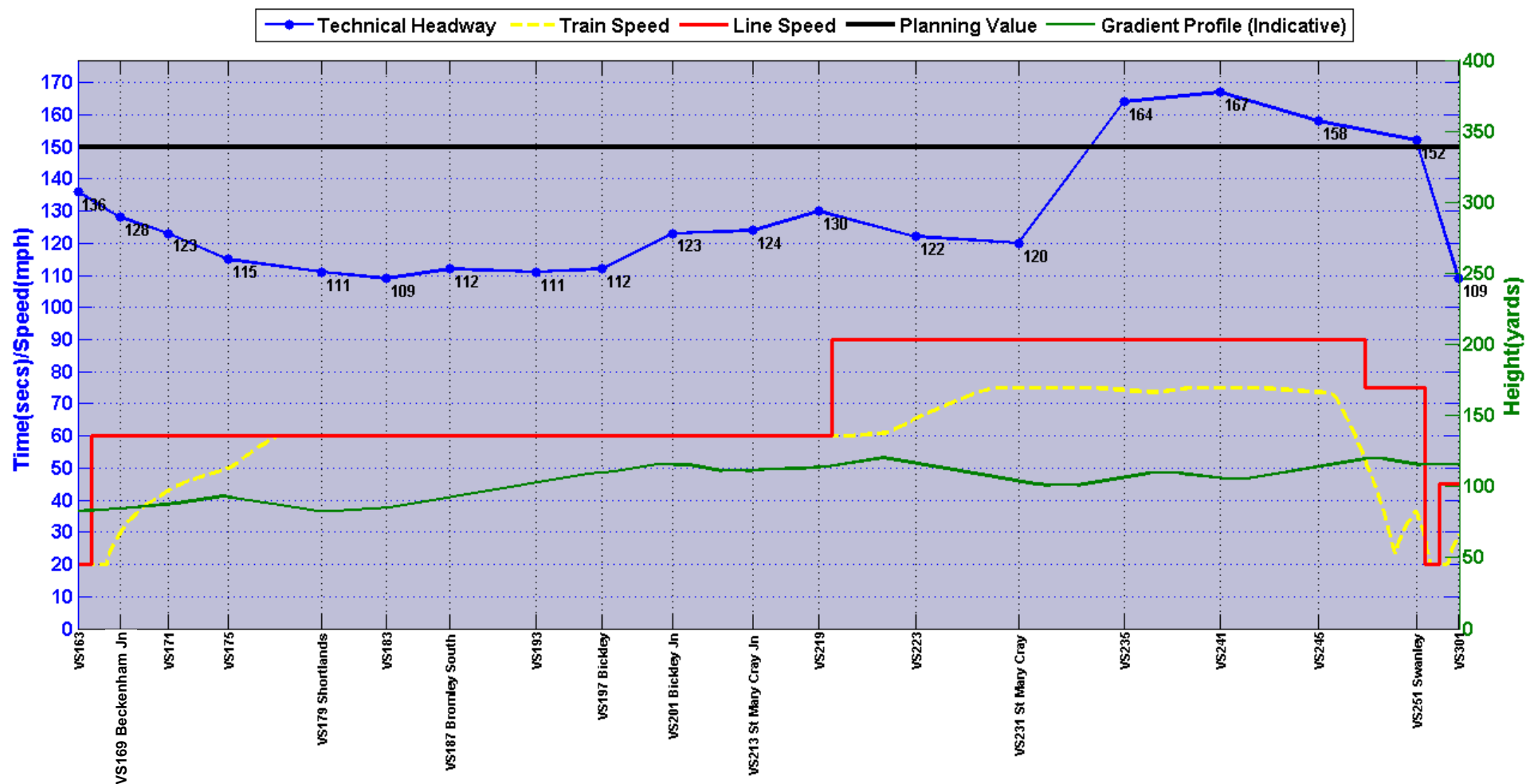
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P36	465	8	75	UP	Bickley Jn (from Orpington)	Beckenham Junction (towards new Beckenham)

Figure 3-49 P36 Non-stopping Headway



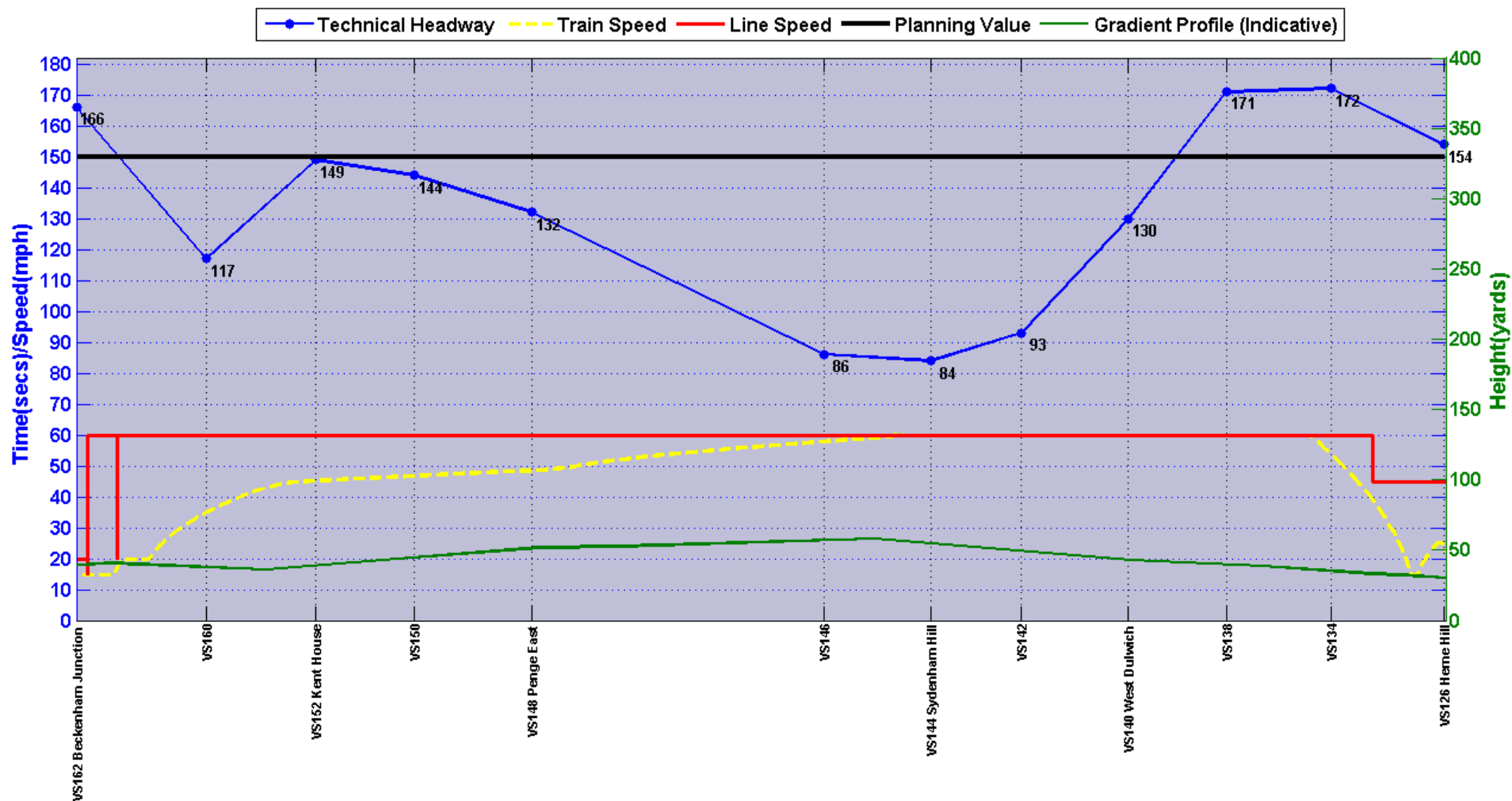
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P37	465	8	75	DOWN	Beckenham Jn (from new Beckenham)	Swanley (towards Otford Jn)

Figure 3-50 P37 Non-stopping Headway



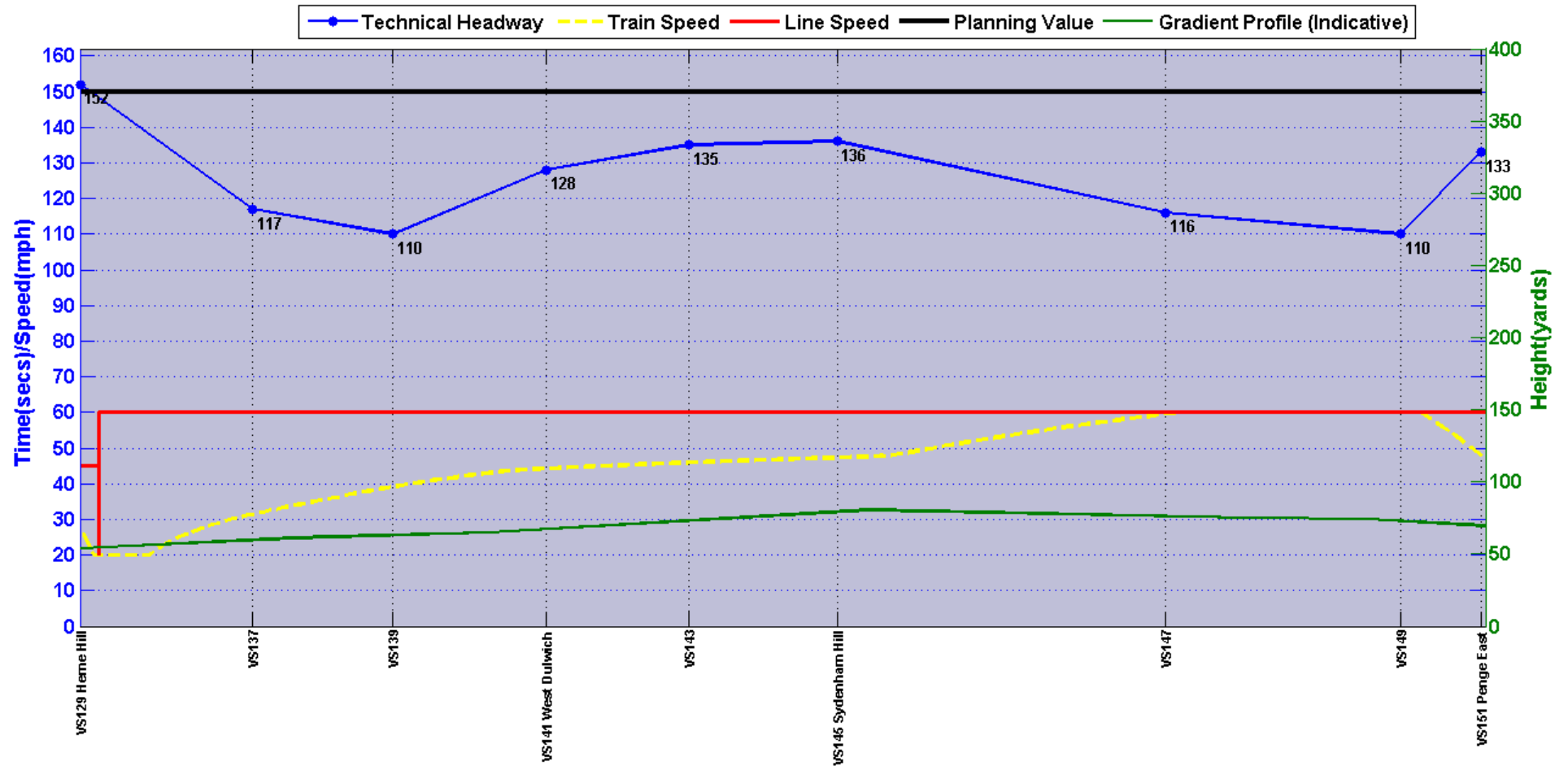
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P38	387	8	100	UP	Beckenham Junction	Herne Hill (towards Loughborough Jn)

Figure 3-51 P38 Non-stopping Headway



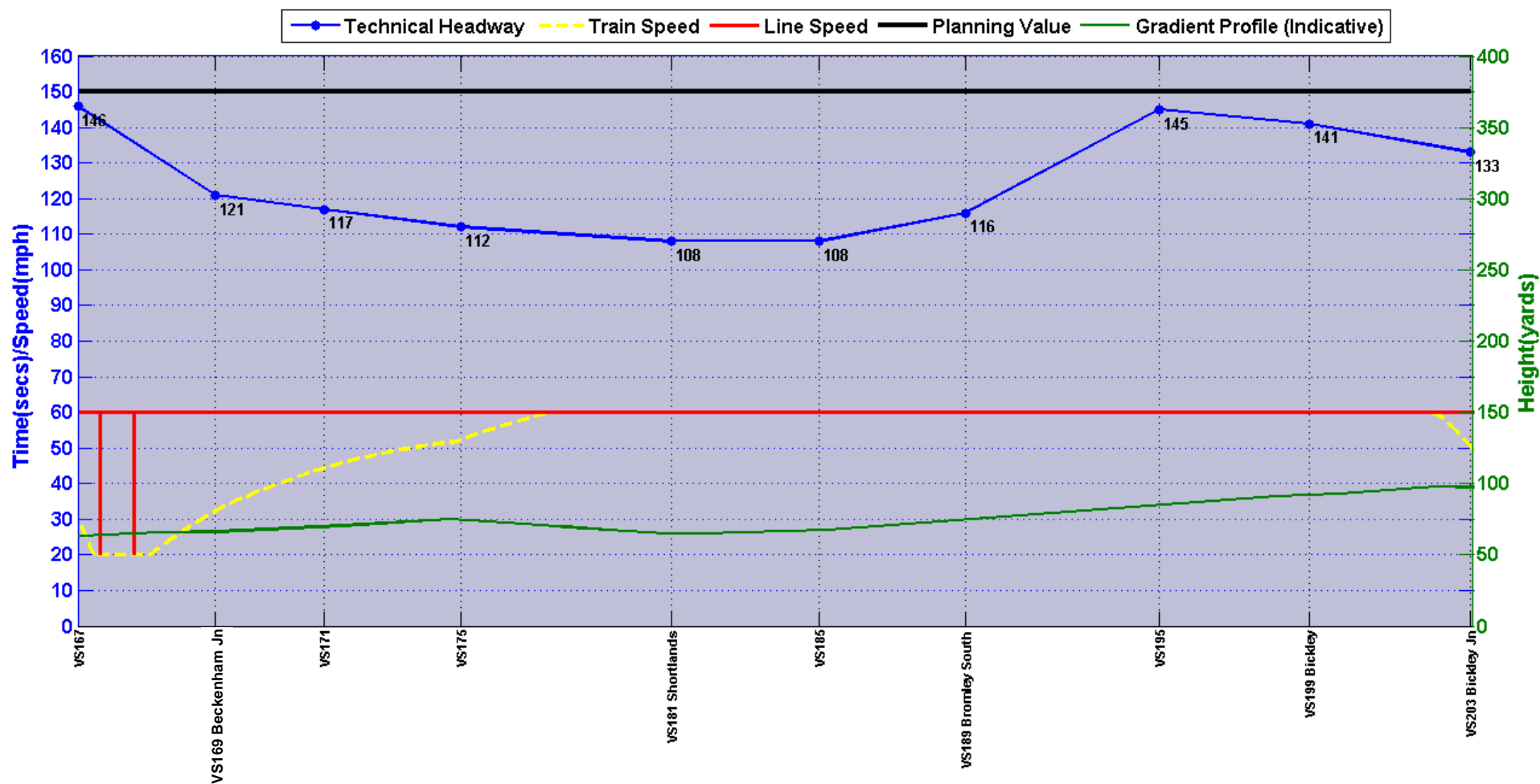
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P39	387	8	100	DOWN	Herne Hill (from Loughborough Jn)	Beckenham Junction

Figure 3-52 P39 Non-stopping Headway



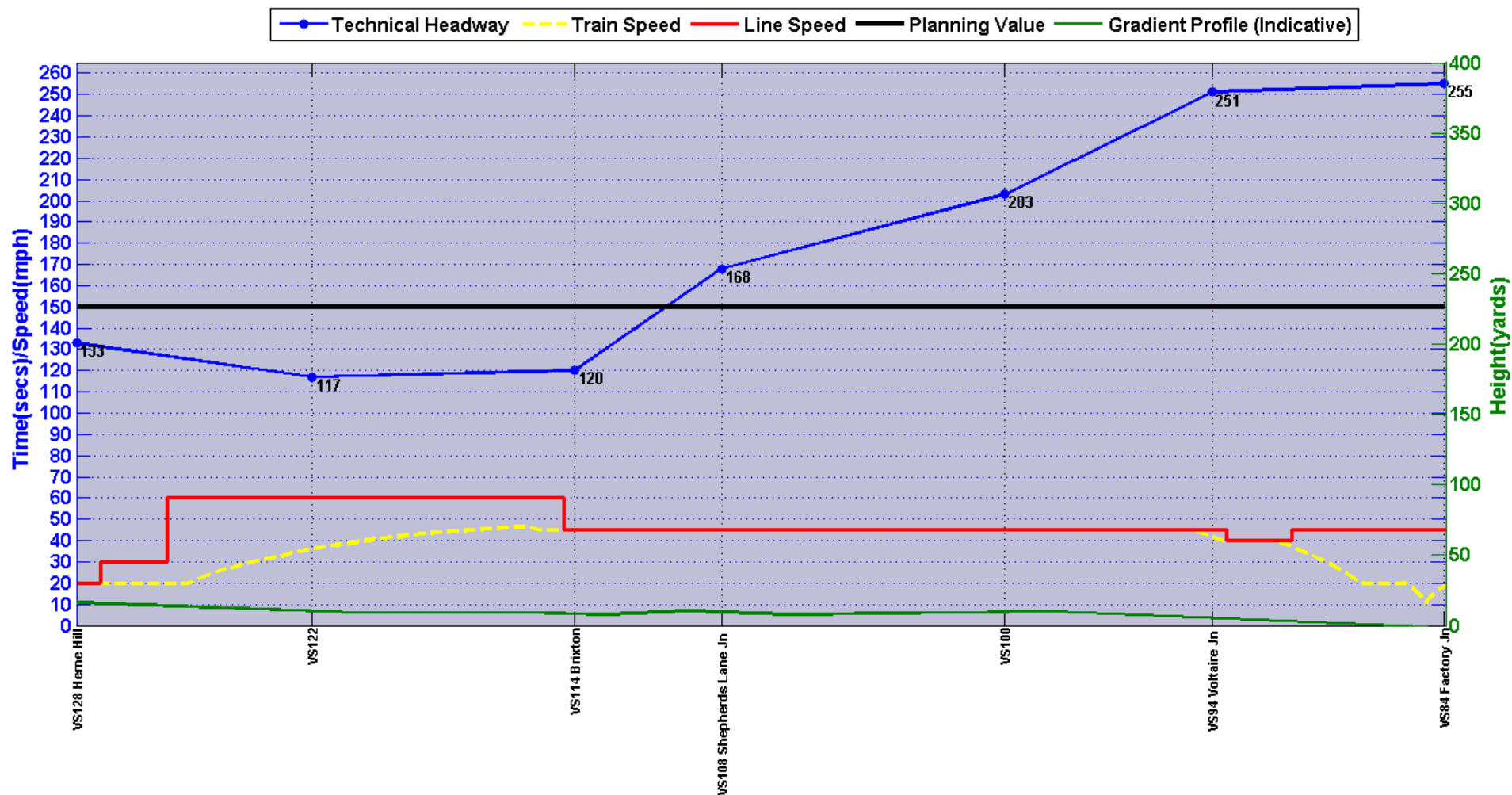
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P40	319	4	100	DOWN	Beckenham Junction (from crystal palace)	Bickley Jn (towards Orpington)

Figure 3-53 P40 Non-stopping Headway



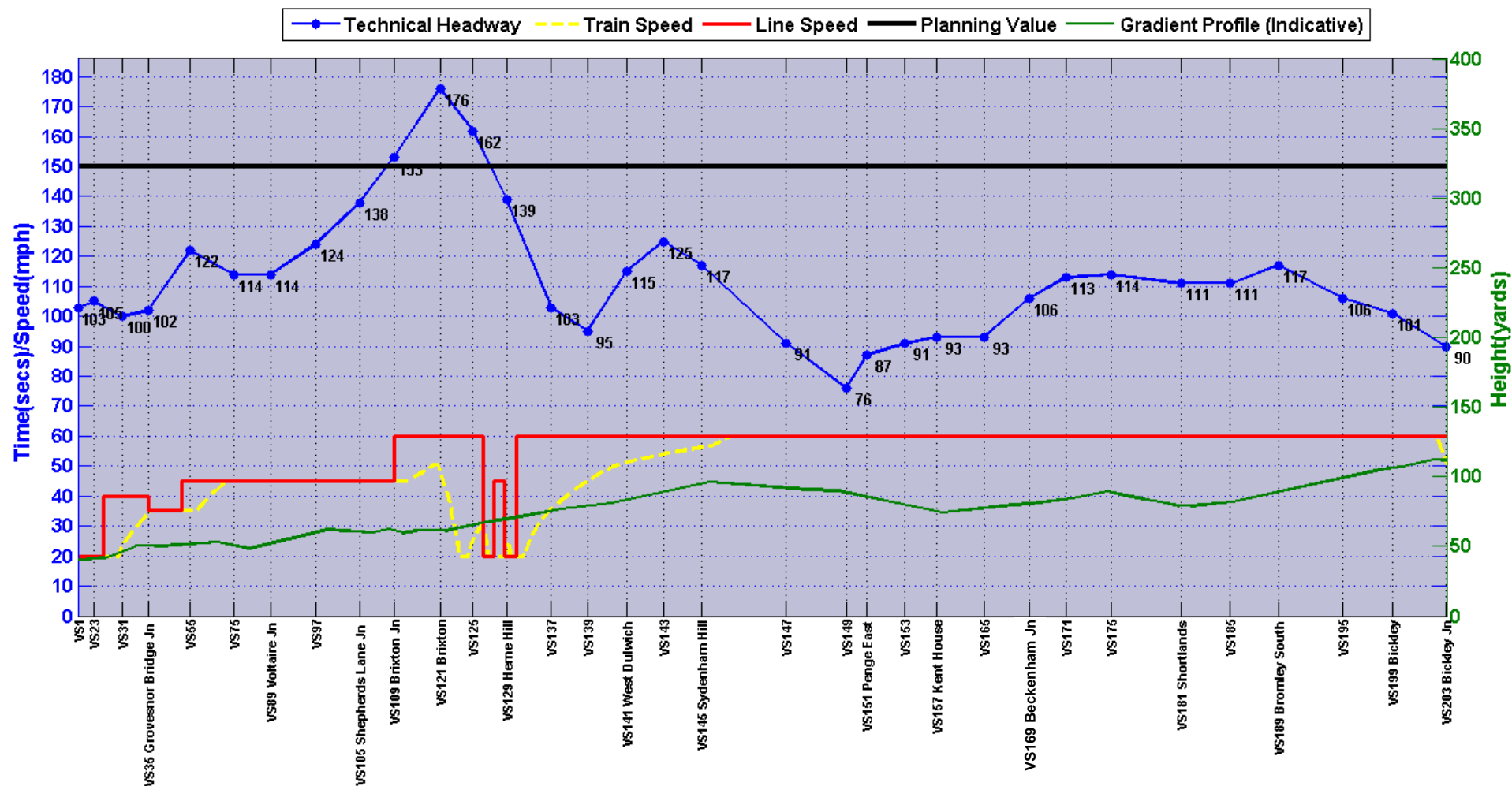
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P42	375	12	100	UP	Herne Hill (from Tulse Hill)	Factory Jn (down Ludgate)

Figure 3-54 P42 Non-stopping Headway



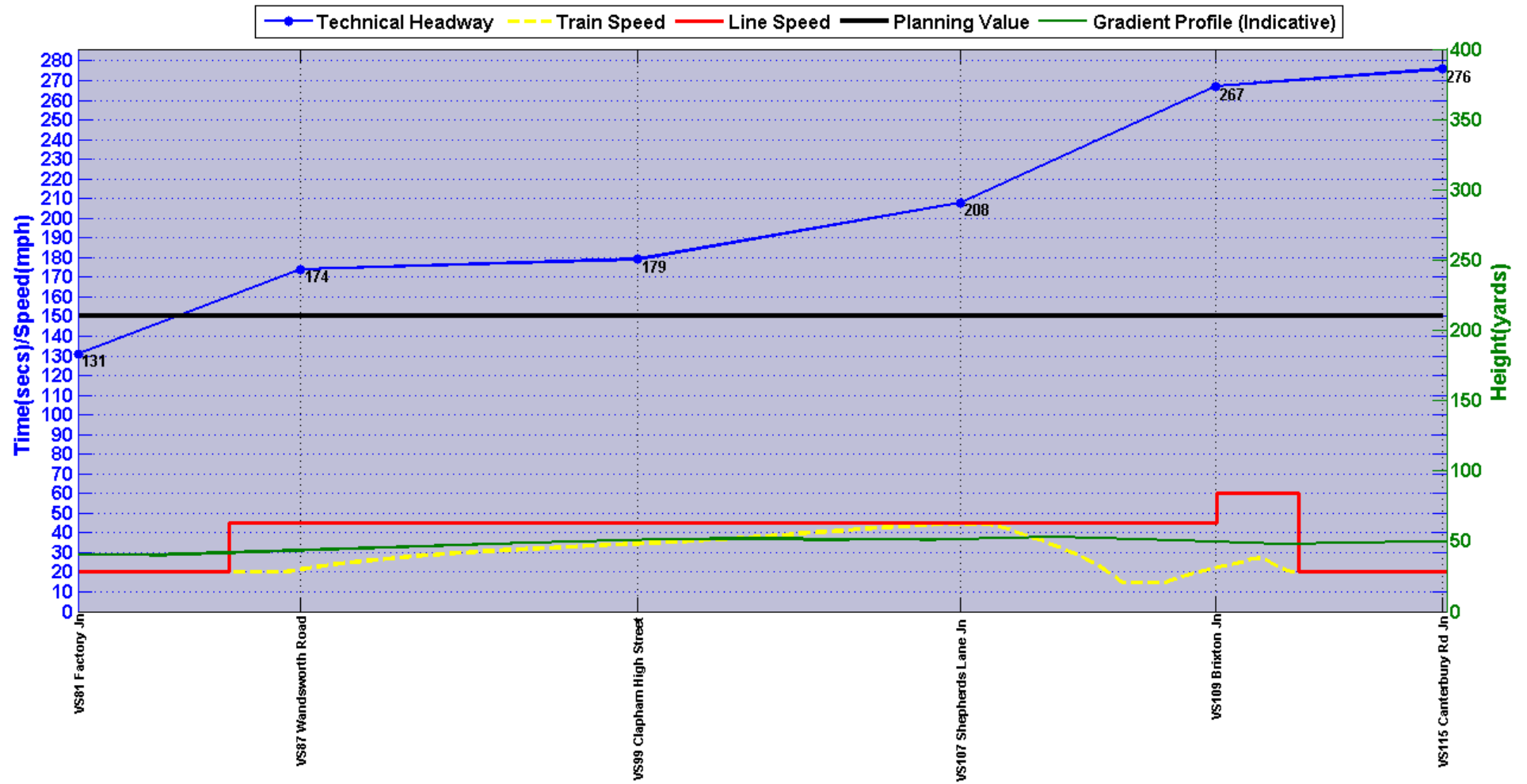
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P44	465	8	75	DOWN	London Victoria	Bickley Jn (towards Orpington)

Figure 3-55 P44 Non-stopping Headway



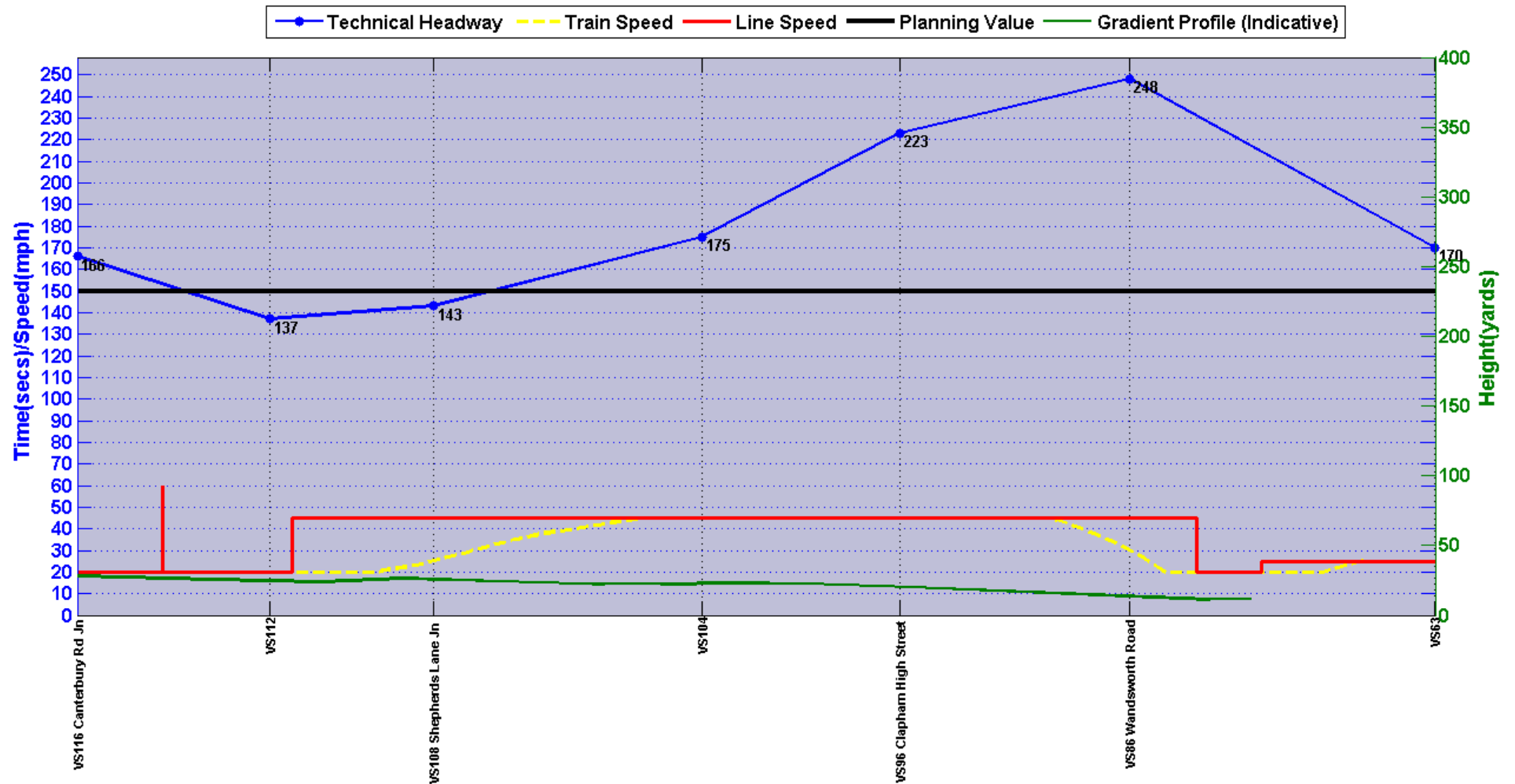
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P46	387	8	110	DOWN	Factory Jn (up Ludgate)	Brixton (towards Loughborough Jn)

Figure 3-56 P46 Non-stopping Headway



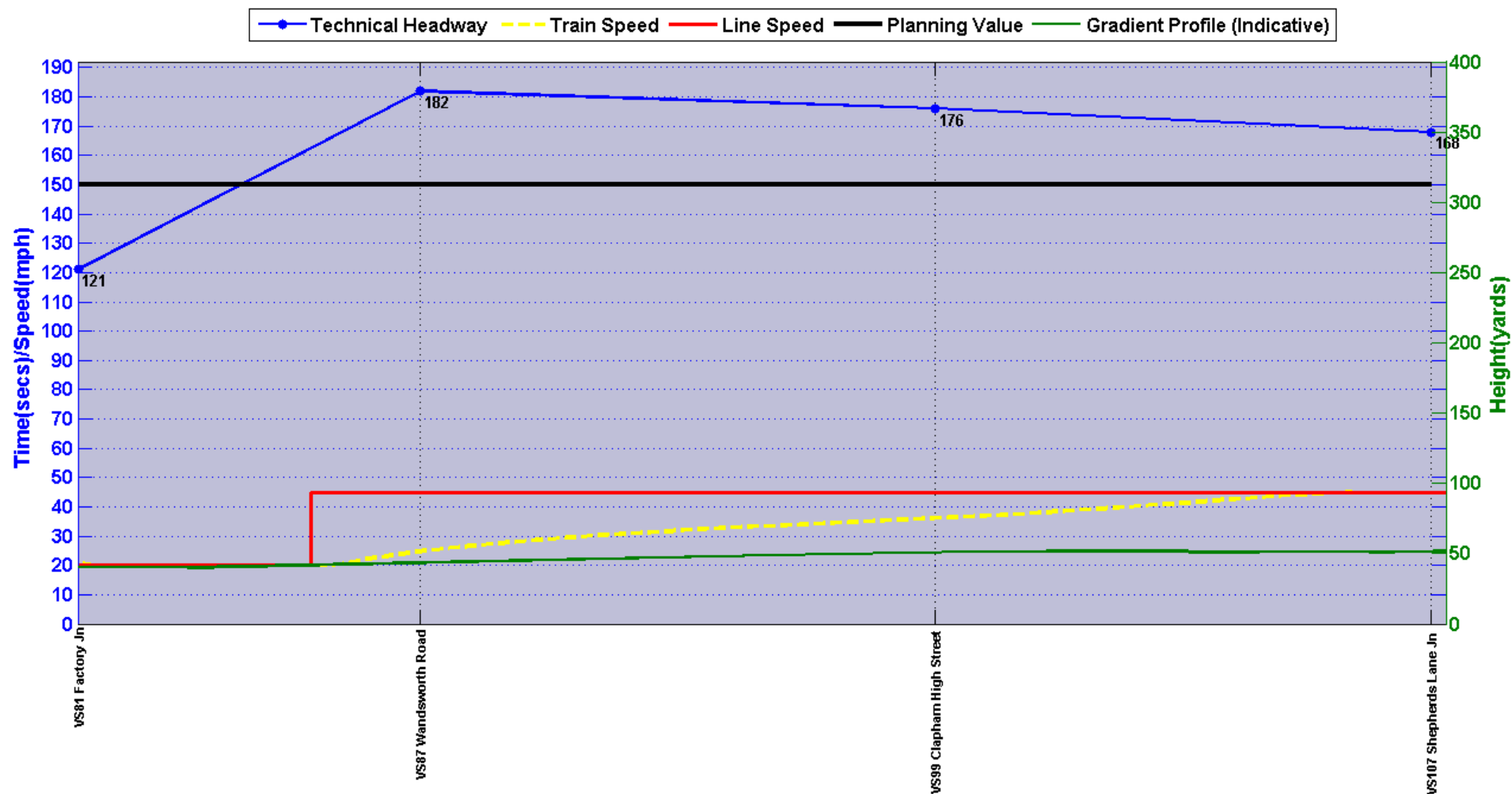
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P47	319	8	100	UP	Brixton (from Loughborough Jn)	Factory Jn (down Ludgate)

Figure 3-57 P47 Non-stopping Headway



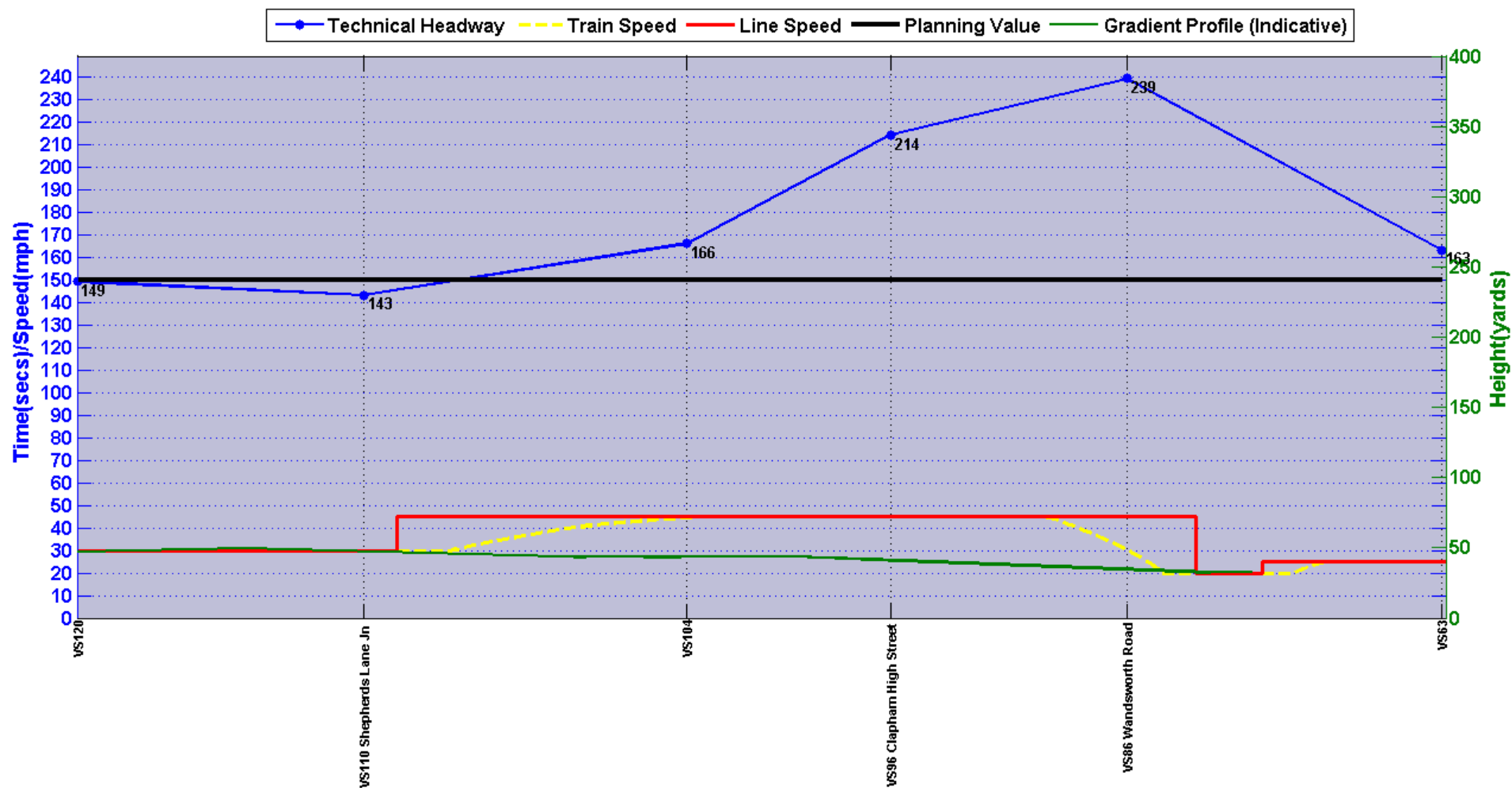
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P48	378	4	75	DOWN	Factory Jn (up Ludgate)	Brixton (towards Denmark Hill)

Figure 3-58 P48 Non-stopping Headway



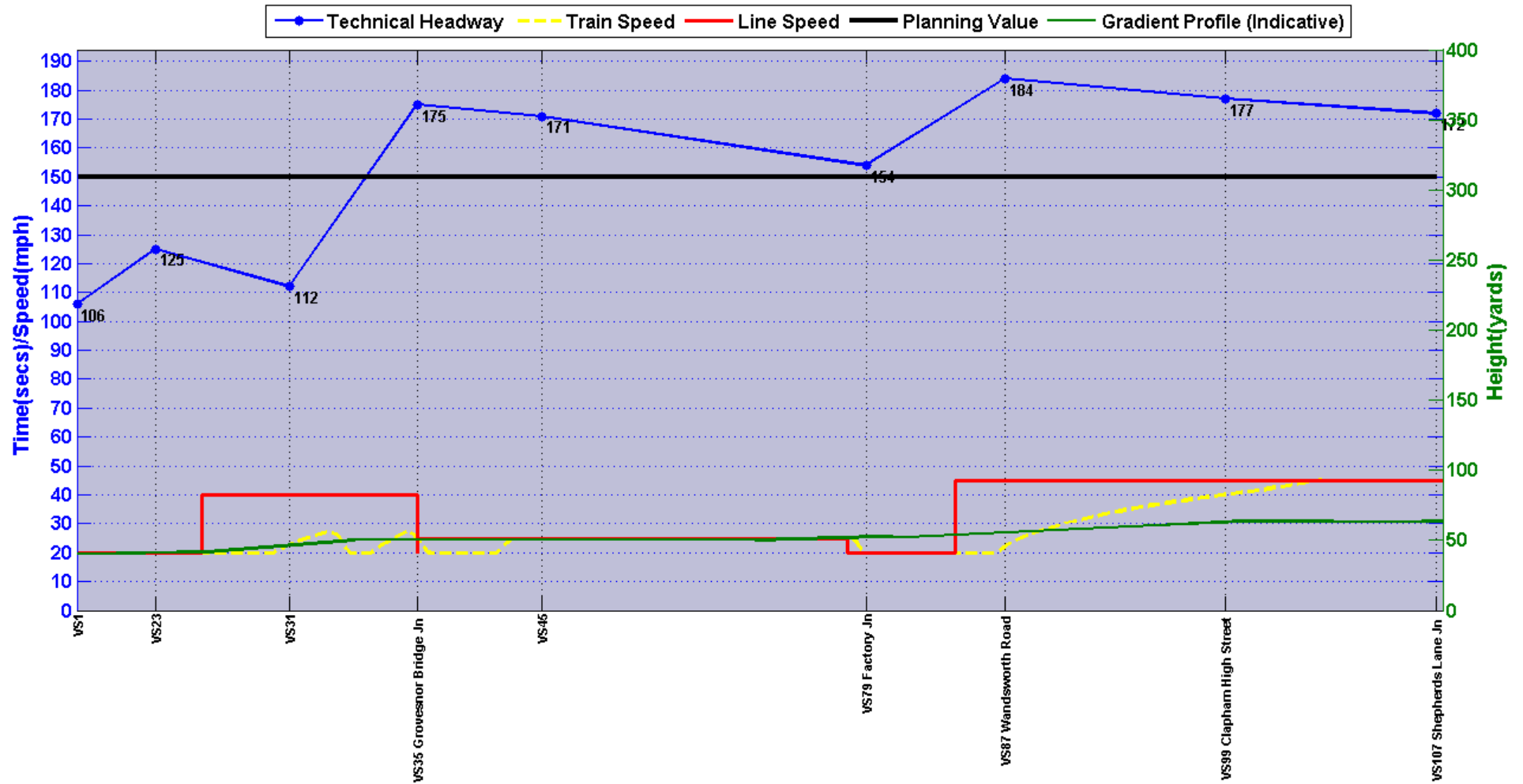
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P49	378	4	75	UP	Brixton (from Denmark Hill)	Factory Jn (down Ludgate)

Figure 3-59 P49 Non-stopping Headway



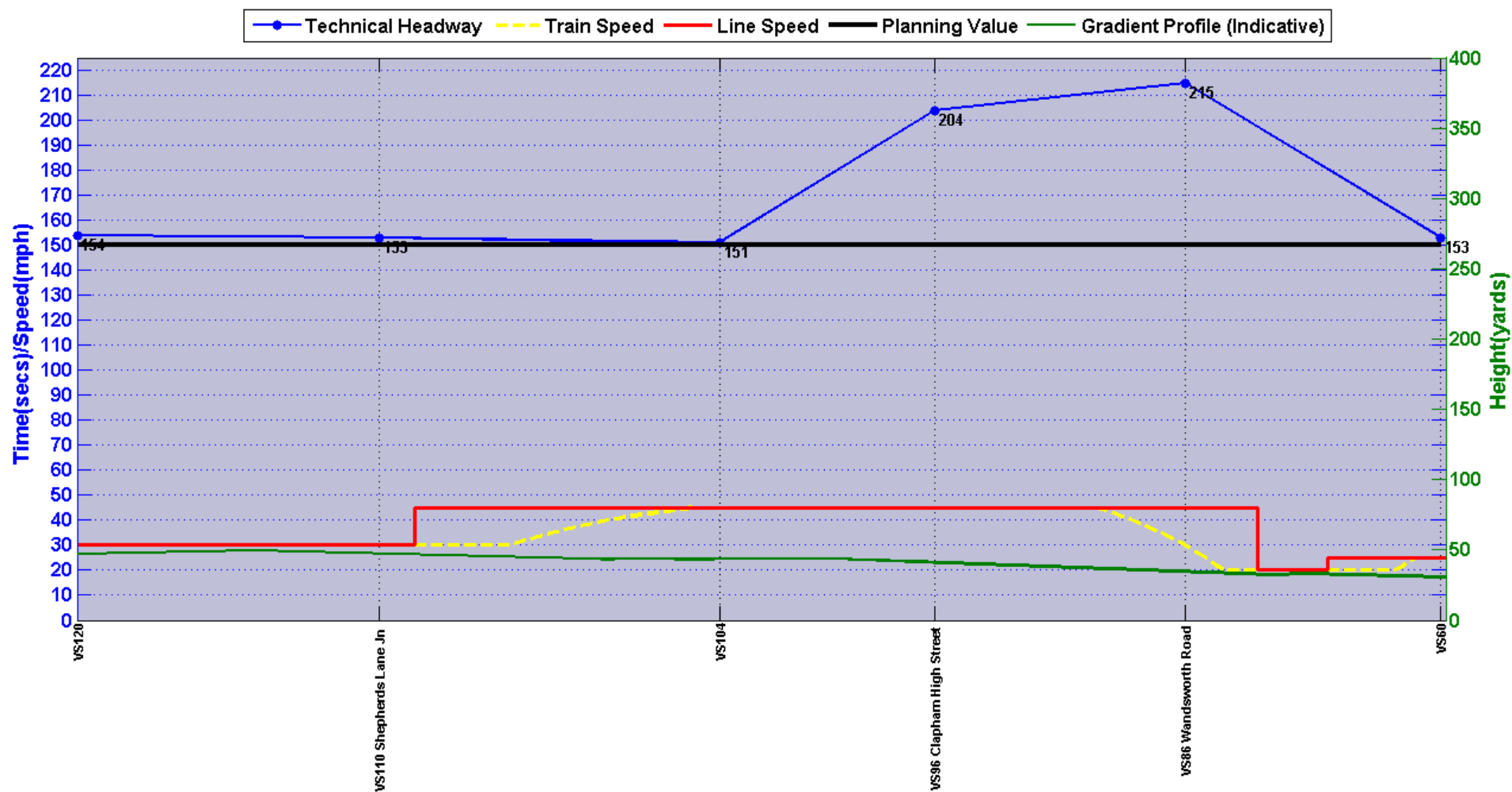
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P50	465	8	75	DOWN	London Victoria	Brixton (towards Denmark Hill)

Figure 3-60 P50 Non-stopping Headway



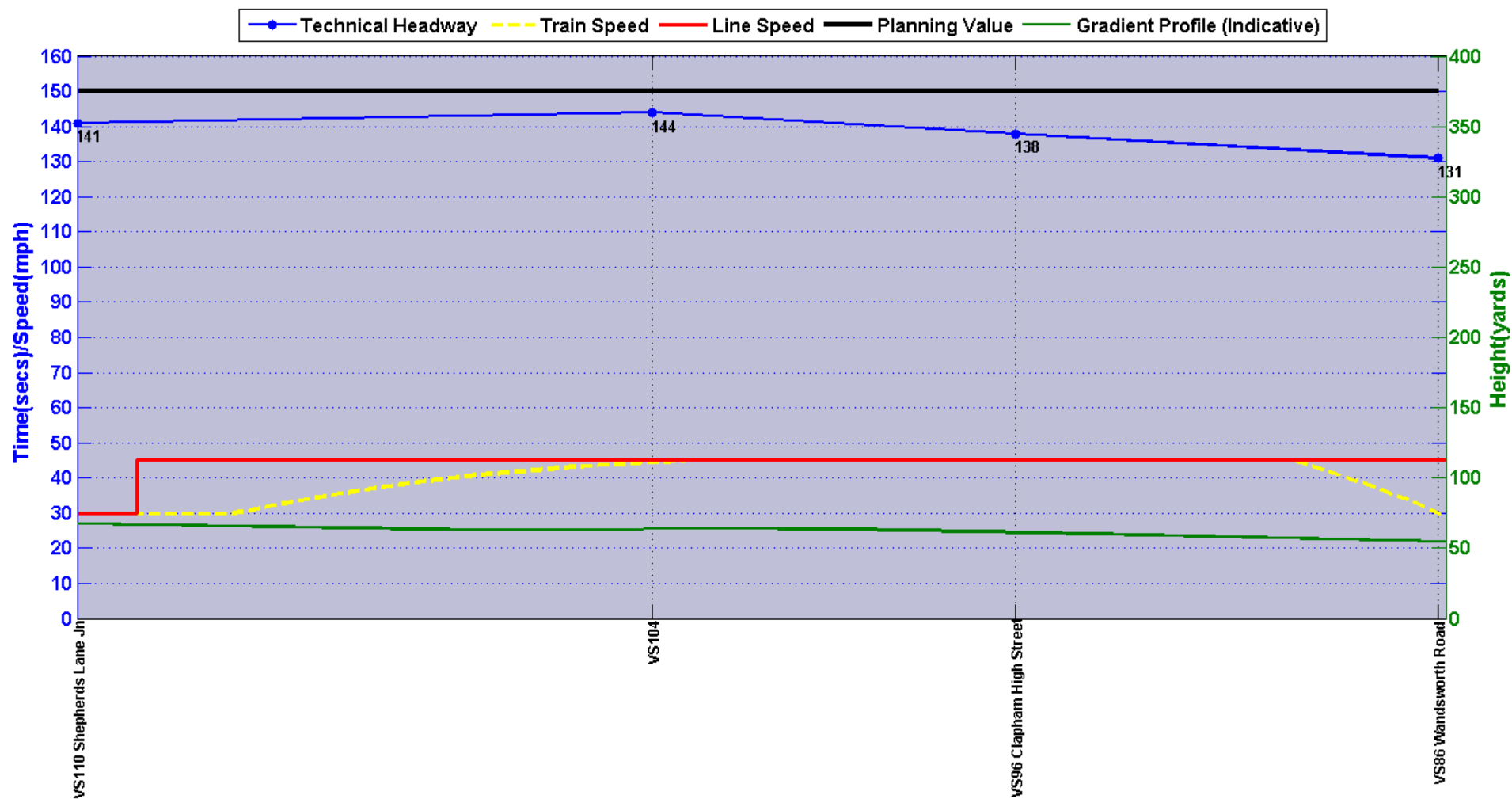
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P51	465	8	75	UP	Brixton (from Denmark Hill)	London Victoria

Figure 3-61 P51 Non-stopping Headway



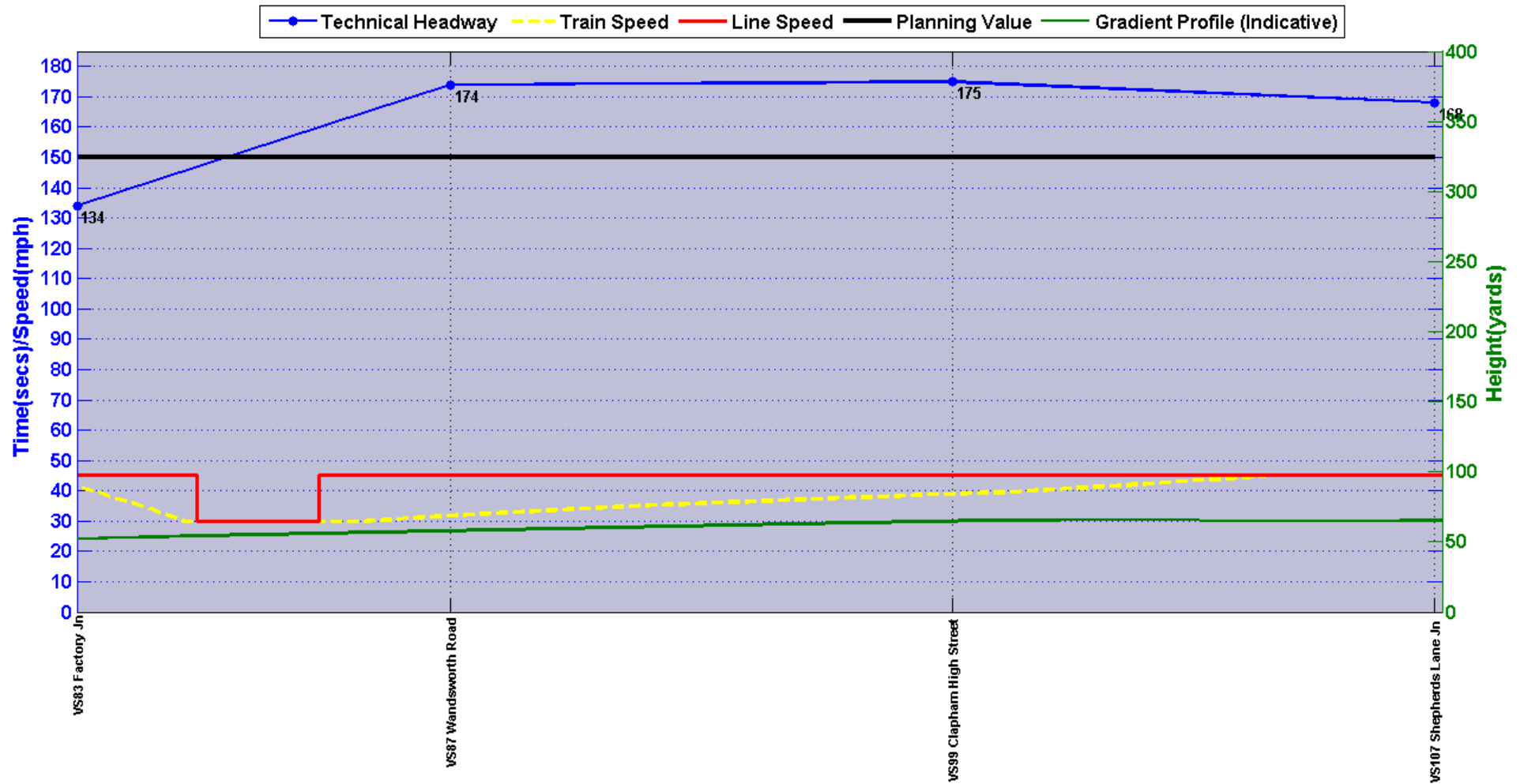
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P52	378	4	75	UP	Brixton (from Denmark Hill)	Factory Jn (to Battersea Park)

Figure 3-62 P52 Non-stopping Headway



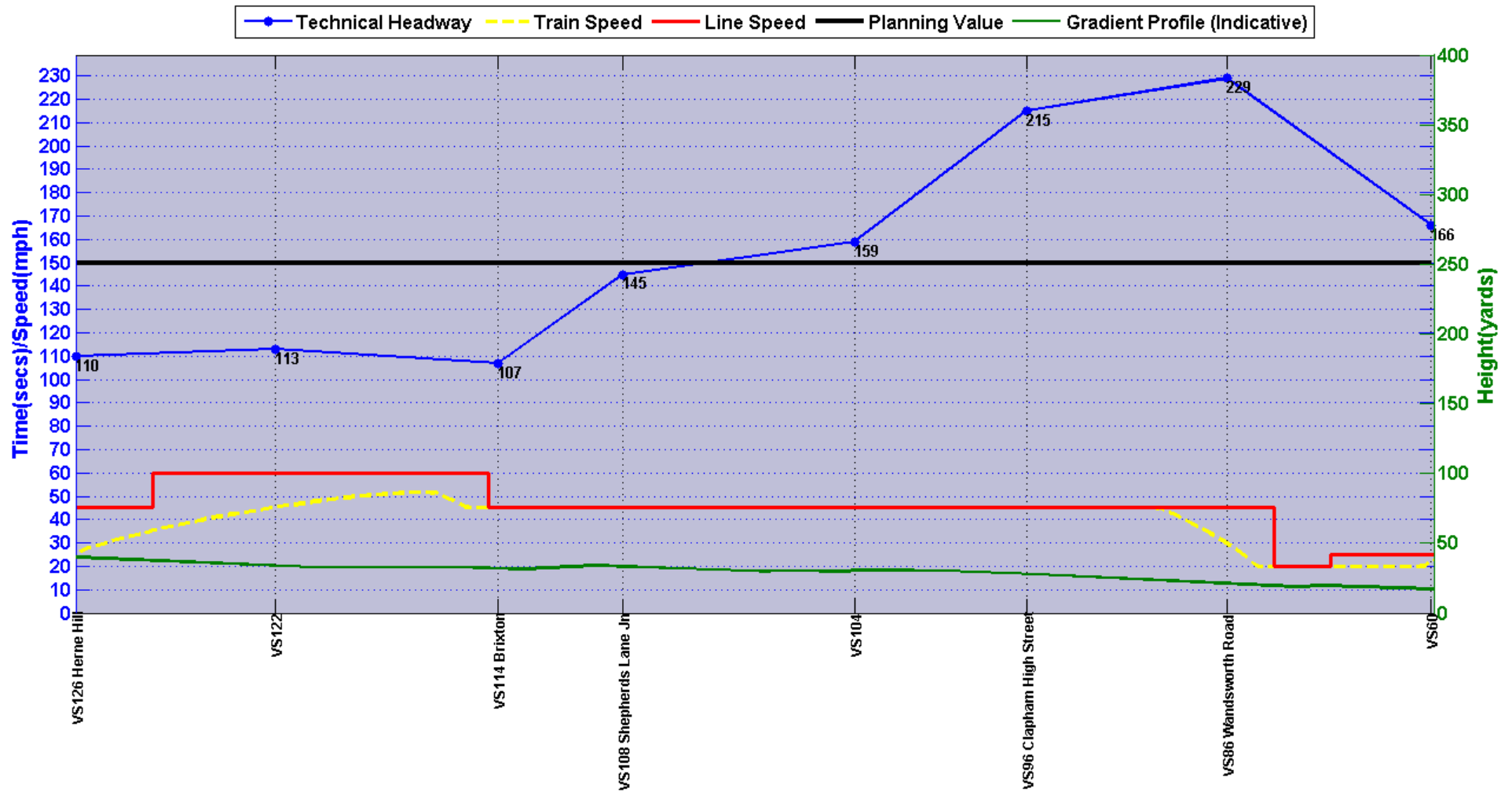
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P53	378	4	75	DOWN	Factory Jn (from Battersea Park)	Brixton (towards Denmark Hill)

Figure 3-63 P53 Non-stopping Headway



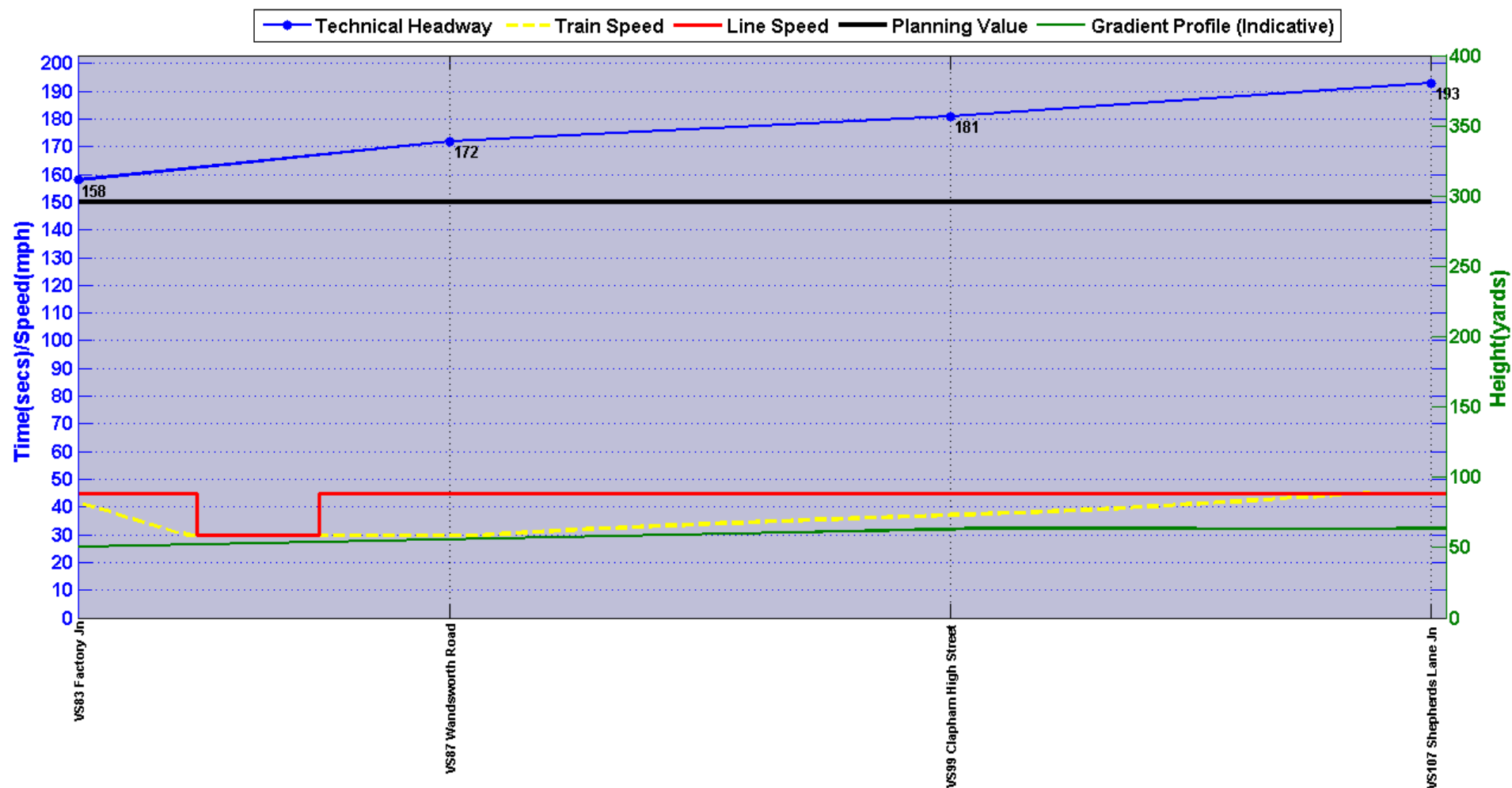
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P54	375	0	100	UP	Herne Hill (from Tulse Hill)	Factory Jn (to Stewarts Lane T&R.S.M.D)

Figure 3-64 P54 Non-stopping Headway



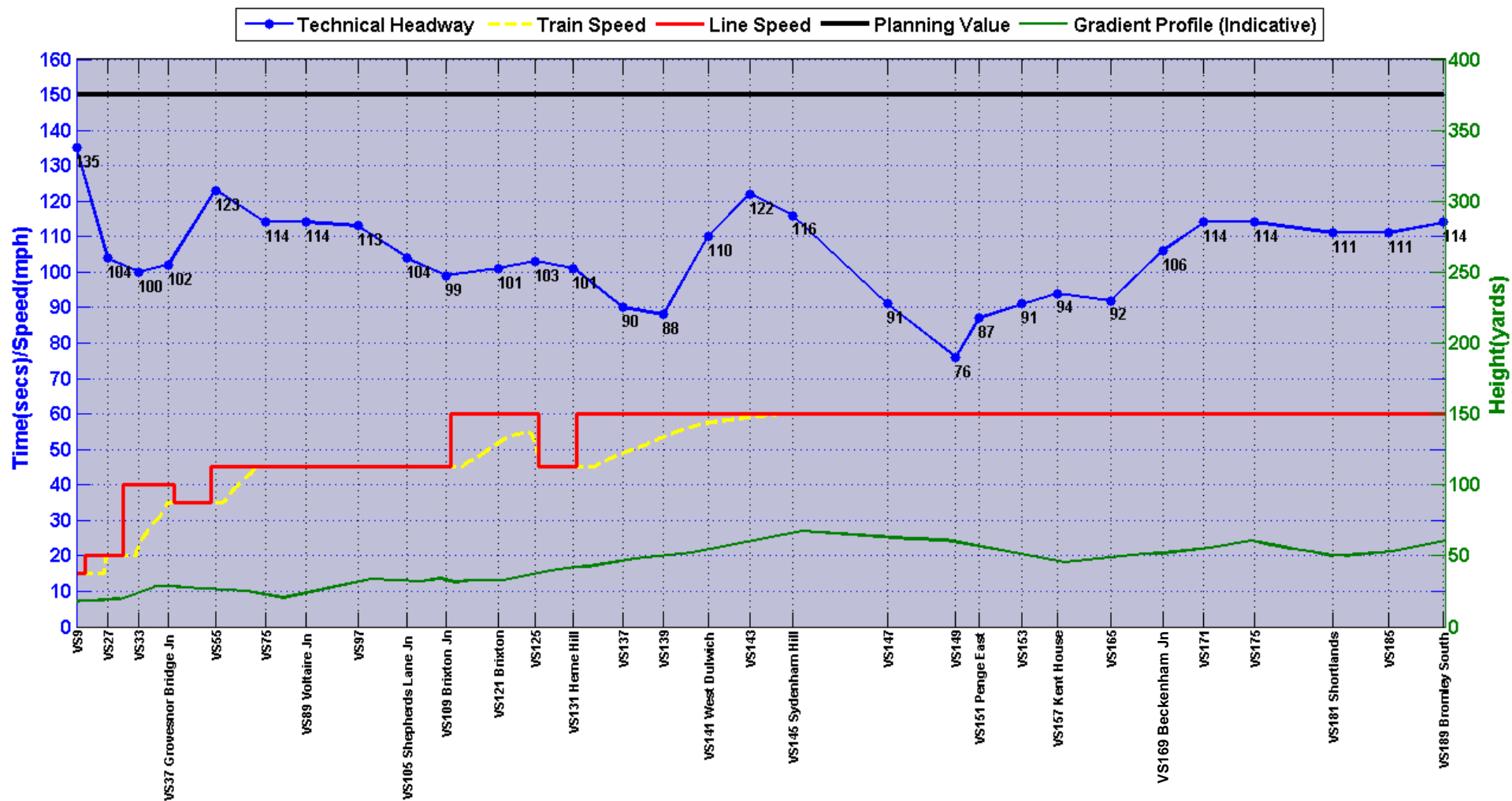
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P55	375	0	100	DOWN	Factory Jn (from Stewarts Lane T&R.S.M.D)	Brixton (towards Denmark Hill)

Figure 3-65 P55 Non-stopping Headway



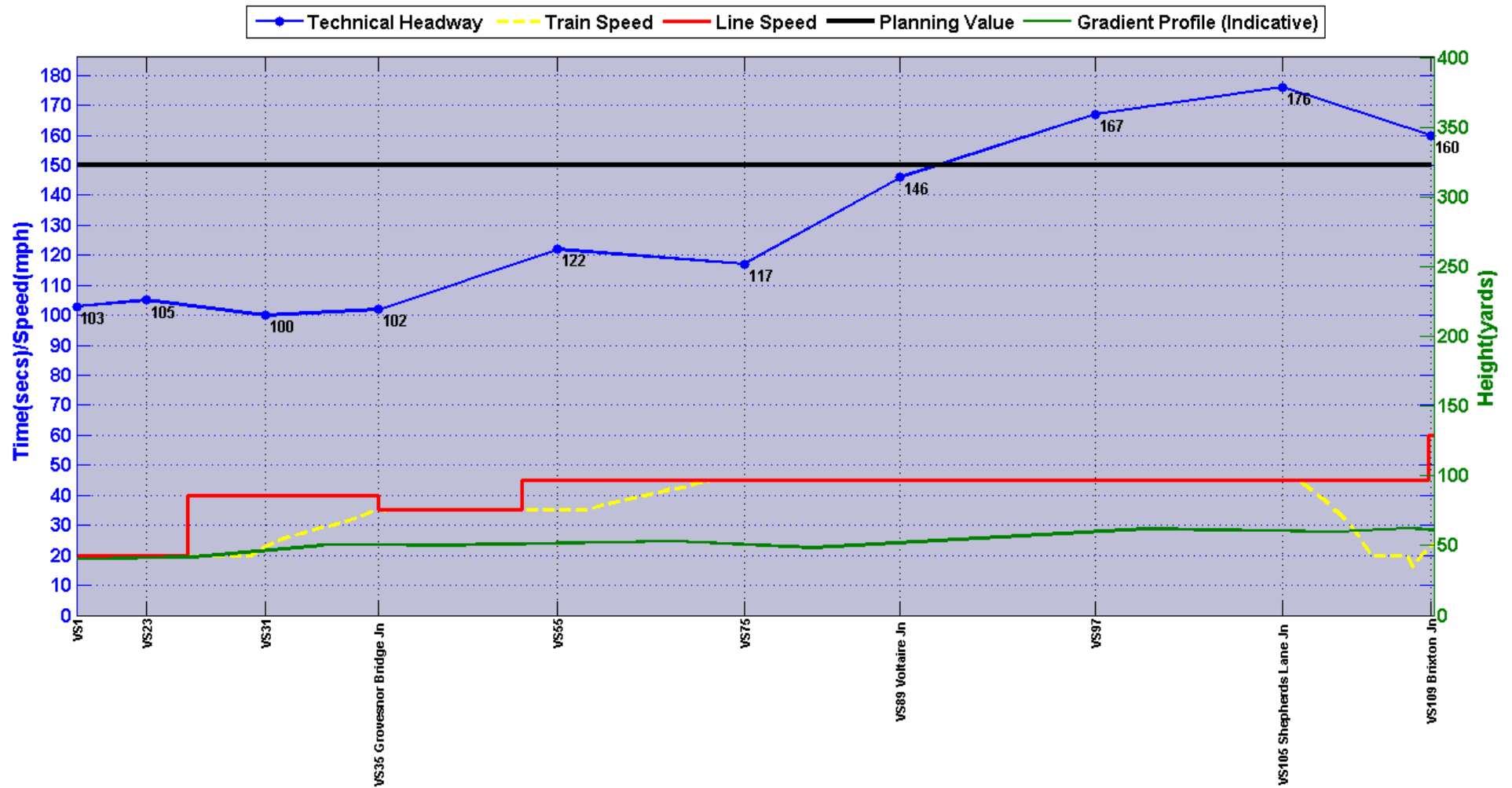
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P56	465	8	75	DOWN	London Victoria	Bromley South

Figure 3-66 P56 Non-stopping Headway



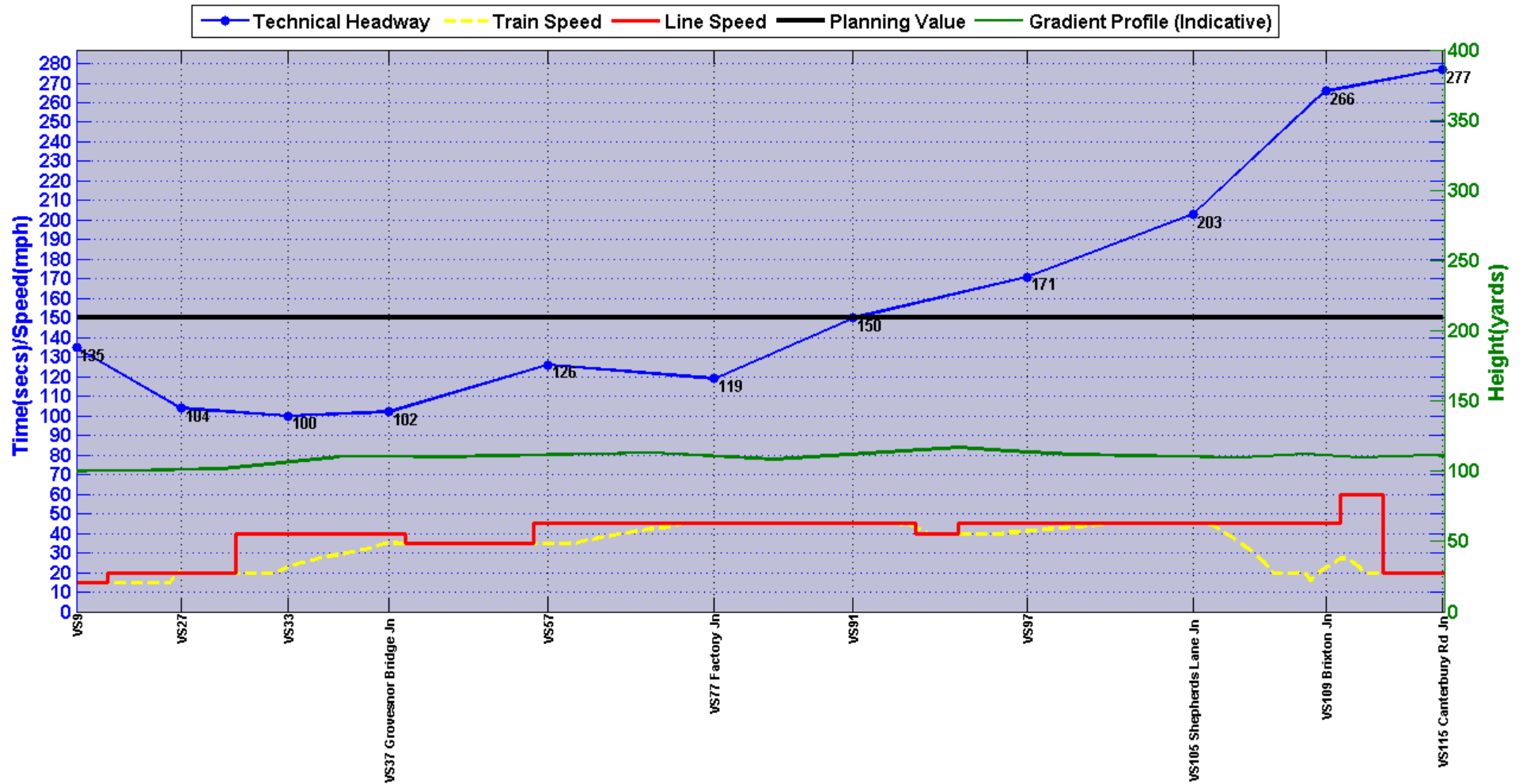
Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P57	465	8	75	DOWN	London Victoria	Brixton (towards Denmark Hill)

Figure 3-67 P57 Non-stopping Headway



Ref No.	Train Type	No. of cars	Max speed (mph)	Direction	From	To
P58	465	8	75	DOWN	London Victoria	Brixton (towards Denmark Hill)

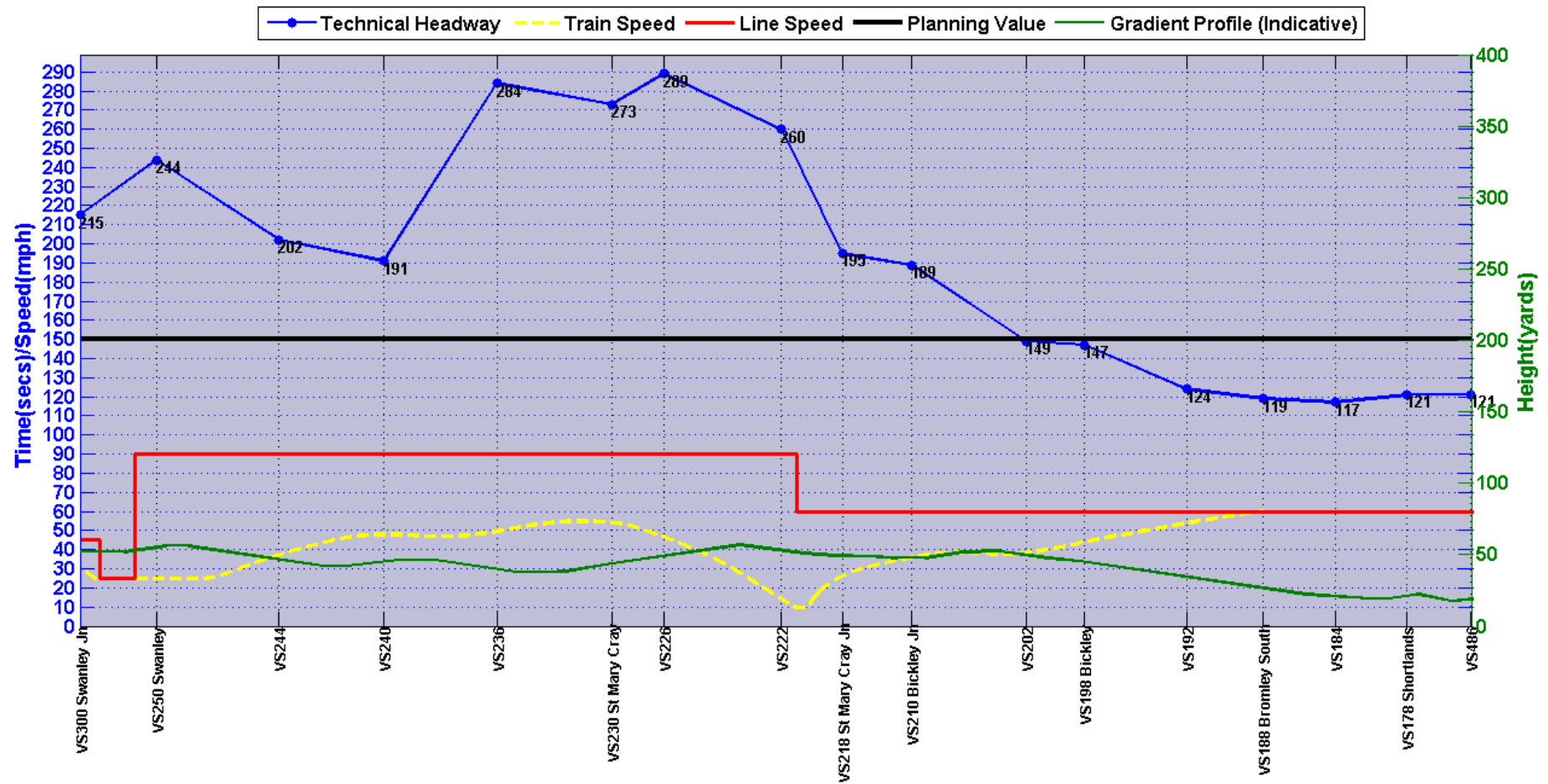
Figure 3-68 P58 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F1	4	92	1600	2360	20	75

Wagon Type	Length of Wagon (ft)	Direction	From	To
IFA	118	UP	Swanley (from Otford)	Shortlands Jn (towards Bellingham)

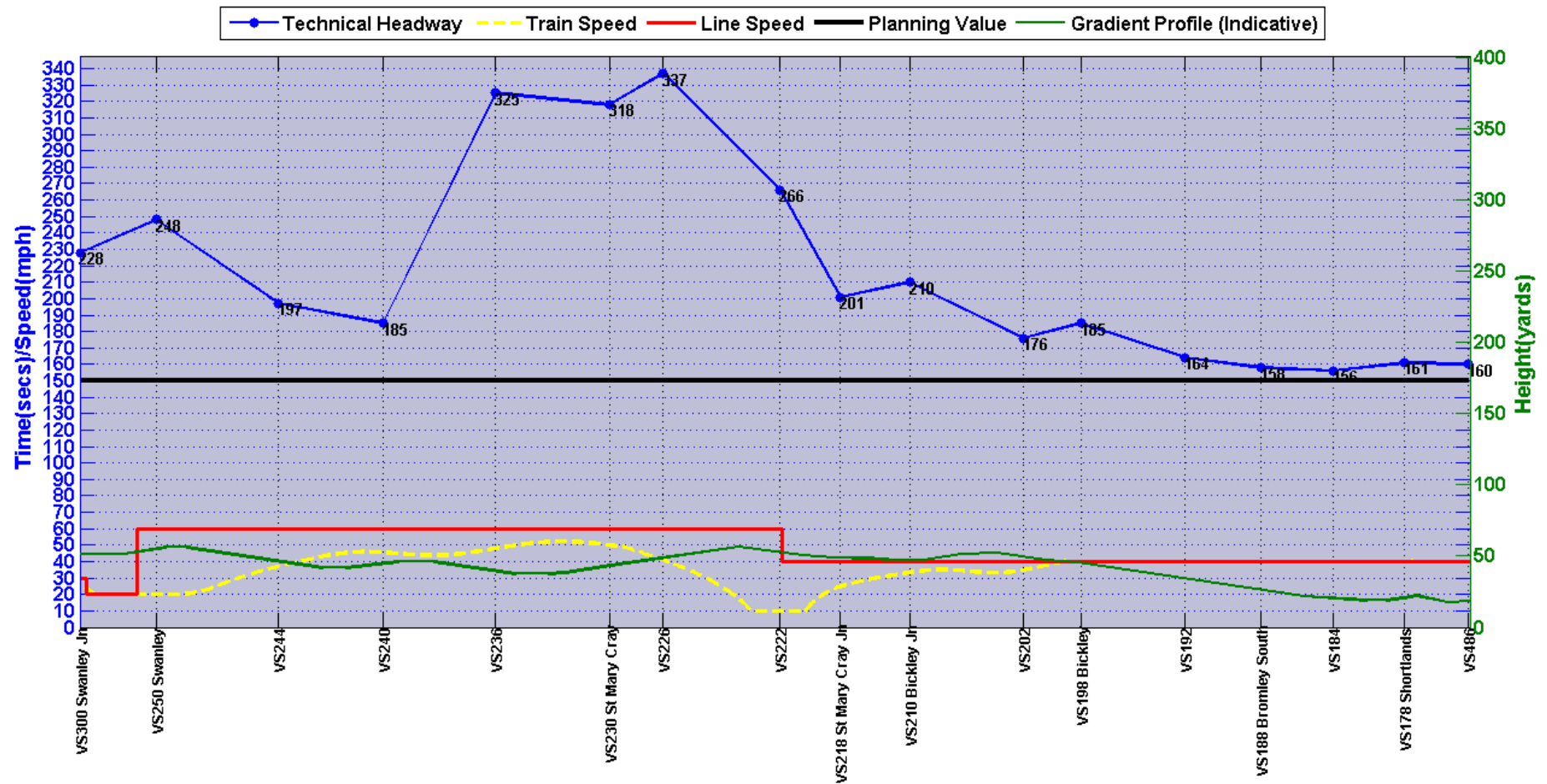
Figure 3-69 F1 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F2	6	66	1800	1495	23	60

Wagon Type	Length of Wagon (ft)	Direction	From	To
HHA	65	UP	Swanley (from Otford)	Shortlands Jn (towards Bellingham)

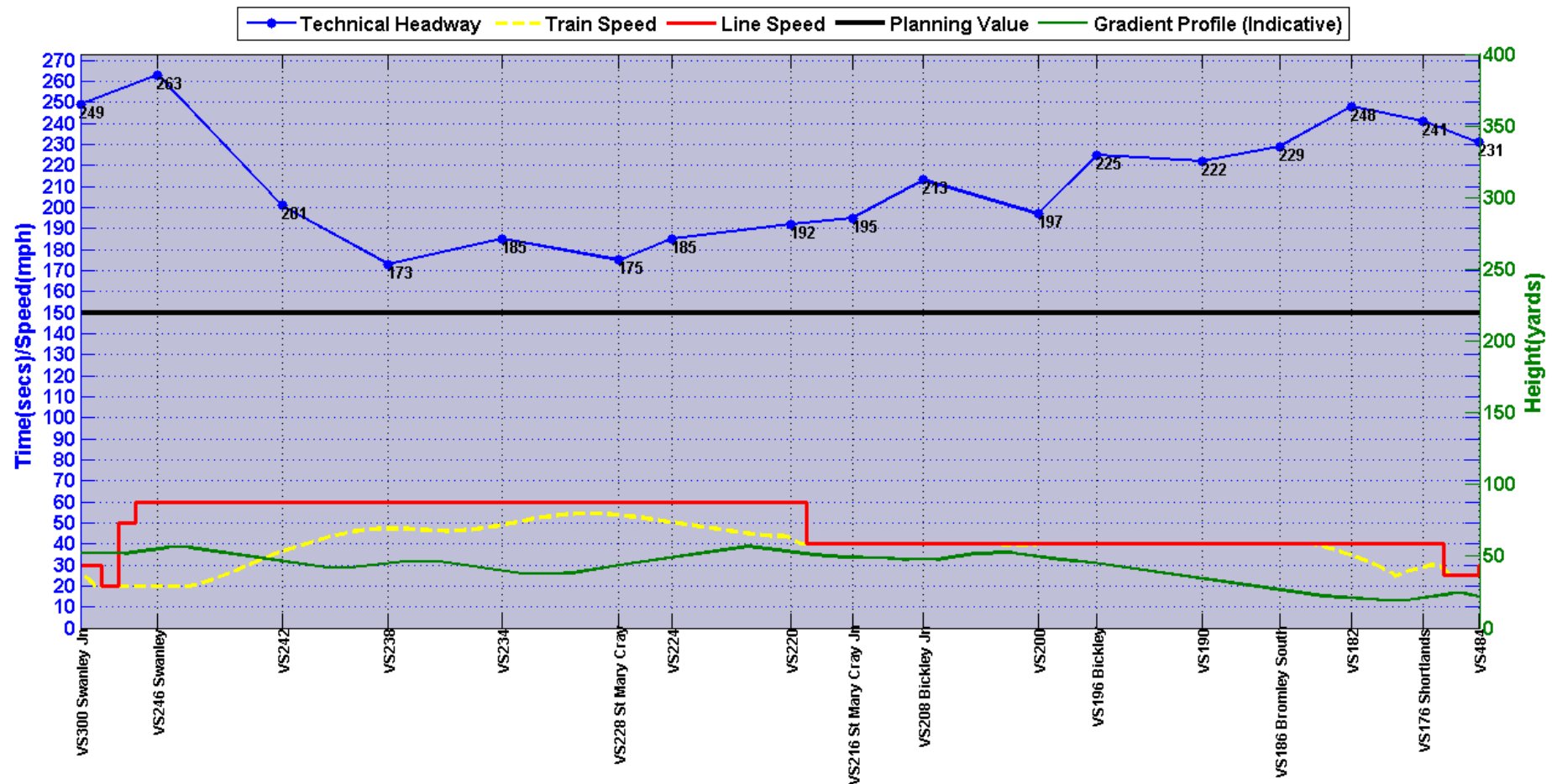
Figure 3-70 F2 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F3	6	92	1600	2360	20	60

Wagon Type	Length of Wagon (ft)	Direction	From	To
IFA	118	UP	Swanley (from Otford)	Shortlands Jn (towards Bellingham)

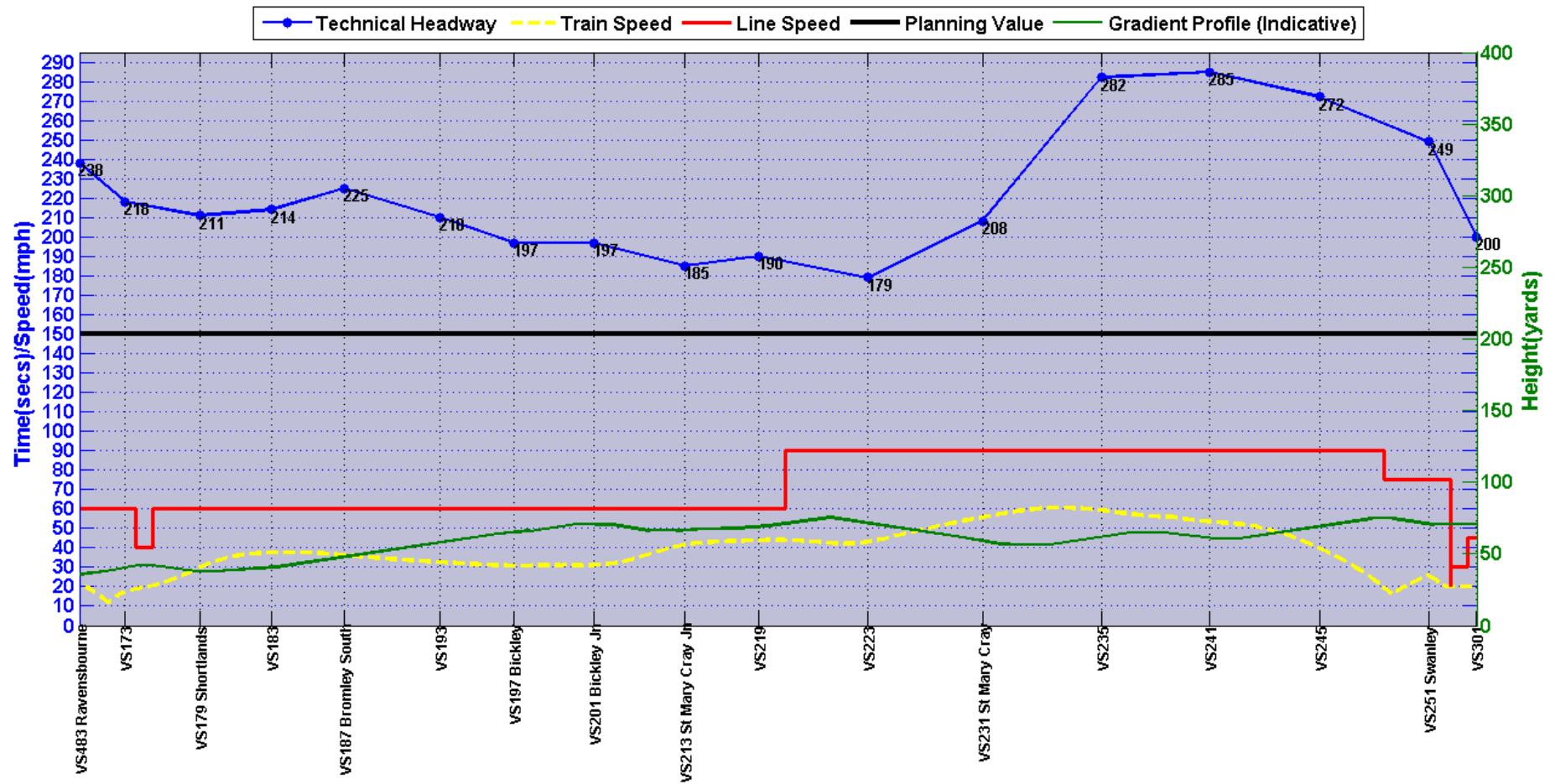
Figure 3-71 F3 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F4	4	66	1200	1770	15	75

Wagon Type	Length of Wagon (ft)	Direction	From	To
IFA	118	DOWN	Shortlands Jn (from Bellingham)	Swanley (towards Otford)

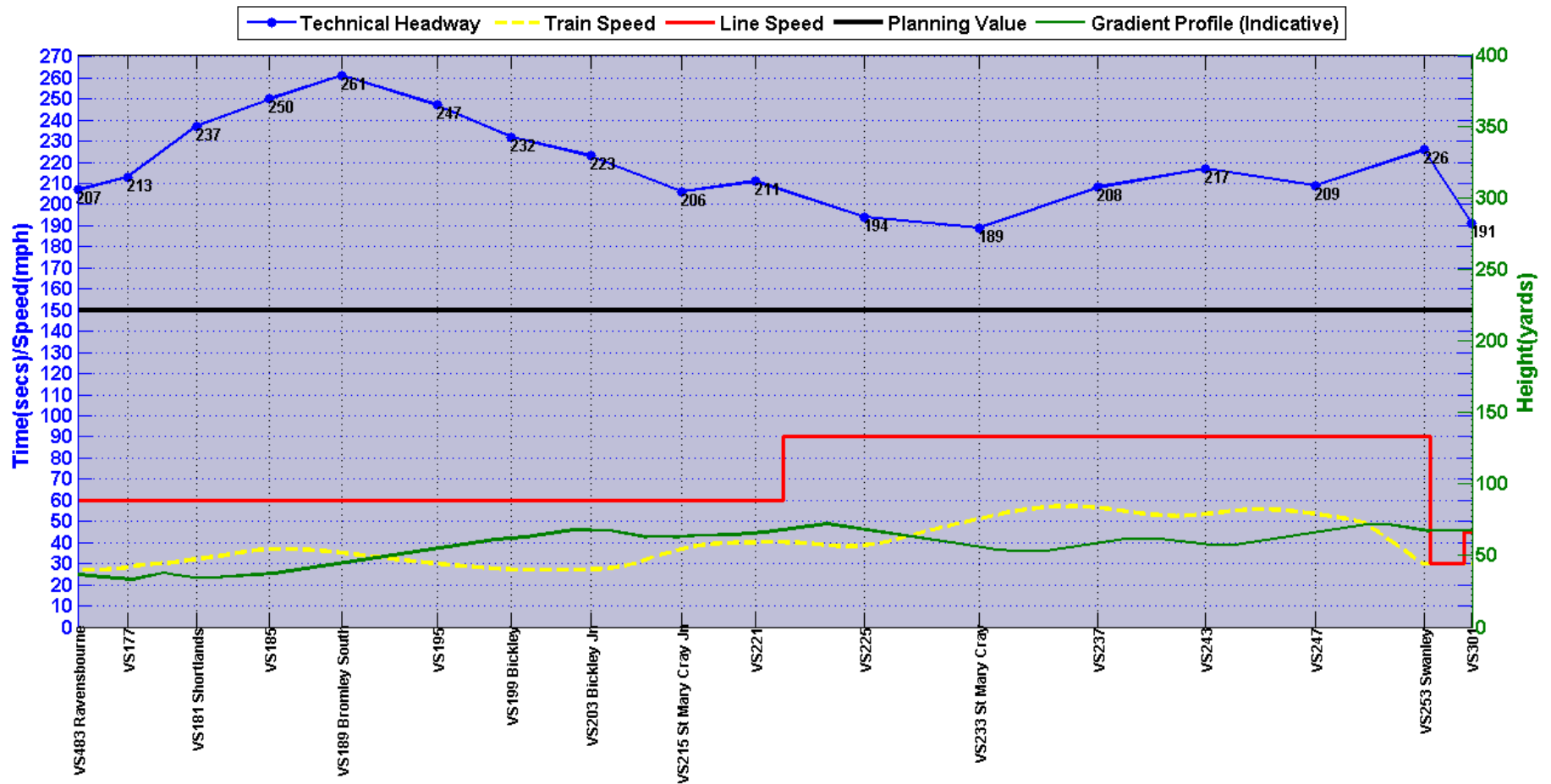
Figure 3-72 F4 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F5	4	92	1600	2360	20	75

Wagon Type	Length of Wagon (ft)	Direction	From	To
IFA	118	DOWN	Shortlands Jn (from Bellingham)	Swanley (towards Otford)

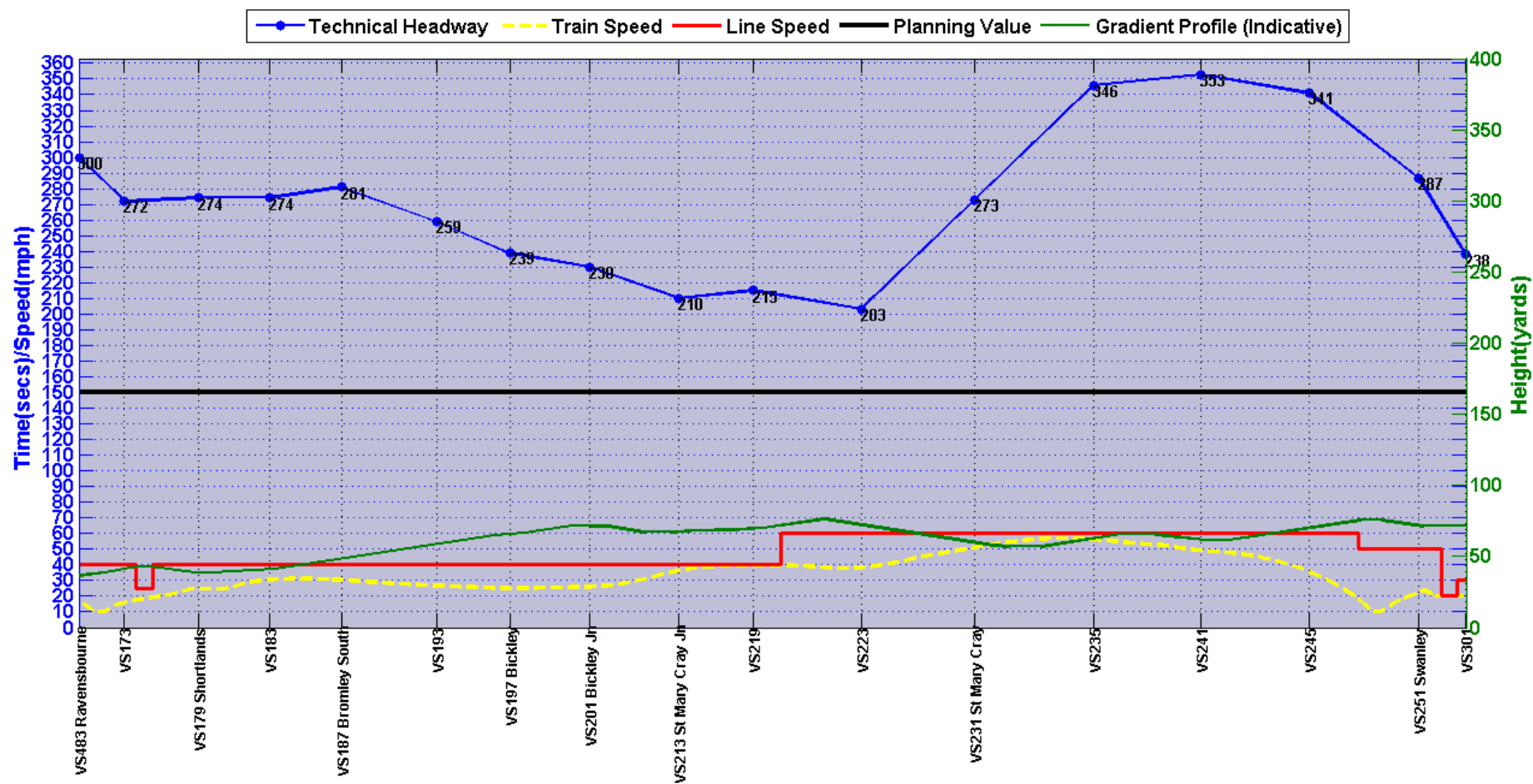
Figure 3-73 F5 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F6	6	92	1600	2360	20	60

Wagon Type	Length of Wagon (ft)	Direction	From	To
IFA	118	DOWN	Shortlands Jn (from Bellingham)	Swanley (towards Otford)

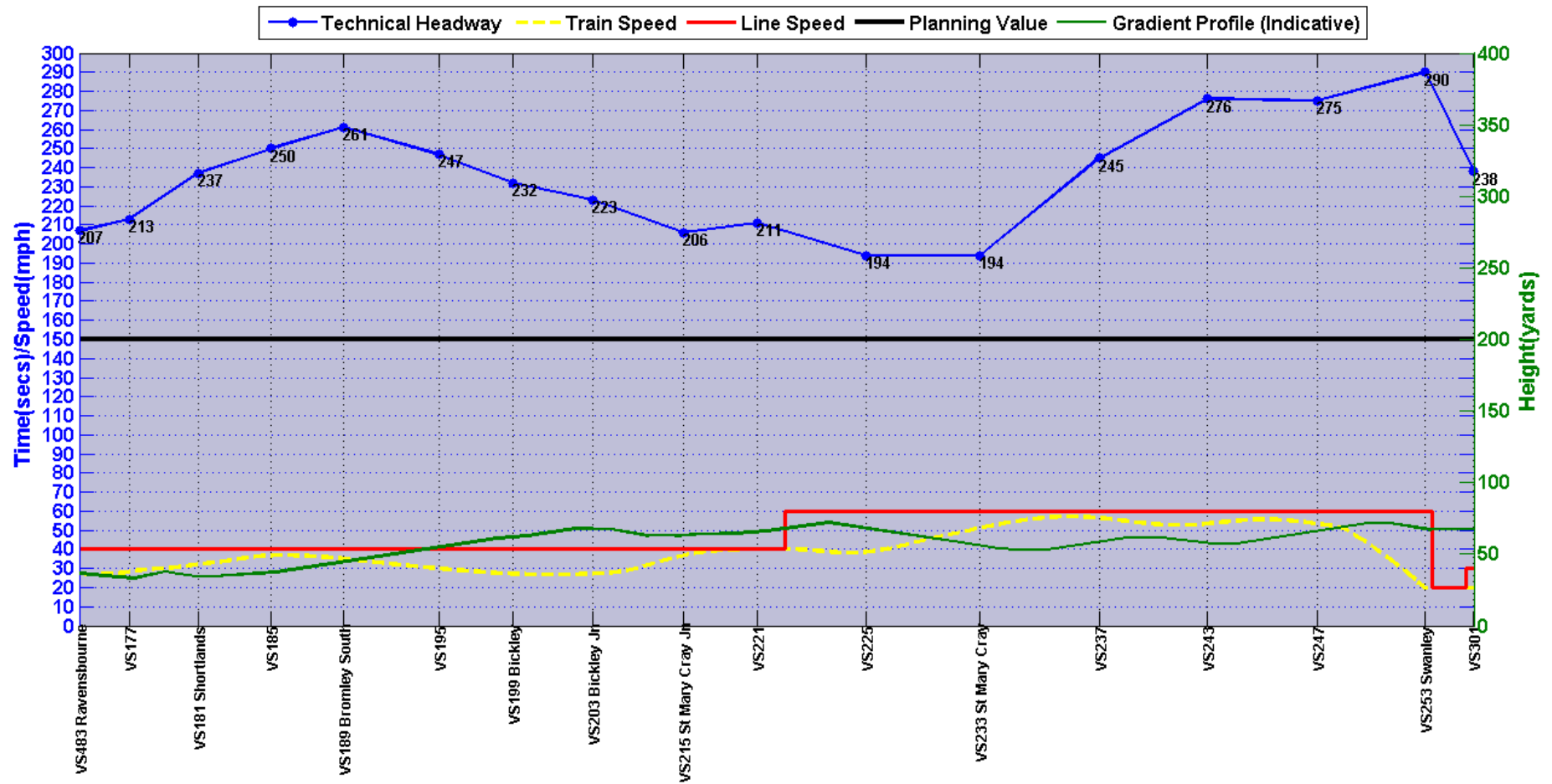
Figure 3-74 F6 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F7	6	92	1600	2360	20	60

Wagon Type	Length of Wagon (ft)	Direction	From	To
IFA	118	DOWN	Shortlands Jn (from Bellingham)	Swanley (towards Otford)

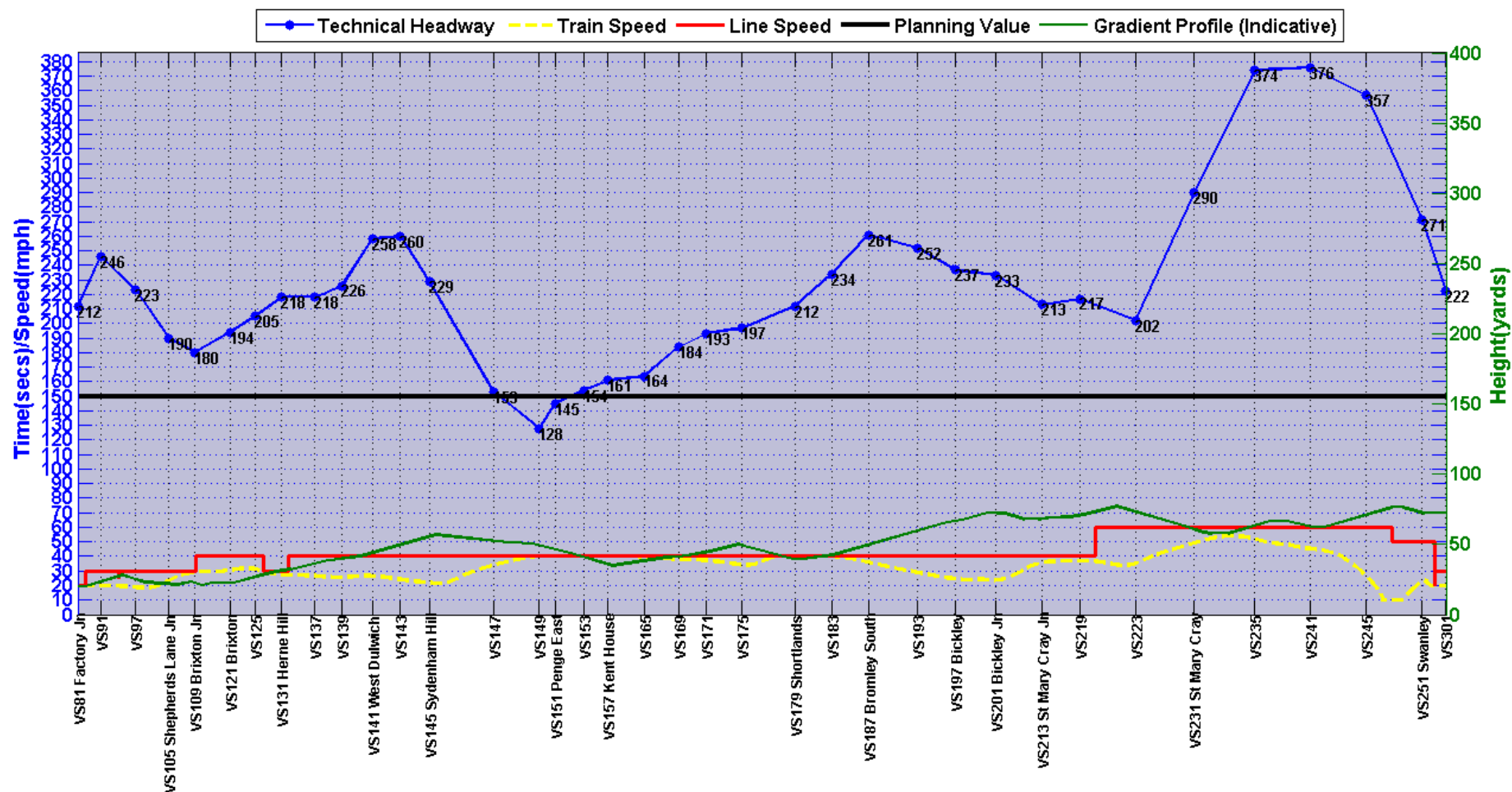
Figure 3-75 F7 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F8	6	66	1800	1560	13	60

Wagon Type	Length of Wagon (ft)	Direction	From	To
FIA	120	DOWN	Factory Jn	Swanley (towards Otford)

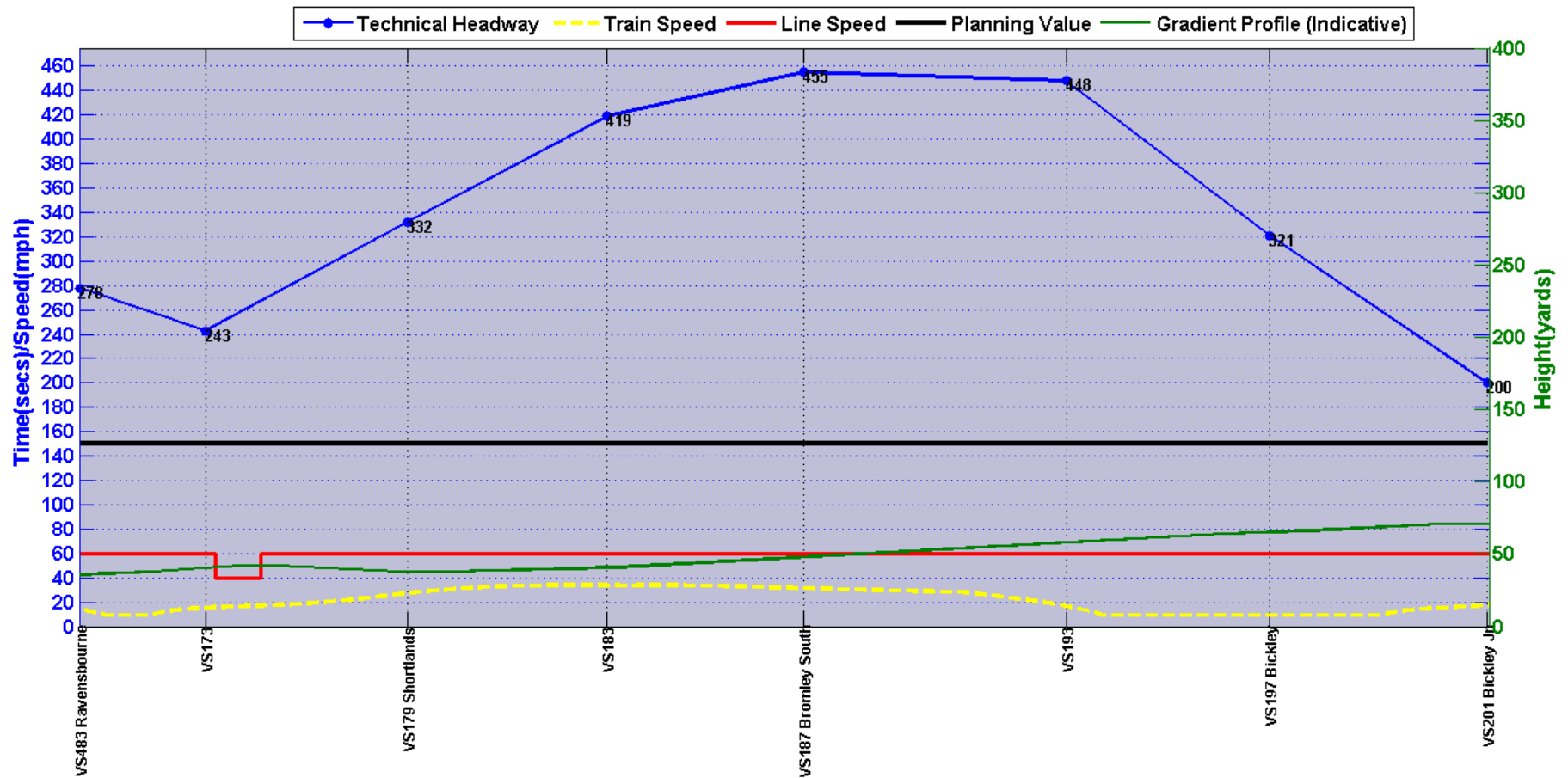
Figure 3-76 F8 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F9	4	66	1600	1562	22	75

Wagon Type	Length of Wagon (ft)	Direction	From	To
FEA	71	DOWN	Shortlands Jn (from Bellingham)	Bickley Jn (towards Orpington)

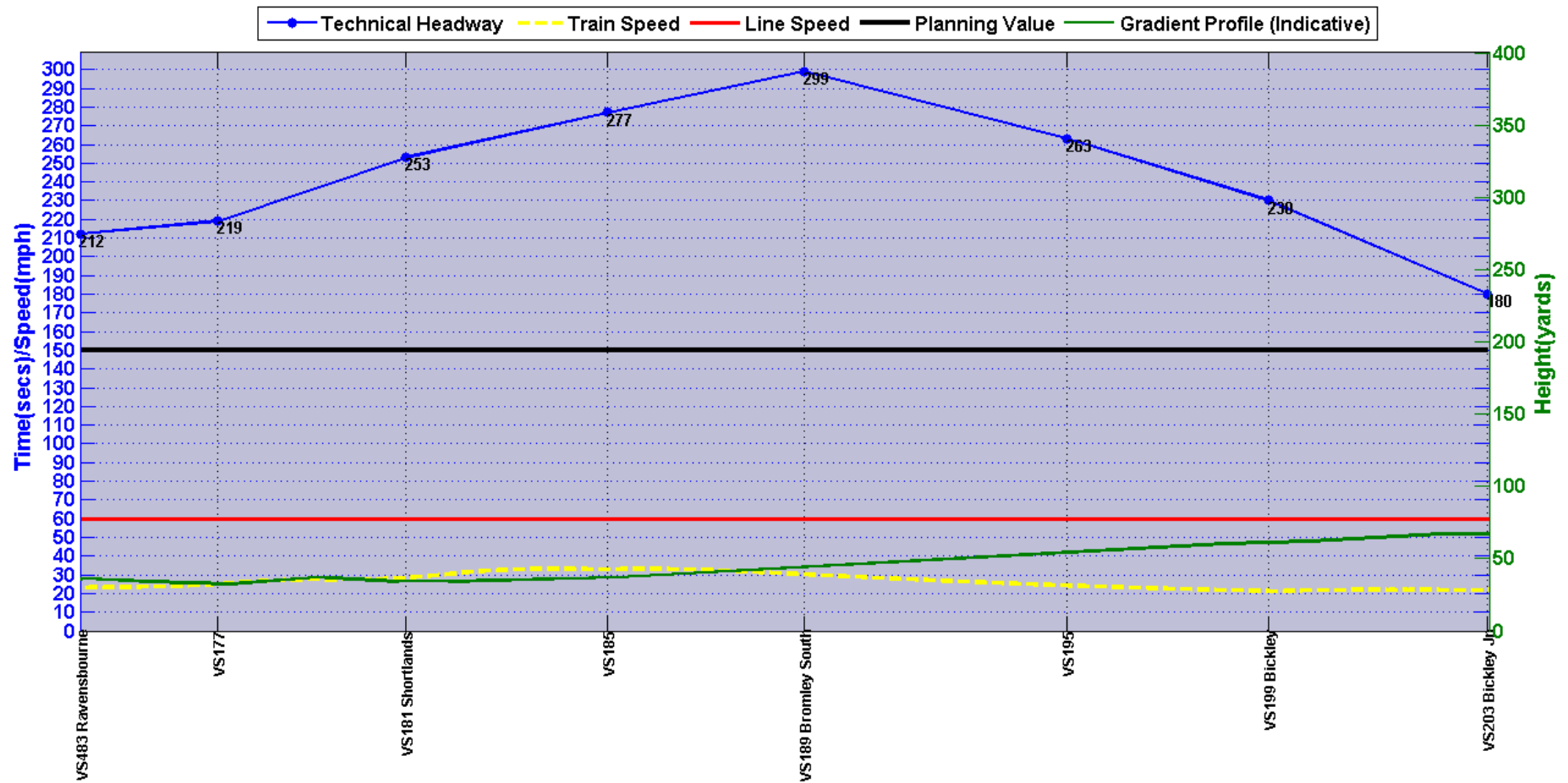
Figure 3-77 F9 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F10	4	66	1800	1560	13	75

Wagon Type	Length of Wagon (ft)	Direction	From	To
FIA	120	DOWN	Shortlands Jn (from Bellingham)	Bickley Jn (towards Orpington)

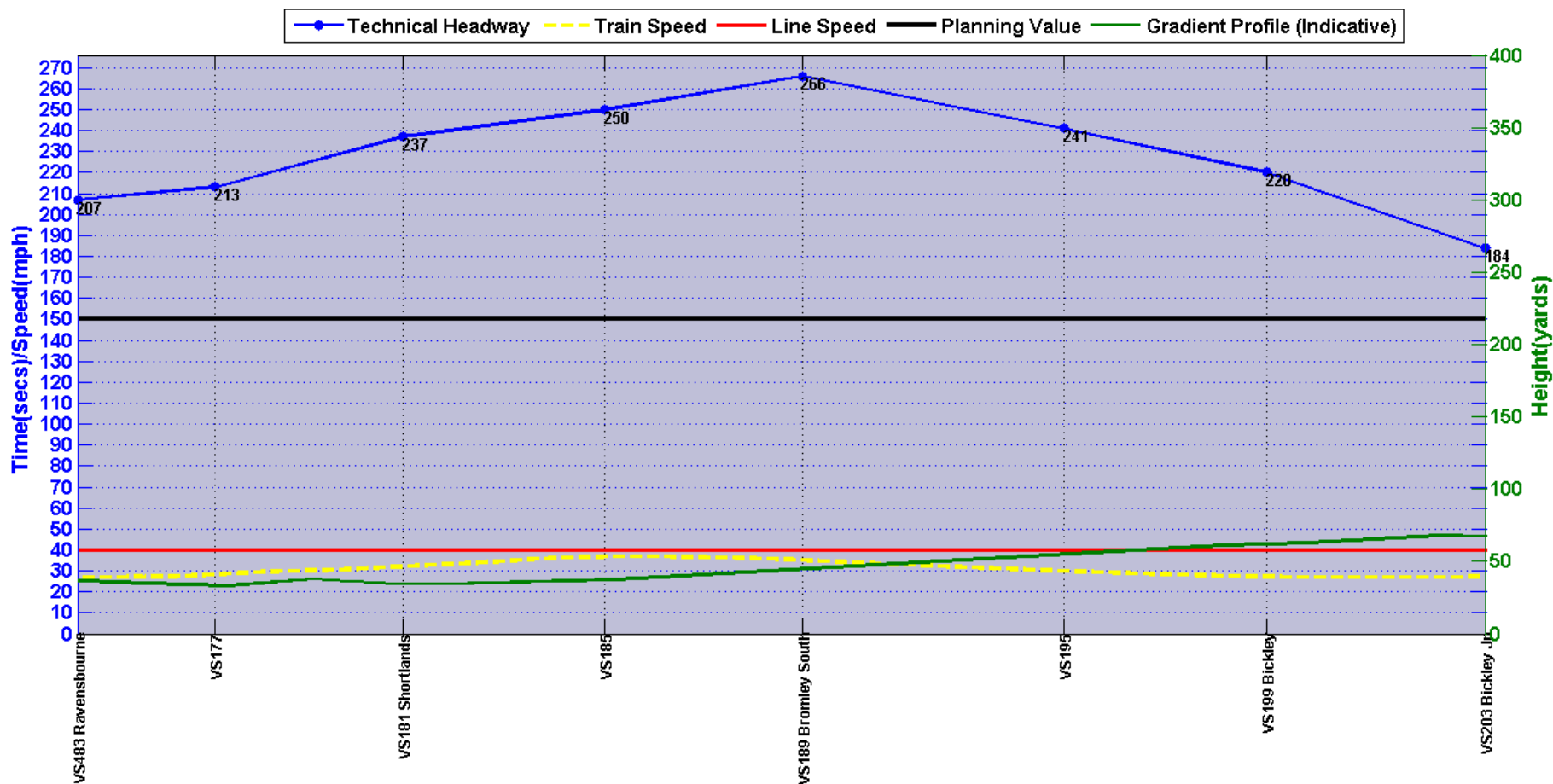
Figure 3-78 F10 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F11	6	92	1600	2360	20	60

Wagon Type	Length of Wagon (ft)	Direction	From	To
IFA	118	DOWN	Shortlands Jn (from Bellingham)	Bickley Jn (towards Orpington)

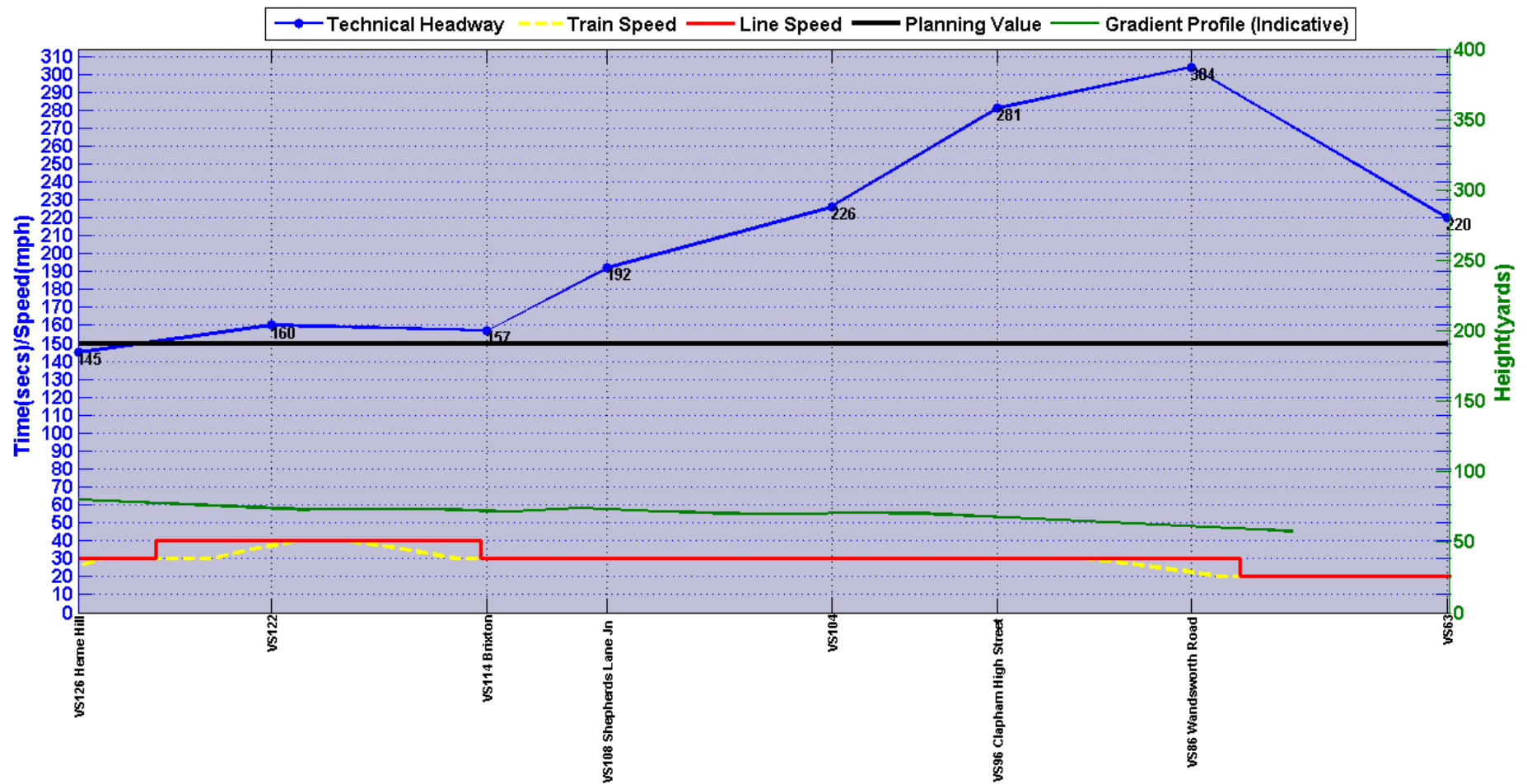
Figure 3-79 F11 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F12	7	60	400	752	16	45

Wagon Type	Length of Wagon (ft)	Direction	From	To
HIA	47	UP	Herne Hill (from Tulse Hill)	Factory Jn (down Ludgate)

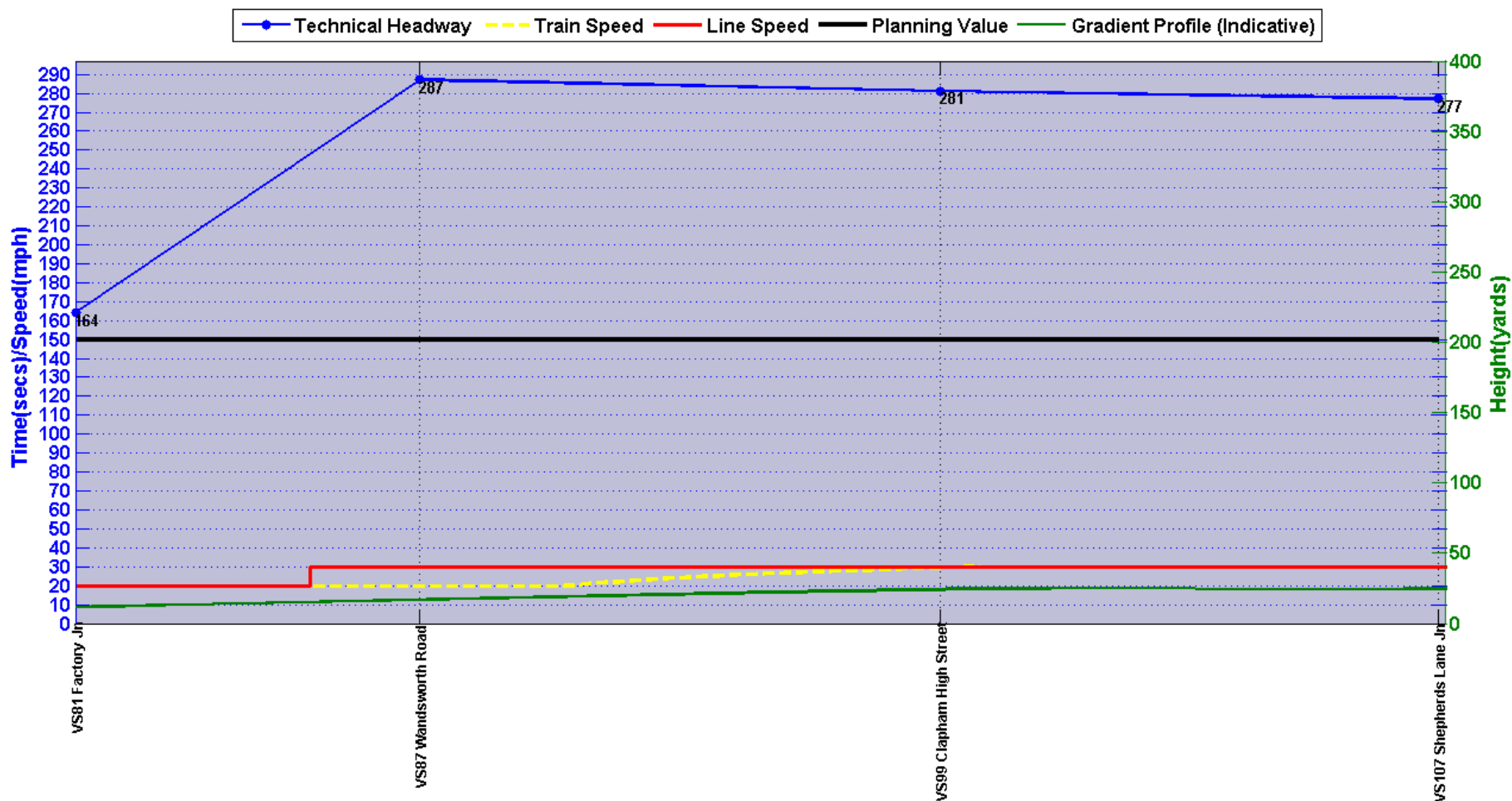
Figure 3-80 F12 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F13	7	60	600	1175	25	45

Wagon Type	Length of Wagon (ft)	Direction	From	To
HIA	47	DOWN	Factory Jn (up Ludgate)	Brixton (towards Denmark Hill)

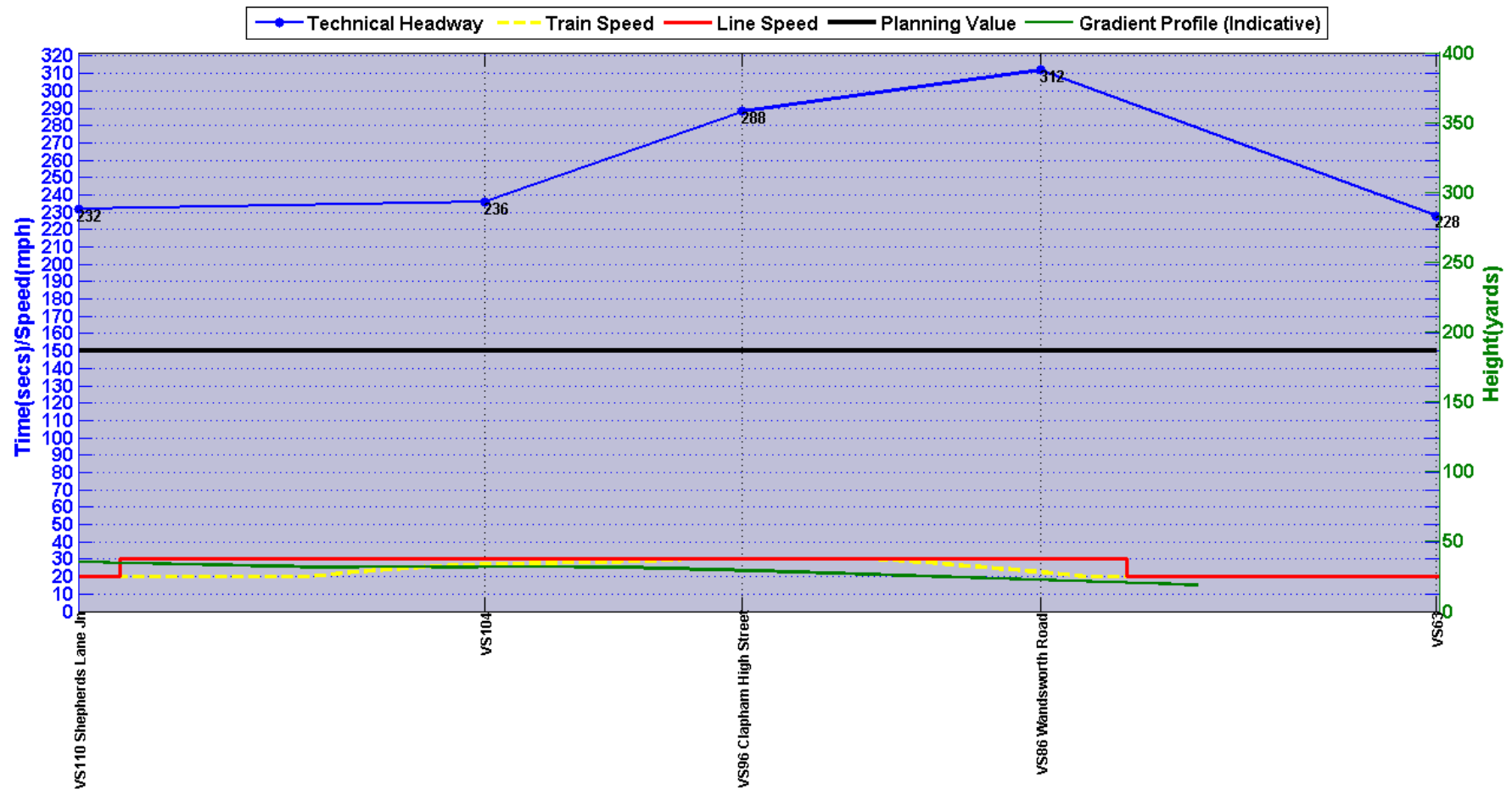
Figure 3-81 F13 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F14	6	66	2000	960	25	60

Wagon Type	Length of Wagon (ft)	Direction	From	To
JGA	48	UP	Shepherd's Lane Junction (from Denmark Hill)	Factory Jn (towards Down Ludgate)

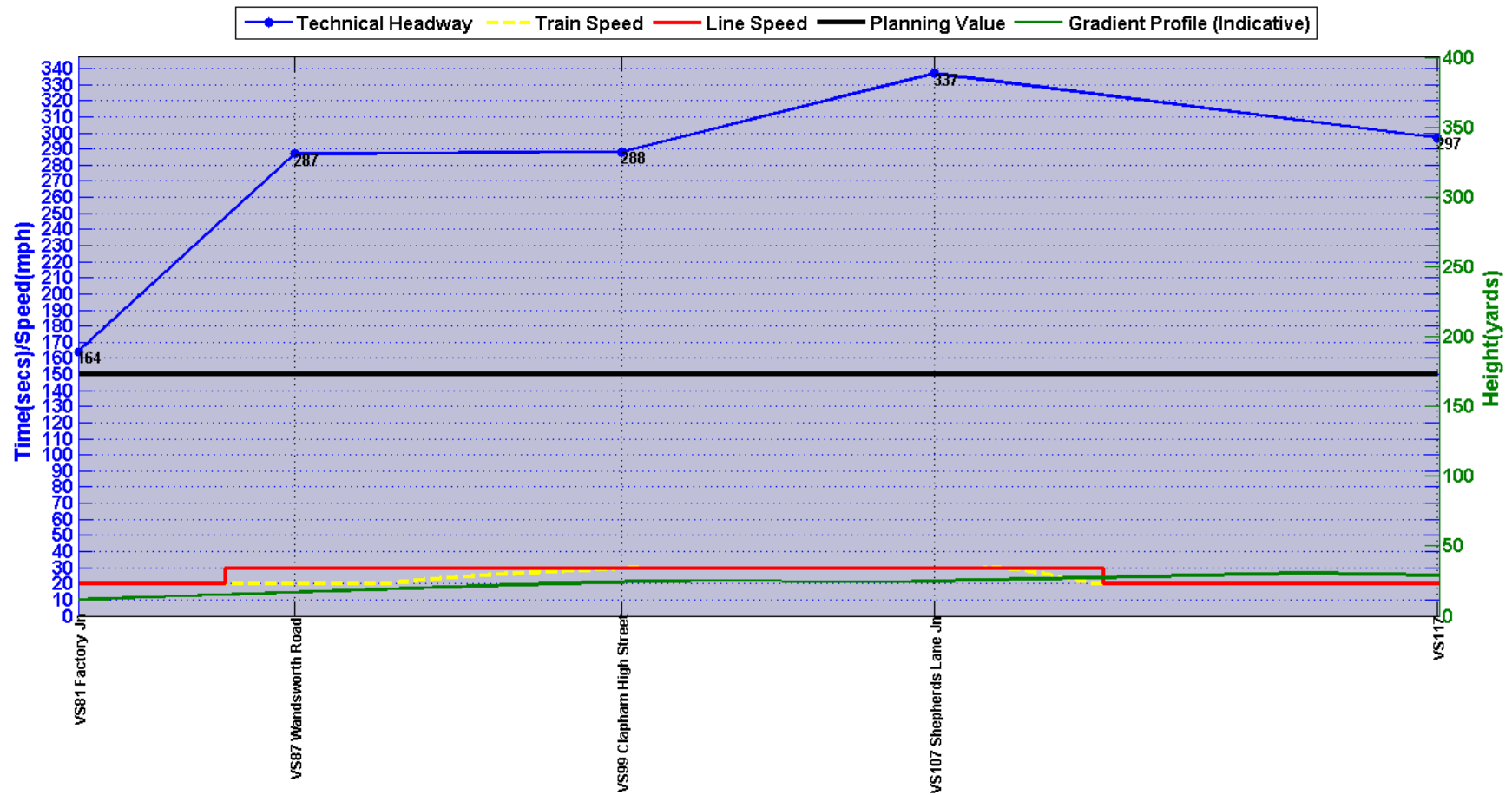
Figure 3-82 F14 Non-stopping Headway



Ref No.	Class	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Max speed (mph)
F15	6	66	600	1155	25	60

Wagon Type	Length of Wagon (ft)	Direction	From	To
HIA	46.2	DOWN	Factory Jn (from Up Ludgate)	Shepherd's Lane Junction (towards Denmark Hill)

Figure 3-83 F15 Non-stopping Headway



3.2. Stopping Headway

For stopping headway, it simulates the headway of a non-stopping train, which follows a stopping train. For these simulations, the number of cars is determined by the longest formation of each stock type, and the preceding train stops at every station. A full list of scenario run can be found in Appendix B.

The planning value along the SE6 route is outlined in the Timetable Planning Rules [3] and is outlined in the table below.

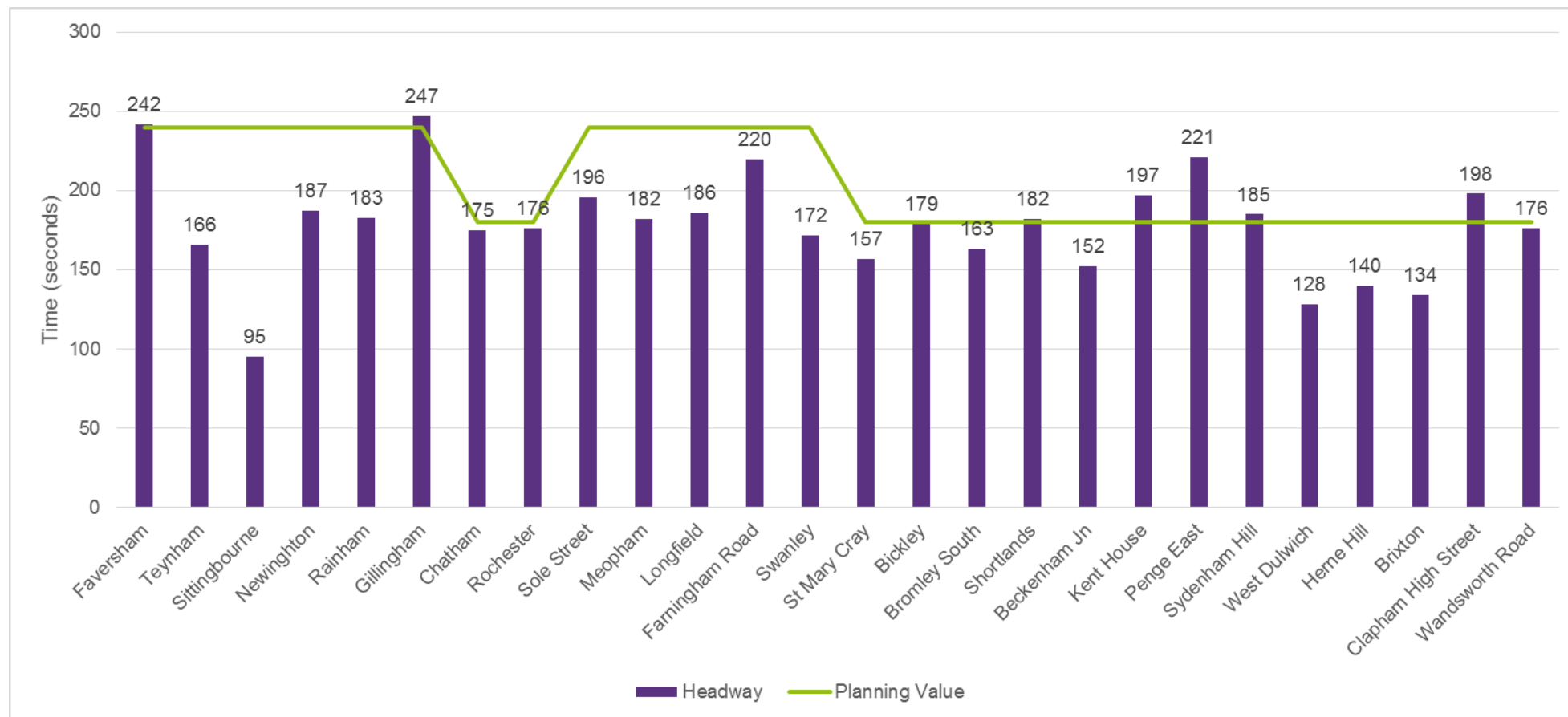
Table 3-3 Planning Value for different sections along the route

Timing Point	Planning Value (minutes)	
	Down	Up
London Victoria – Swanley	3	3
Swanley – Rochester Bridge Junction	4	4
Rochester Bridge Junction – Gillingham	3	3
Gillingham – Faversham	4	4

Since routes starting from Beckenham Junction towards Herne Hill originates from Platform 4 which is a bay platform, there is no headway value for Beckenham Junction station for SH_5, SH_11, SH_16, SH_18, SH_19, SH_20 and SH_21.

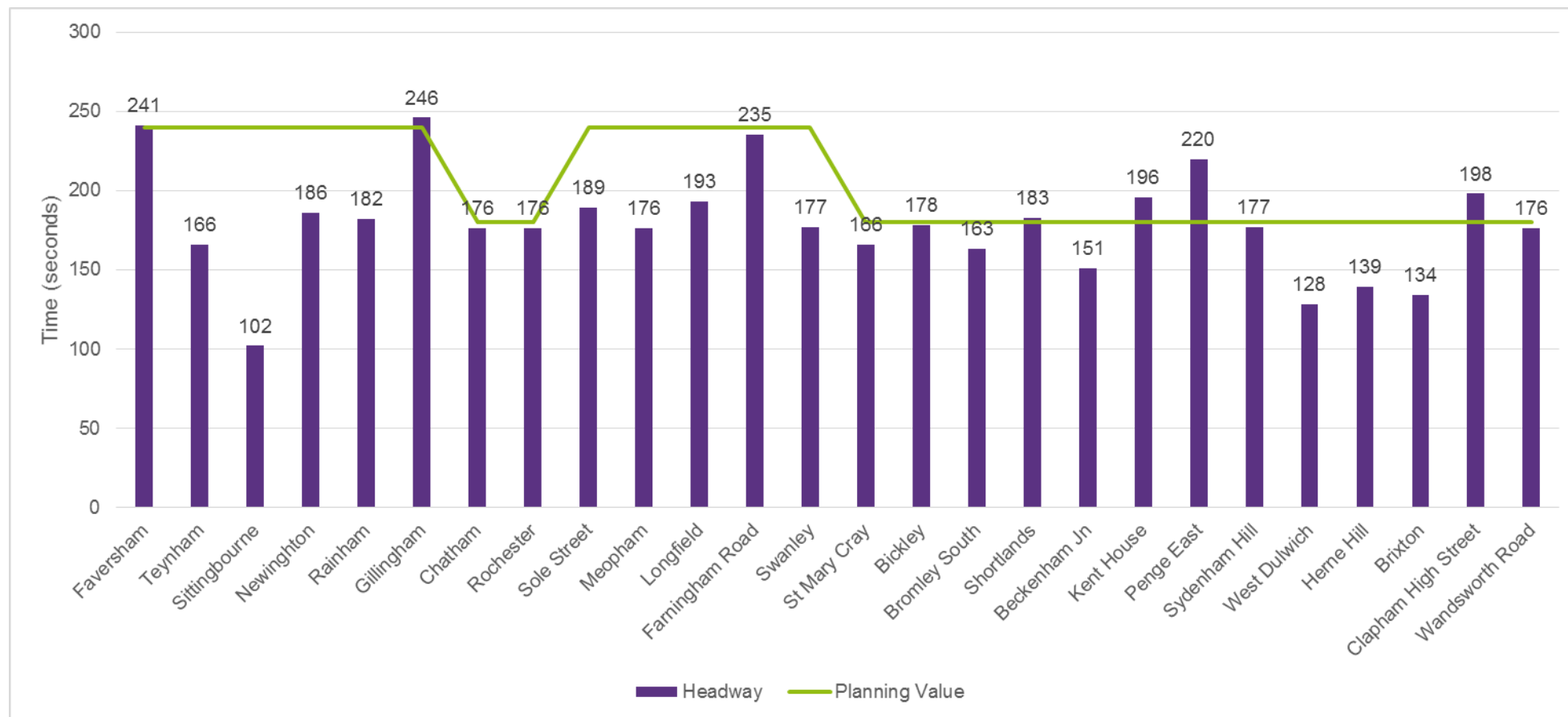
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_1	375	12	375	12	Up	Faversham	London Victoria

Figure 3-84 Class 375 12-car followed by non-stopping Class 375 12-car Faversham - London Victoria



Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_2	375	12	465	12	Up	Faversham	London Victoria

Figure 3-85 Class 375 12-car followed by non-stopping Class 465 12-car Faversham - London Victoria



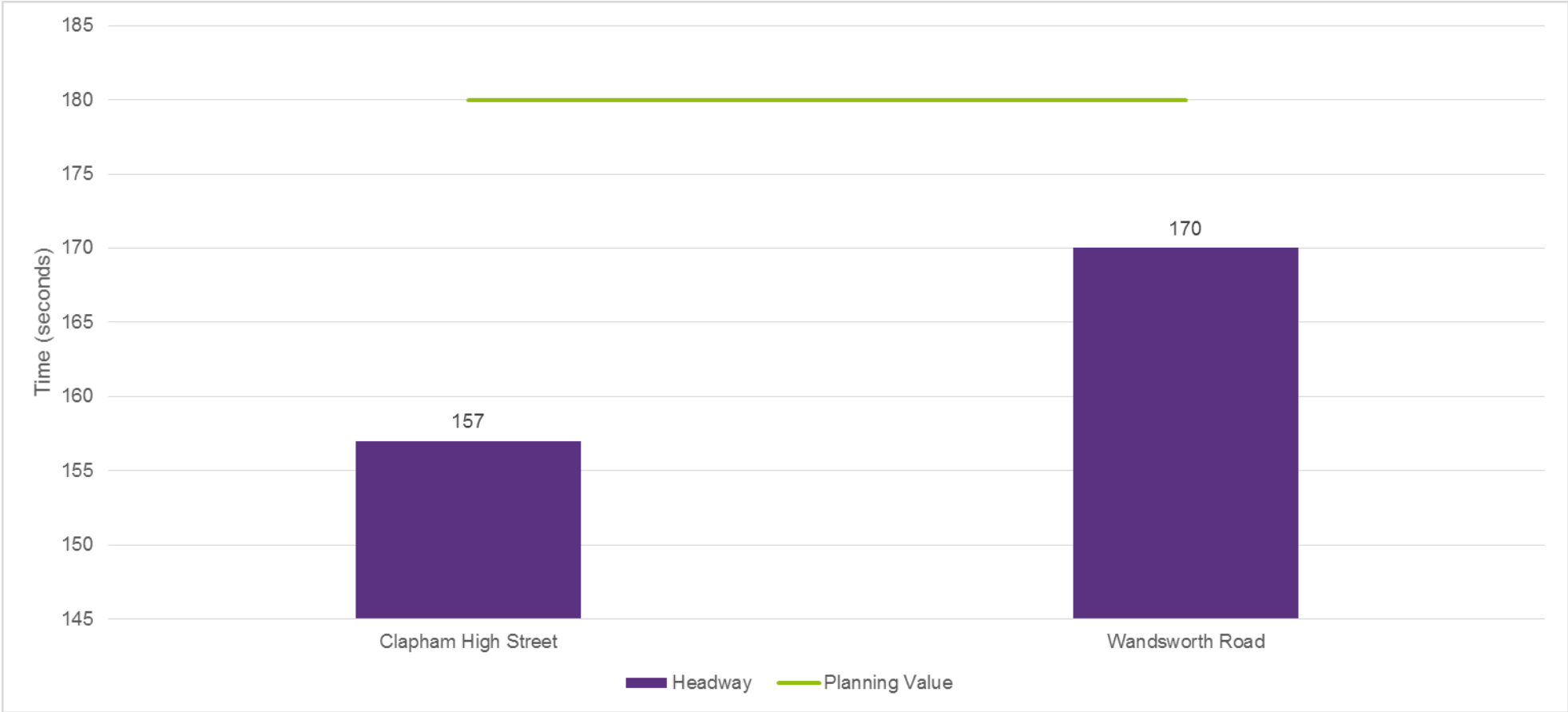
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_3	375	12	319	12	Up	Swanley	Herne Hill

Figure 3-86 Class 375 12-car followed by non-stopping Class 319 12-car Swanley - Herne Hill



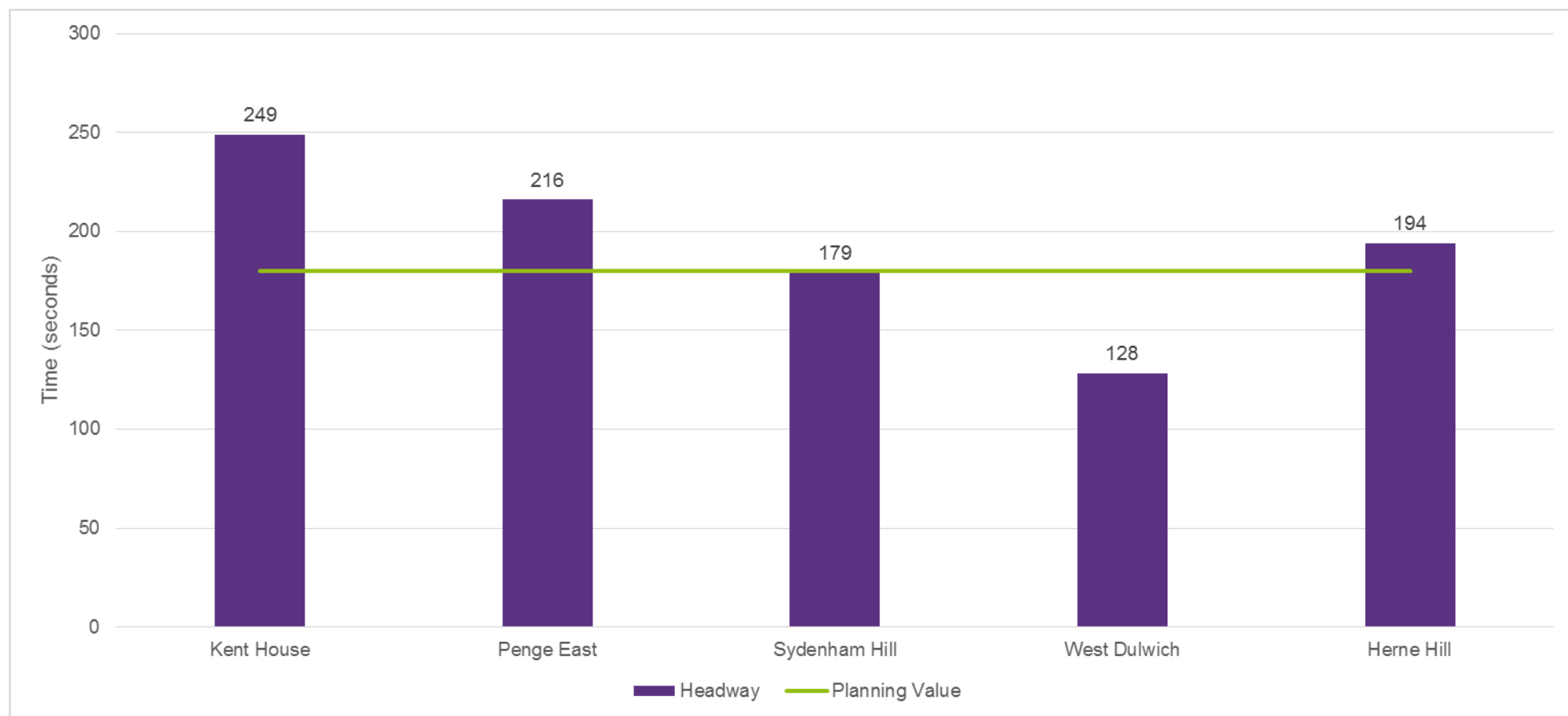
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_4	375	12	319	12	Up	Brixton	Factory Jn

Figure 3-87 Class 375 12-car followed by non-stopping Class 319 12-car Brixton



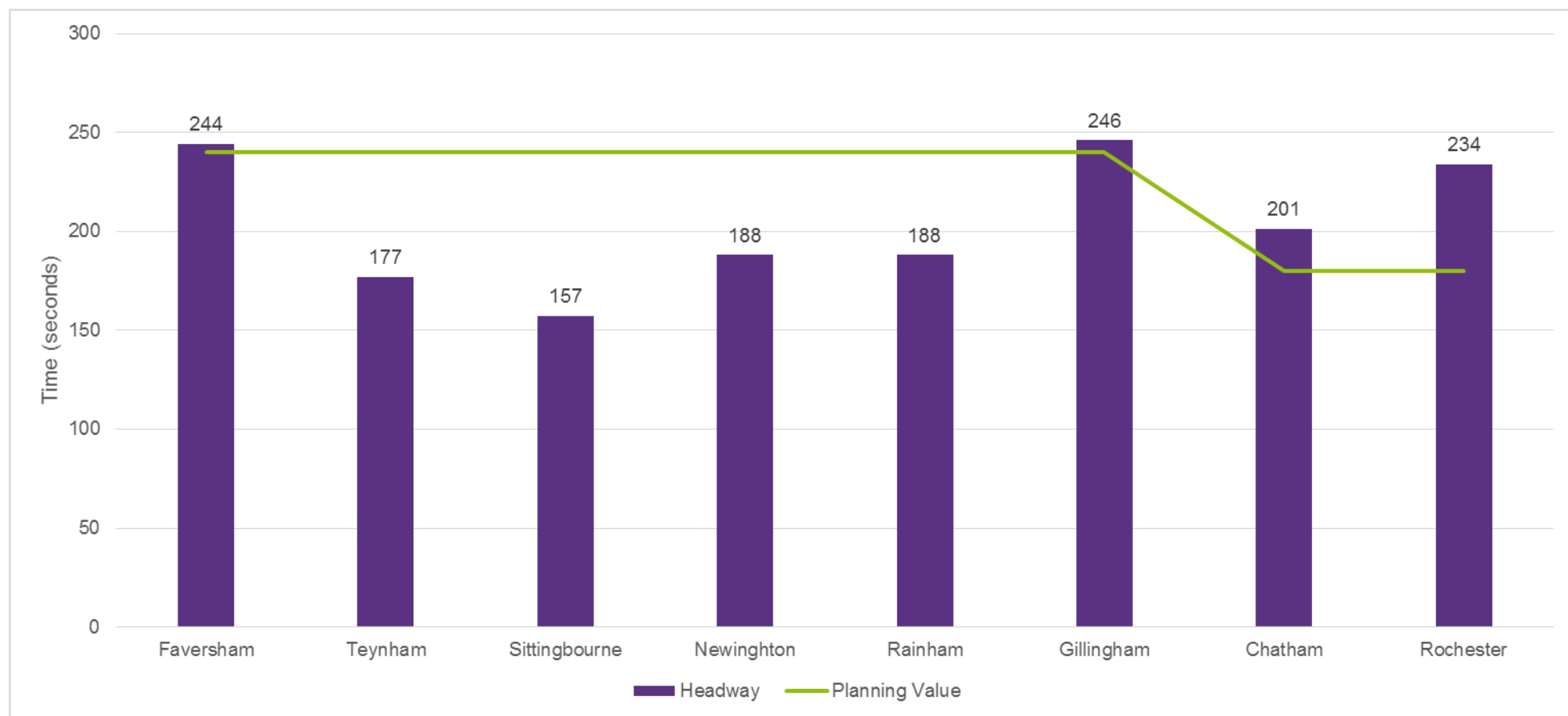
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_5	375	12	387	12	Up	Beckenham Jn	Herne Hill

Figure 3-88 Class 375 12-car followed by non-stopping Class 387 12-car Beckenham Jn - Herne Hill



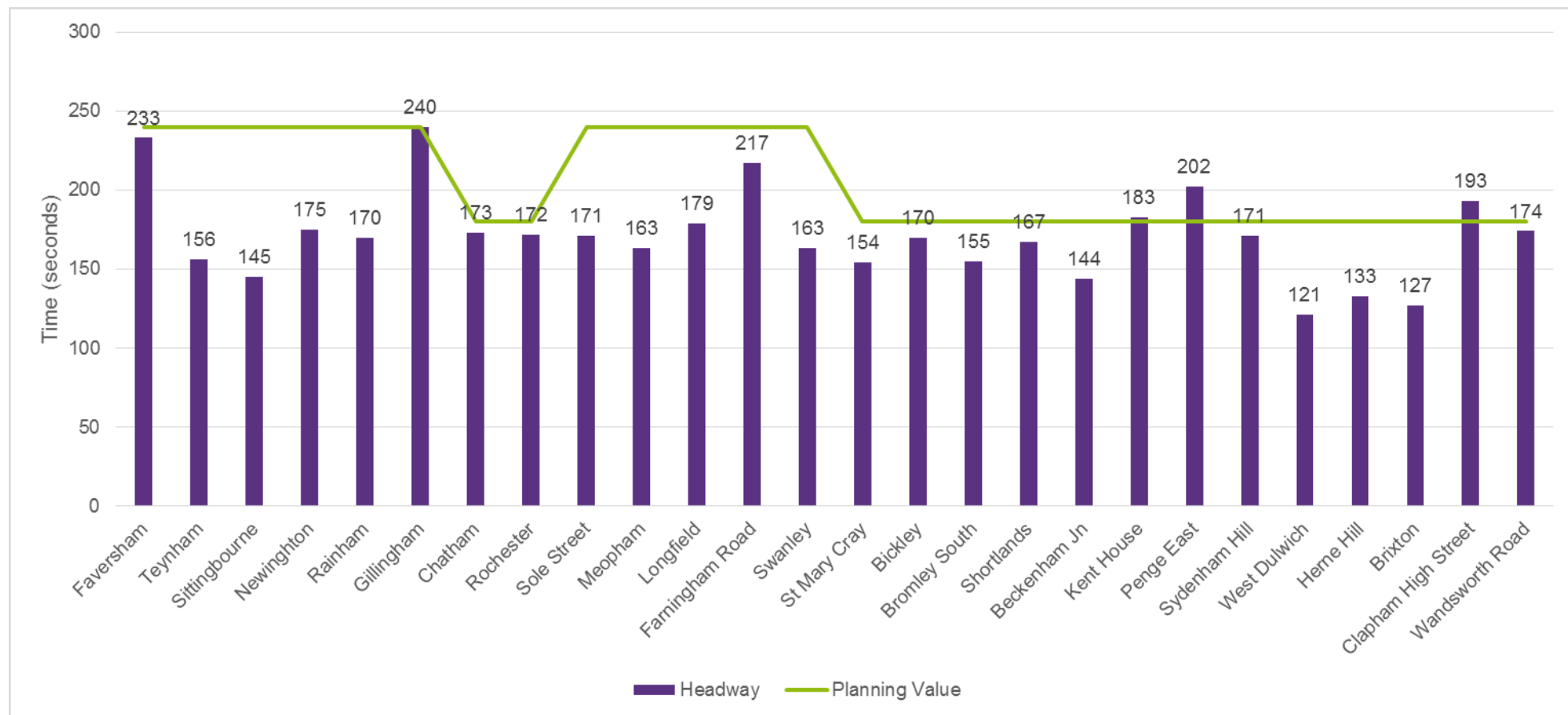
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_6	375	12	395	12	Up	Faversham	Rochester

Figure 3-89 Class 375 12-car followed by non-stopping Class 395 12-car Faversham - Rochester



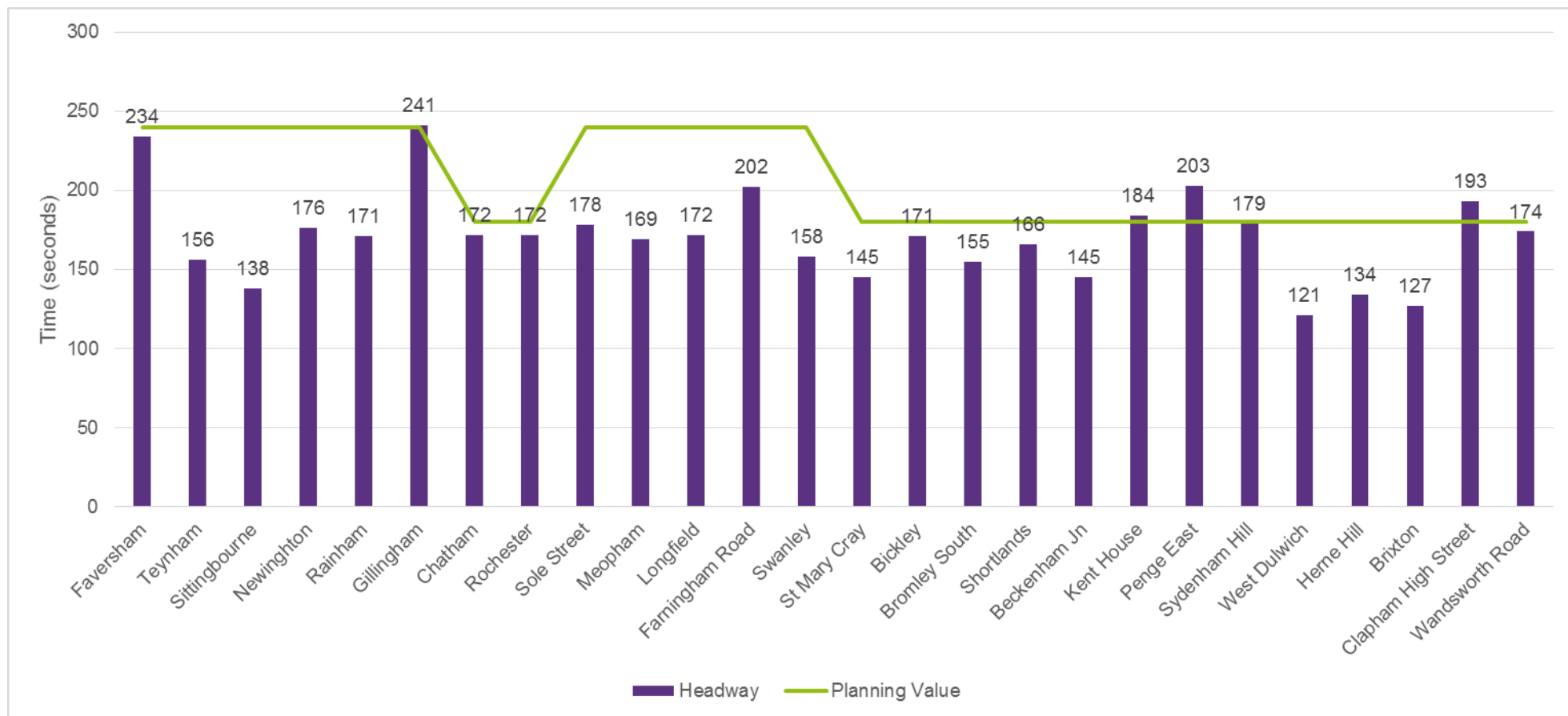
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_7	465	12	465	12	Up	Faversham	London Victoria

Figure 3-90 Class 465 12-car followed by non-stopping Class 465 12-car Faversham - London Victoria



Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_8	465	12	375	12	Up	Faversham	London Victoria

Figure 3-91 Class 465 12-car followed by non-stopping Class 375 12-car Faversham - London Victoria



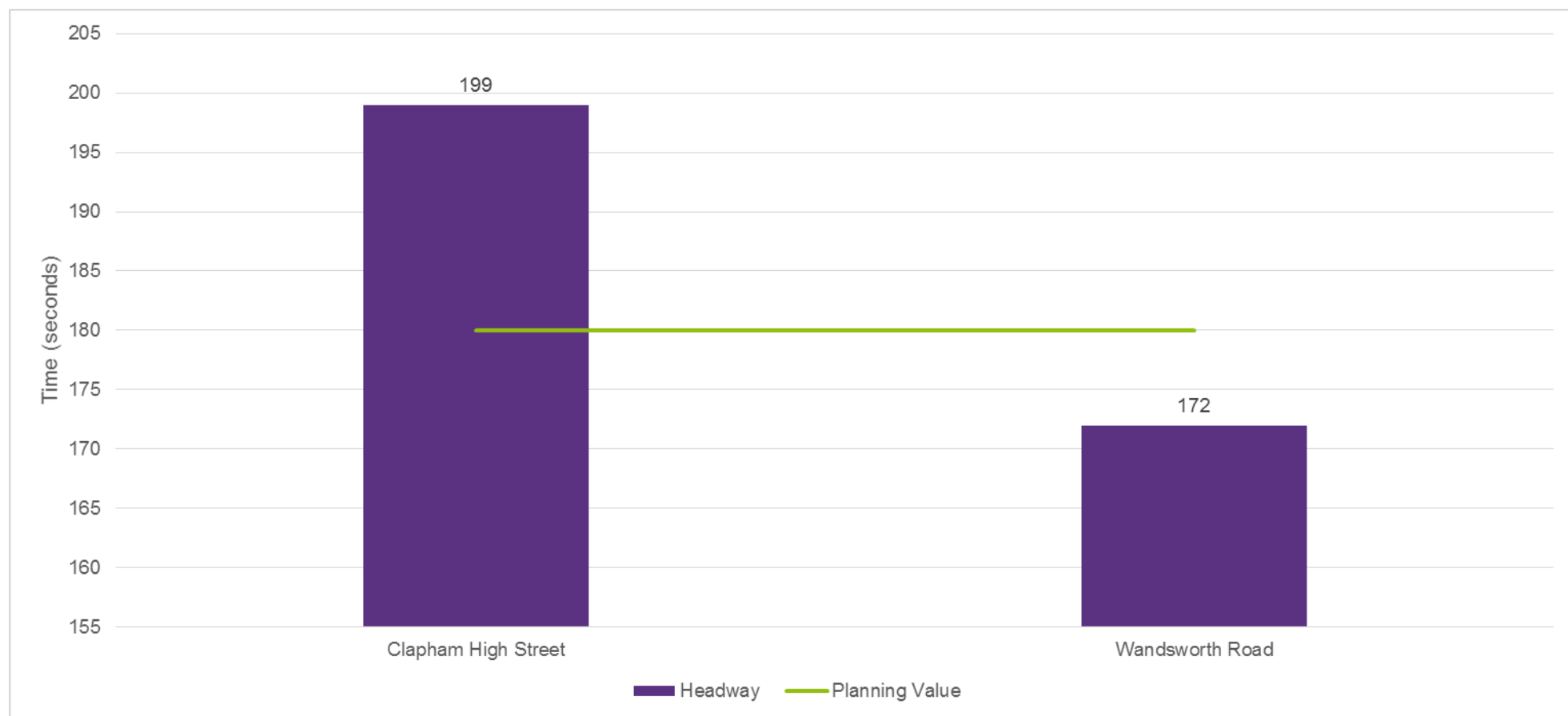
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_9	465	12	319	12	Up	Swanley	Herne Hill

Figure 3-92 Class 465 12-car followed by non-stopping Class 319 12-car Swanley - Herne Hill



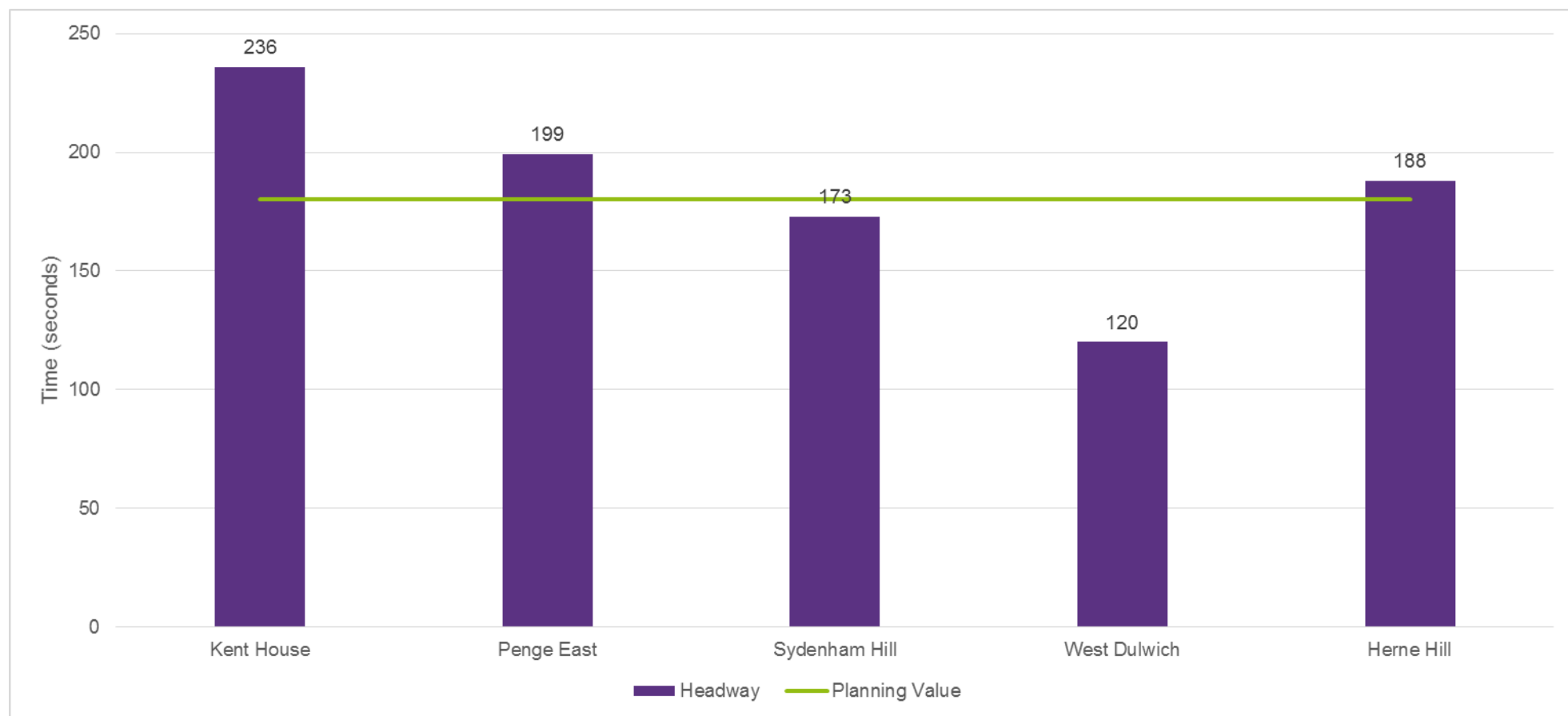
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_10	465	12	319	12	Up	Brixton	Factory Jn

Figure 3-93 Class 465 12-car followed by non-stopping Class 319 12-car Brixton - Factory Jn



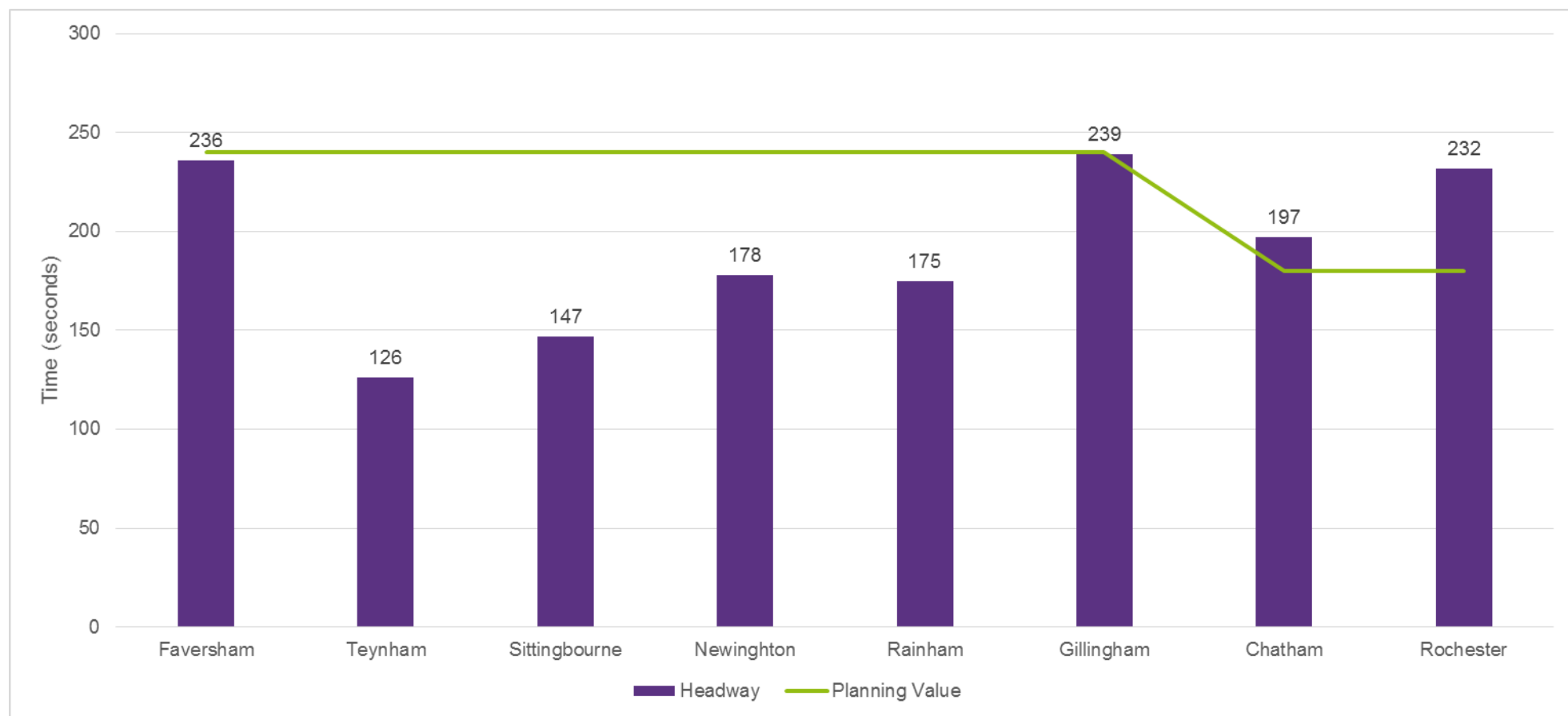
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_11	465	12	387	12	Up	Beckenham Jn	Herne Hill

Figure 3-94 Class 465 12-car followed by non-stopping Class 387 12-car Beckenham Jn - Herne Hill



Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_12	465	12	395	12	Up	Faversham	Rochester

Figure 3-95 Class 465 12-car followed by non-stopping Class 395 12-car Faversham - Rochester



Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_13	319	12	319	12	Up	Swanley	Herne Hill

Figure 3-96 Class 319 12-car followed by non-stopping Class 319 12-car Swanley - Herne Hill



Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_14	319	12	375	12	Up	Swanley	Herne Hill

Figure 3-97 Class 319 12-car followed by non-stopping Class 375 12-car Swanley - Herne Hill



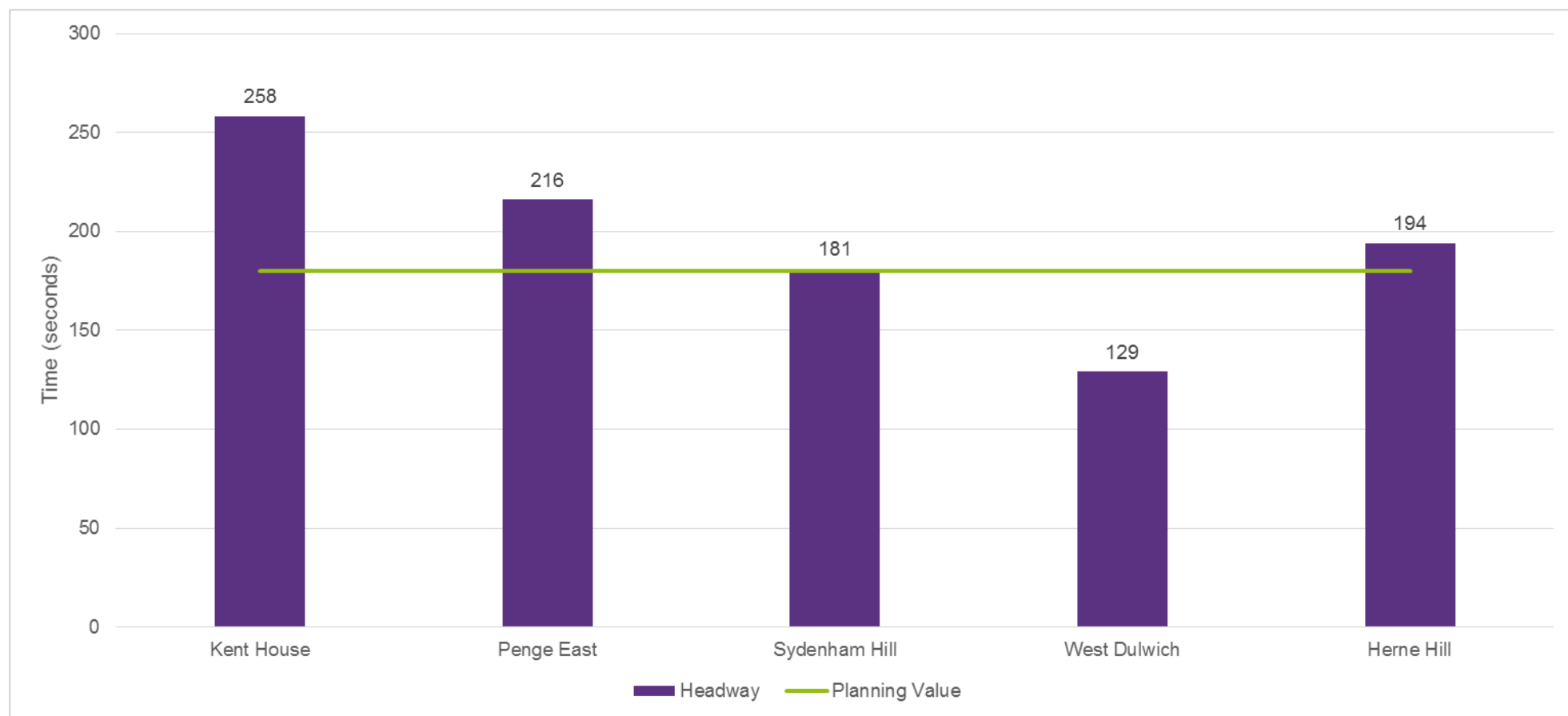
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_15	319	12	465	12	Up	Swanley	Herne Hill

Figure 3-98 Class 319 12-car followed by non-stopping Class 465 12-car Swanley - Herne Hill



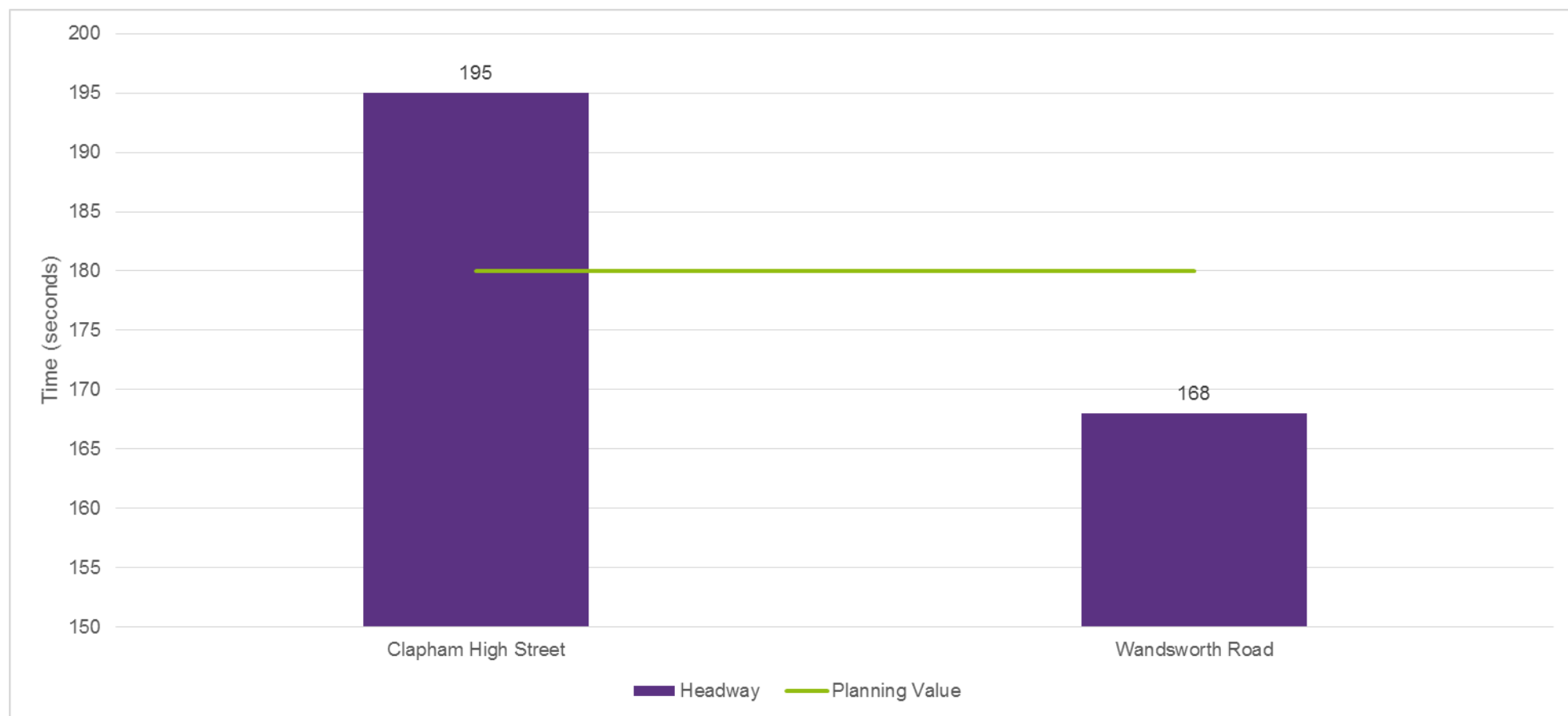
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_16	319	12	387	12	Up	Beckenham Jn	Herne Hill

Figure 3-99 Class 319 12-car followed by non-stopping Class 387 12-car Beckenham Jn - Herne Hill



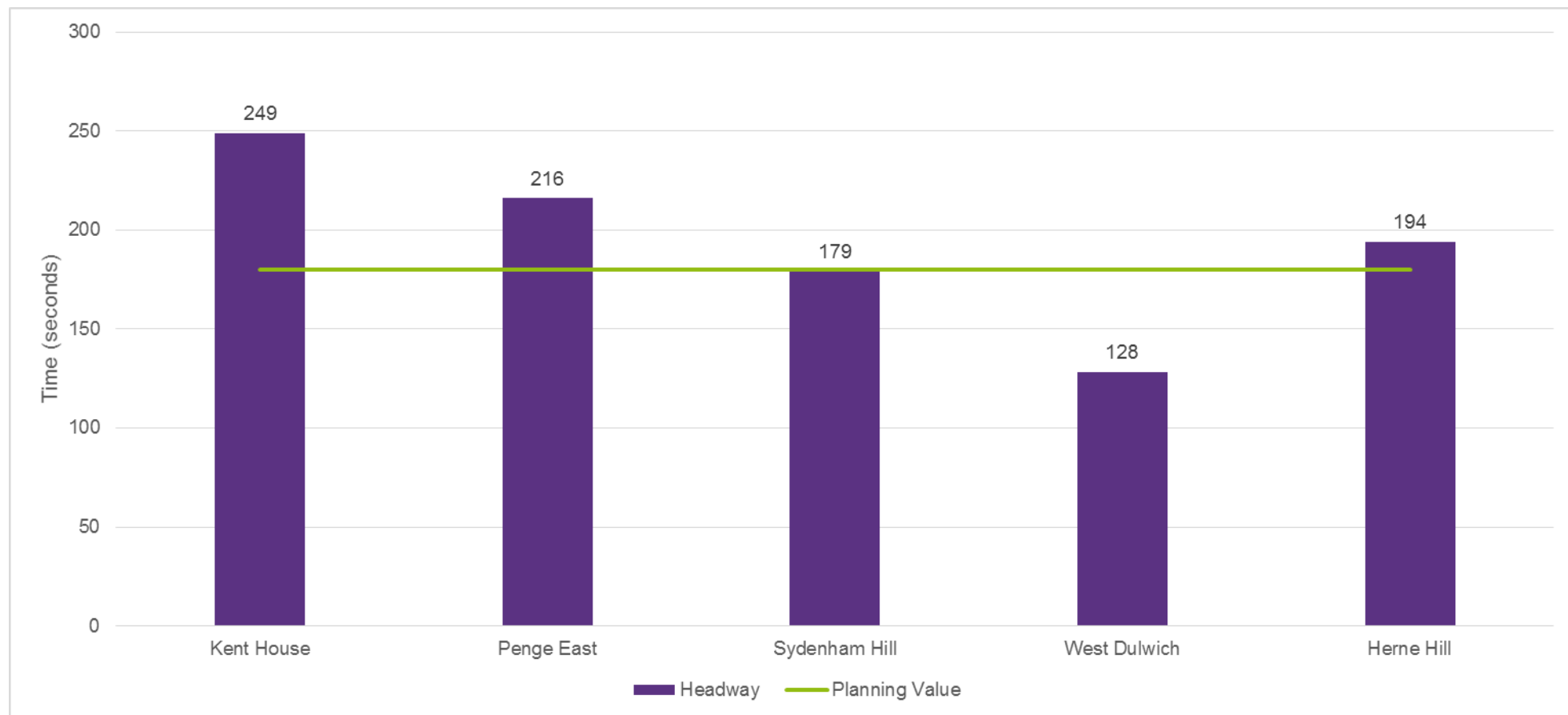
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_17	378	5	378	5	Up	Brixton	Factory Jn

Figure 3-100 Class 378 5-car followed by non-stopping Class 378 5-car Brixton - Factory Jn



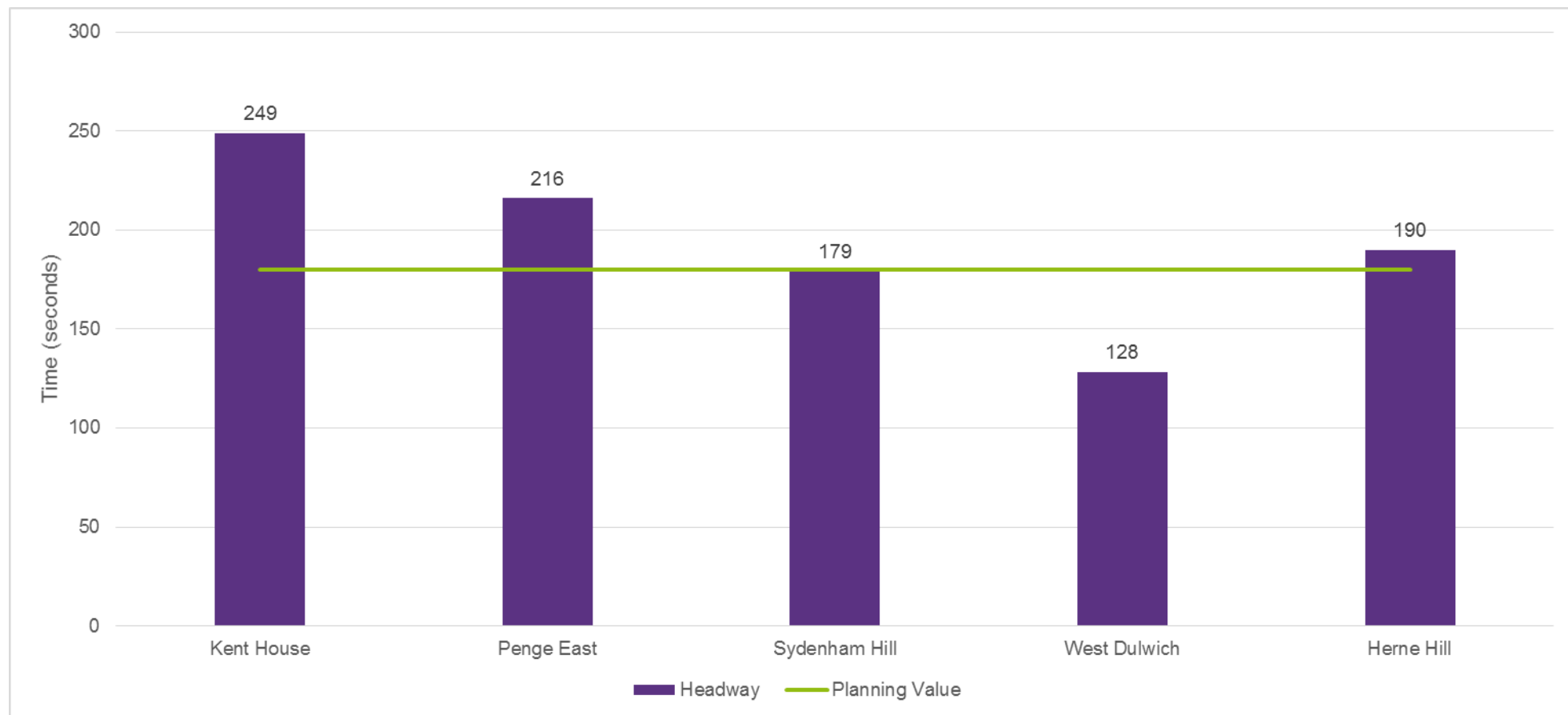
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_18	387	12	387	12	Up	Beckenham Jn	Herne Hill

Figure 3-101 Class 387 12-car followed by non-stopping Class 387 12-car Beckenham Jn - Herne Hill



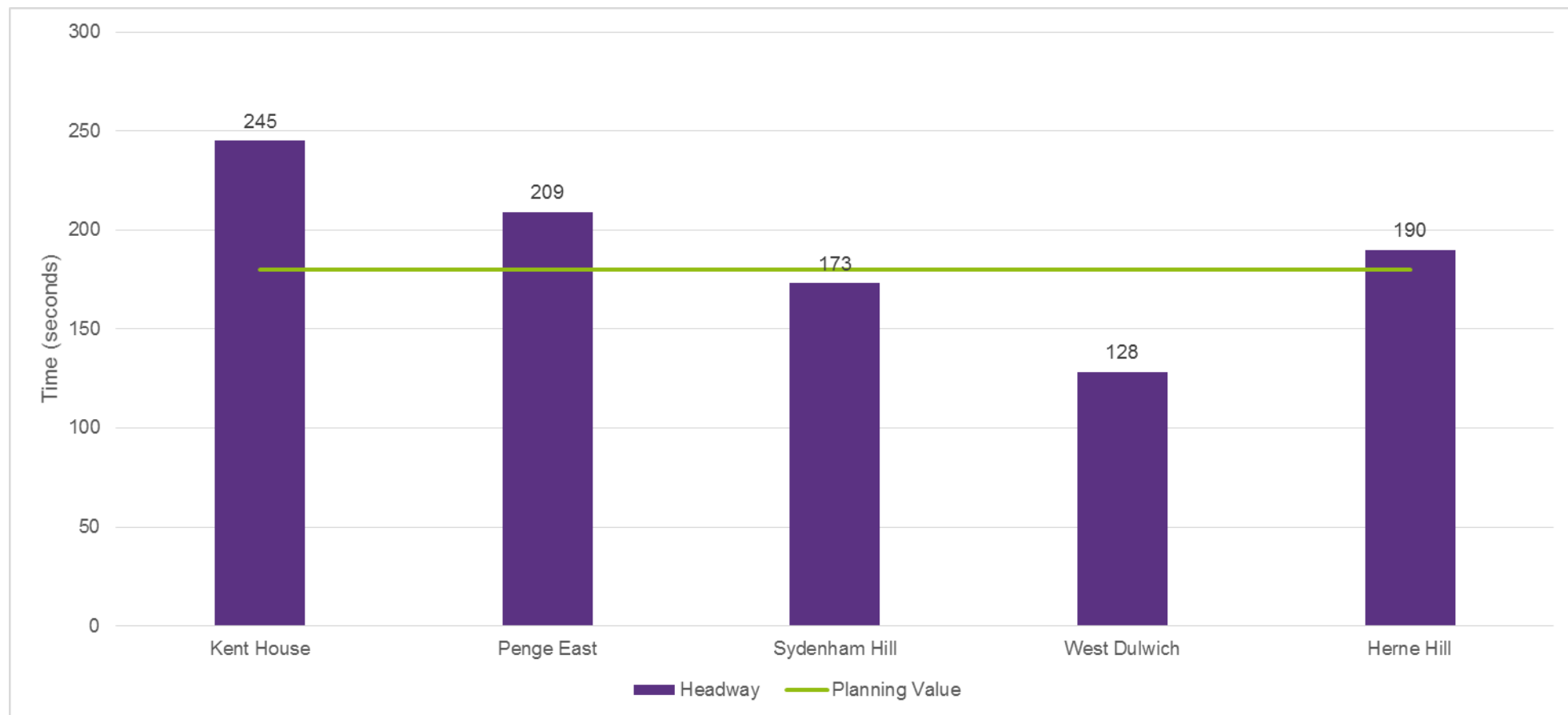
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_19	387	12	375	12	Up	Beckenham Jn	Herne Hill

Figure 3-102 Class 387 12-car followed by non-stopping Class 375 12-car Beckenham Jn - Herne Hill



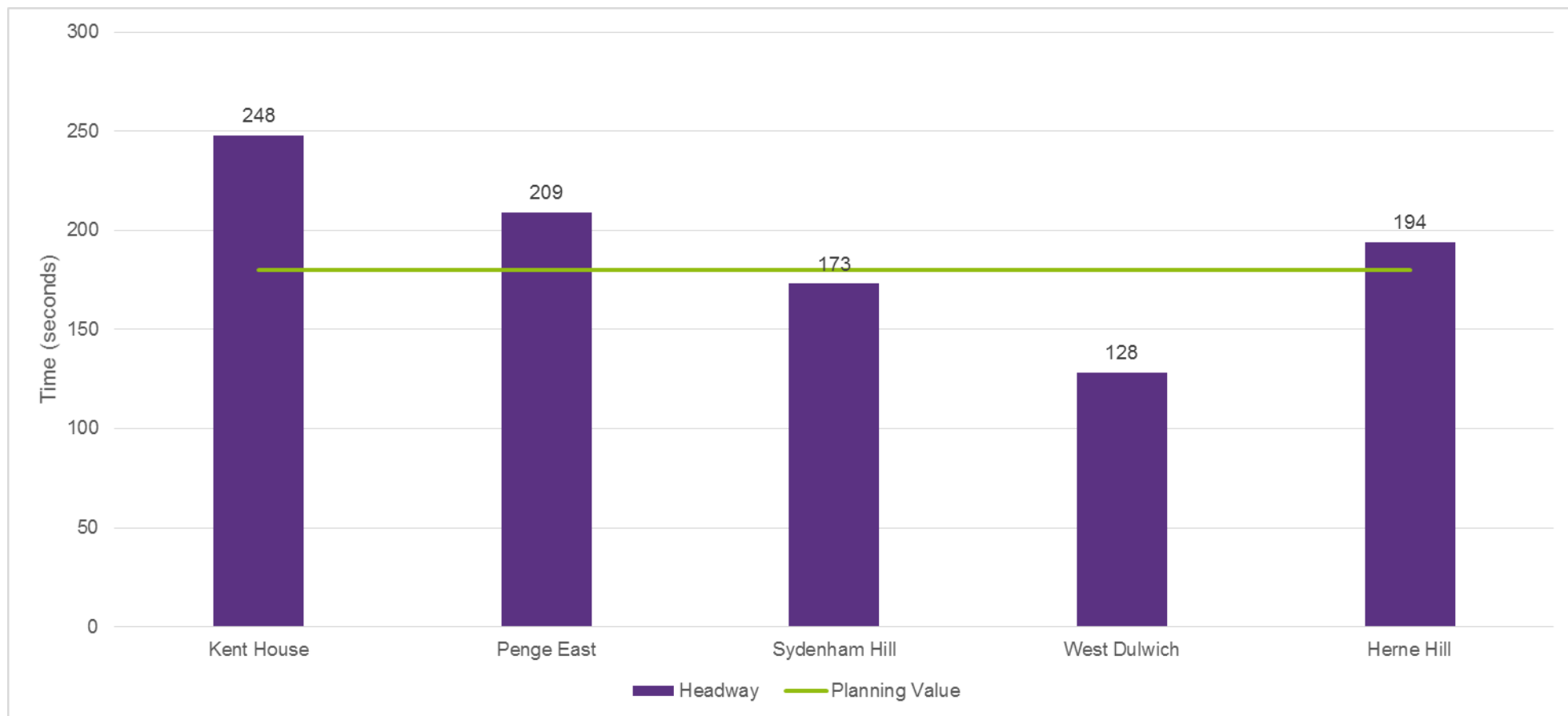
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_20	387	12	465	12	Up	Beckenham Jn	Herne Hill

Figure 3-103 Class 387 12-car followed by non-stopping Class 465 12-car Beckenham Jn - Herne Hill



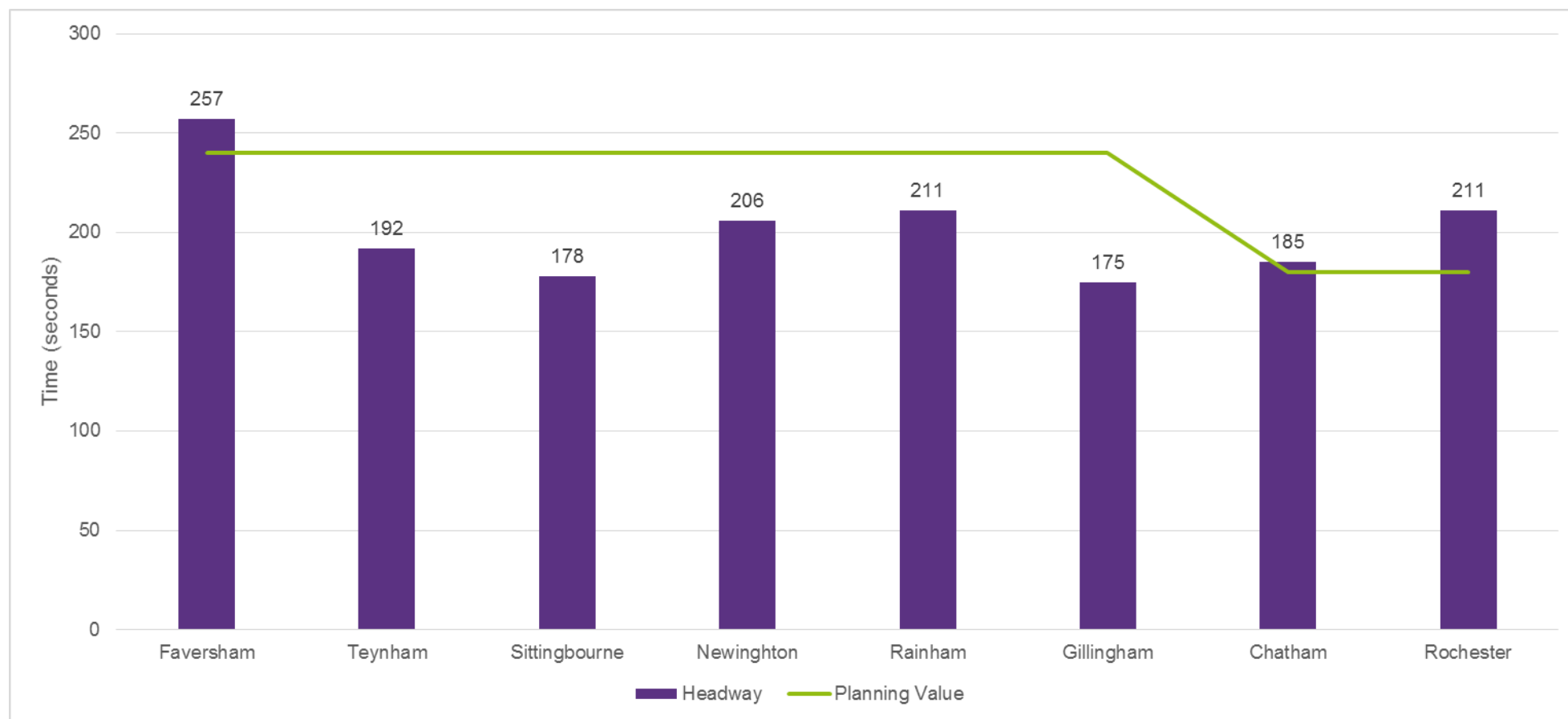
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_21	387	12	319	12	Up	Beckenham Jn	Herne Hill

Figure 3-104 Class 387 12-car followed by non-stopping Class 319 12-car Beckenham Jn - Herne Hill



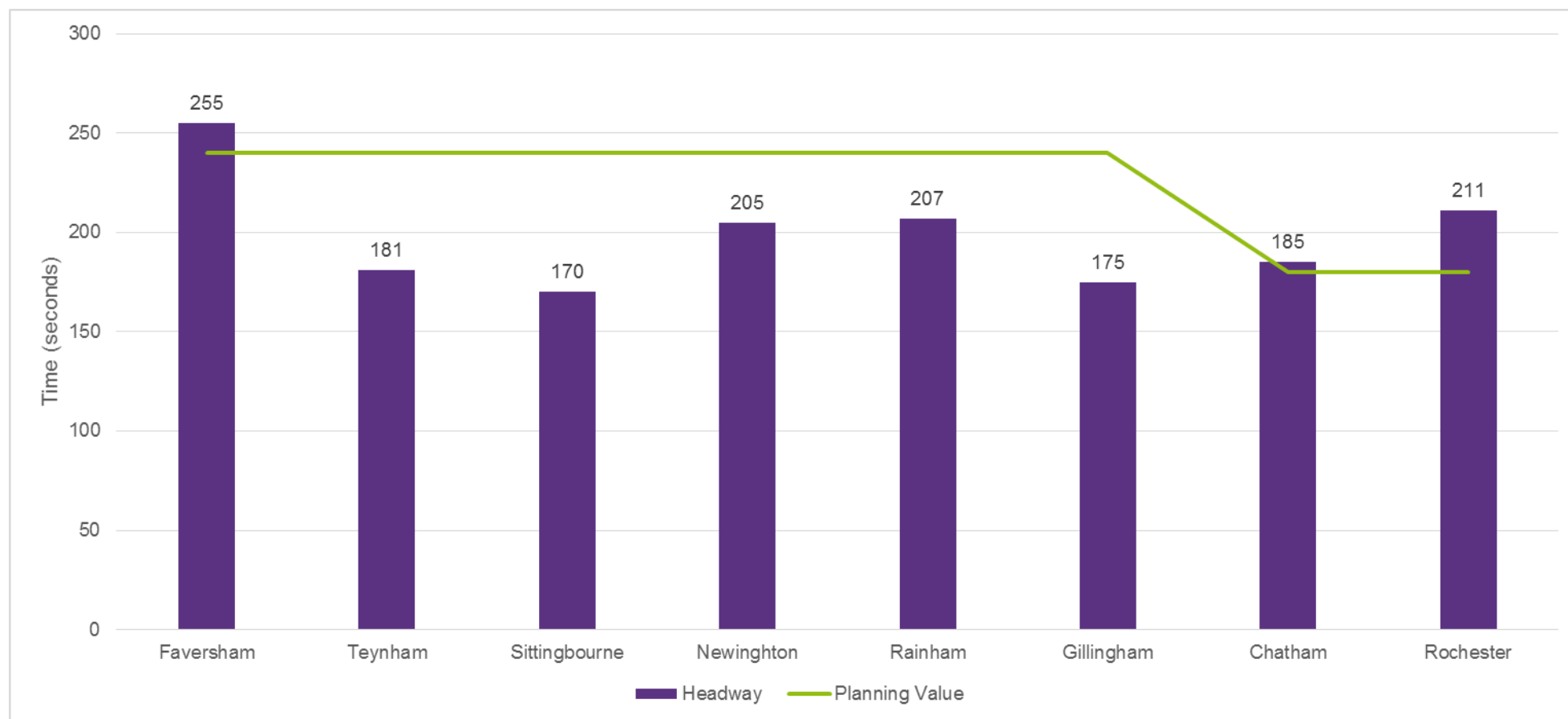
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_22	395	12	395	12	Up	Faversham	Rochester Bridge Jn

Figure 3-105 Class 395 12-car followed by non-stopping Class 395 12-car Faversham - Rochester Bridge Jn



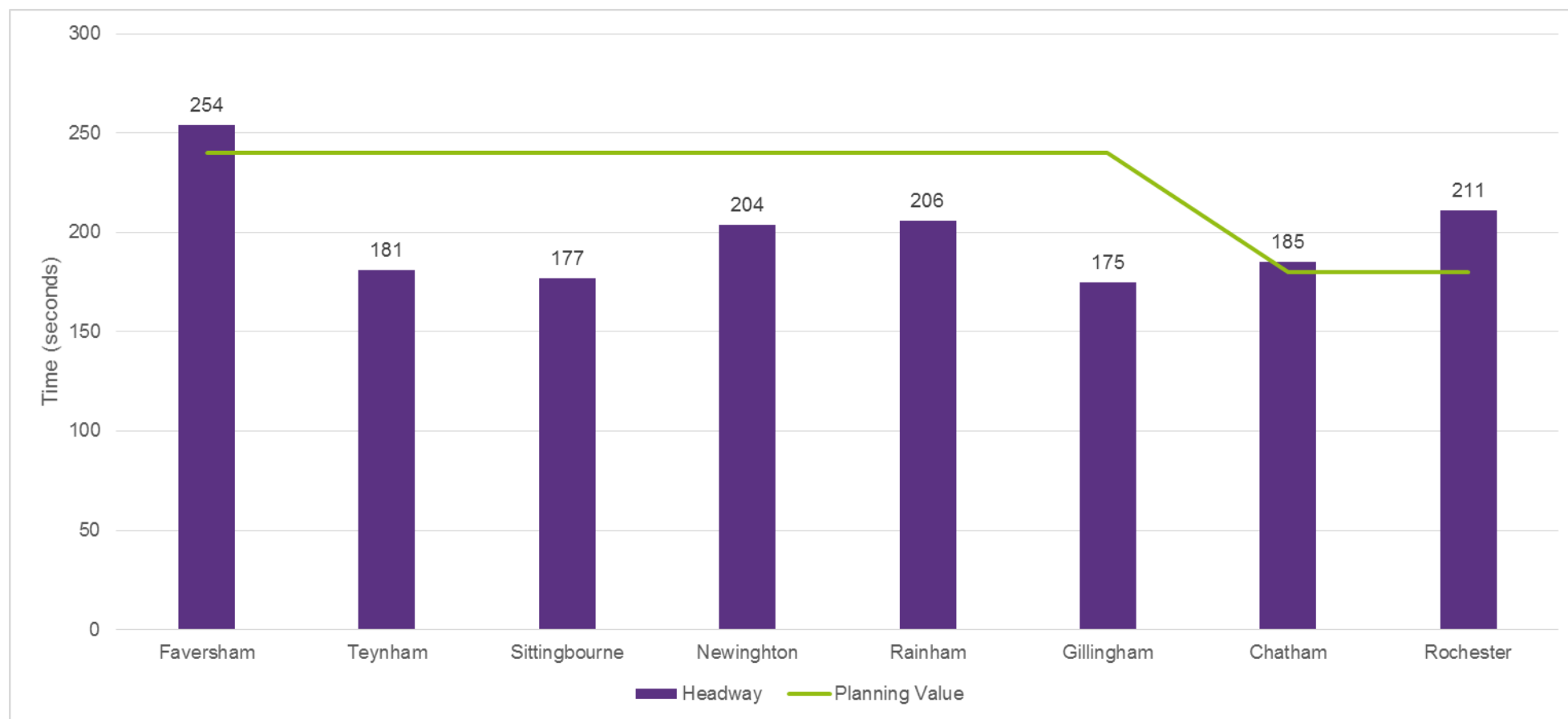
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_23	395	12	375	12	Up	Faversham	Rochester Bridge Jn

Figure 3-106 Class 395 12-car followed by non-stopping Class 375 12-car Faversham - Rochester Bridge Jn



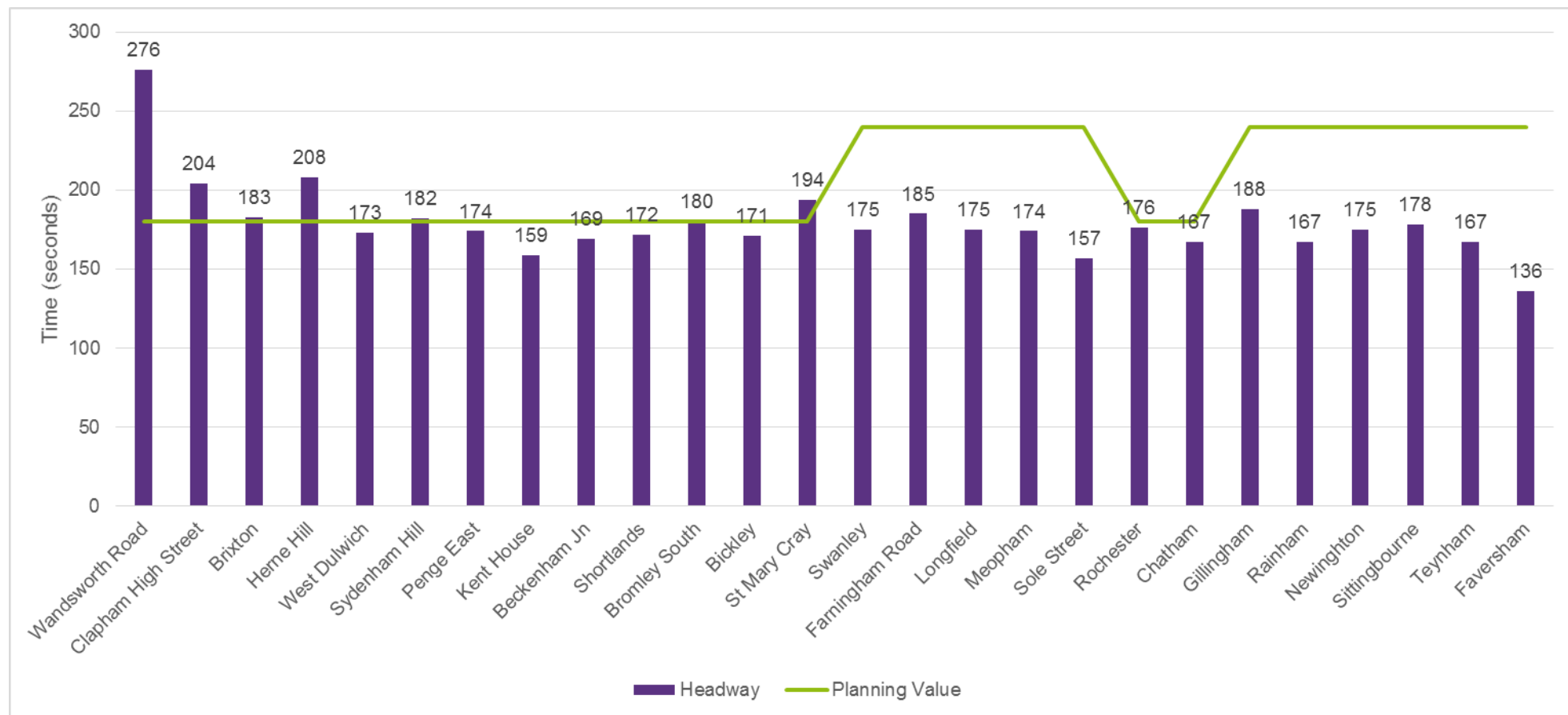
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_24	395	12	465	12	Up	Faversham	Rochester Bridge Jn

Figure 3-107 Class 395 12-car followed by non-stopping Class 465 12-car Faversham - Rochester Bridge Jn



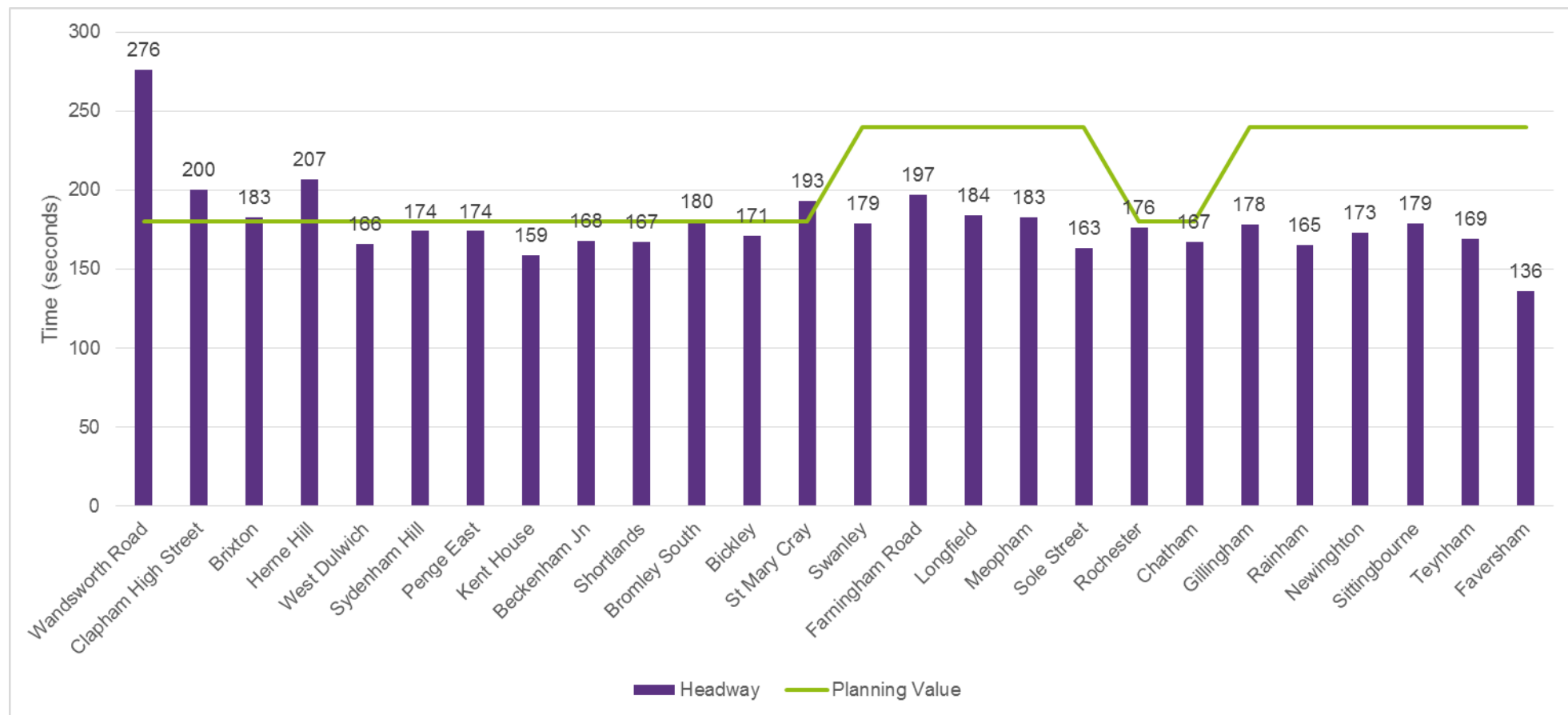
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_25	375	12	375	12	Down	London Victoria	Faversham

Figure 3-108 Class 375 12-car followed by non-stopping Class 375 12-car London Victoria - Faversham



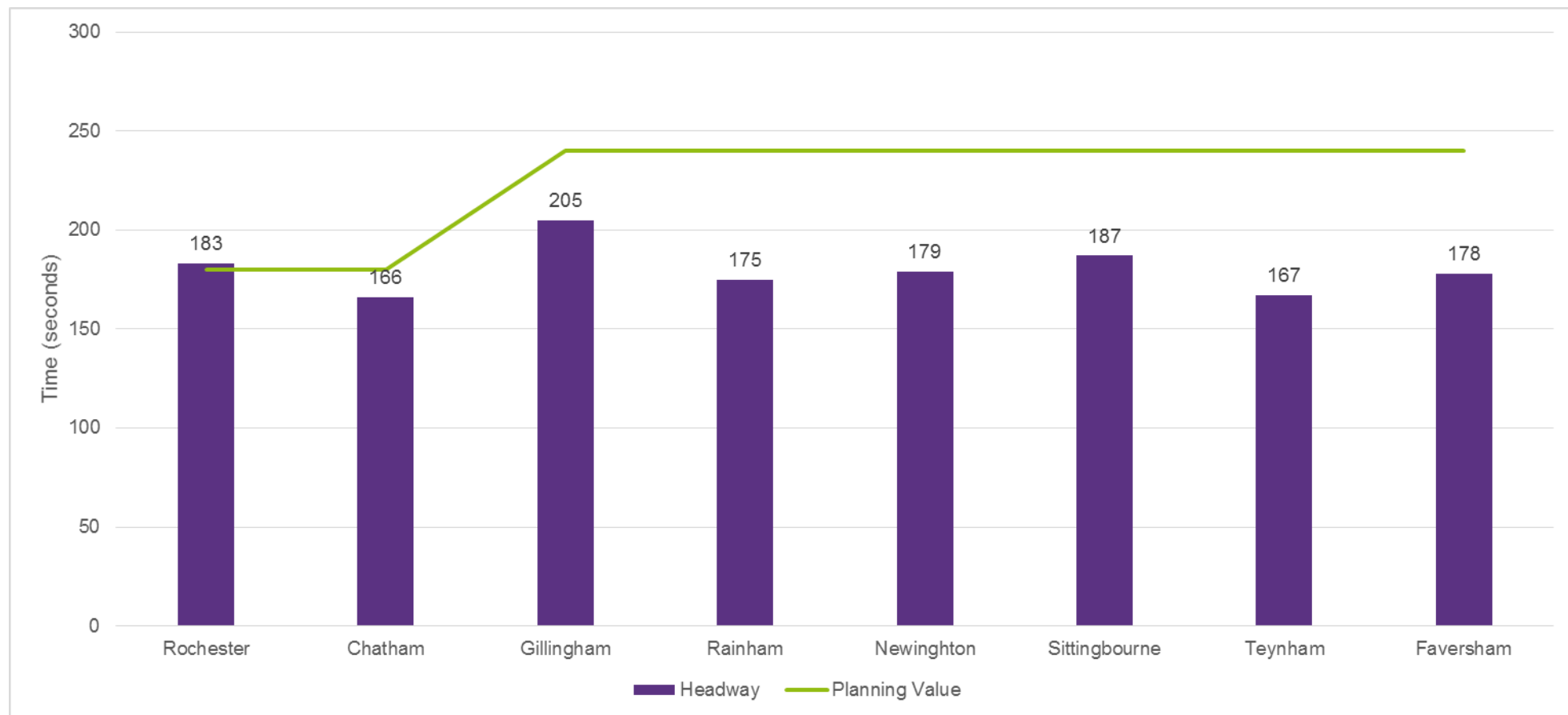
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_26	375	12	465	12	Down	London Victoria	Faversham

Figure 3-109 Class 375 12-car followed by non-stopping Class 465 12-car London Victoria - Faversham



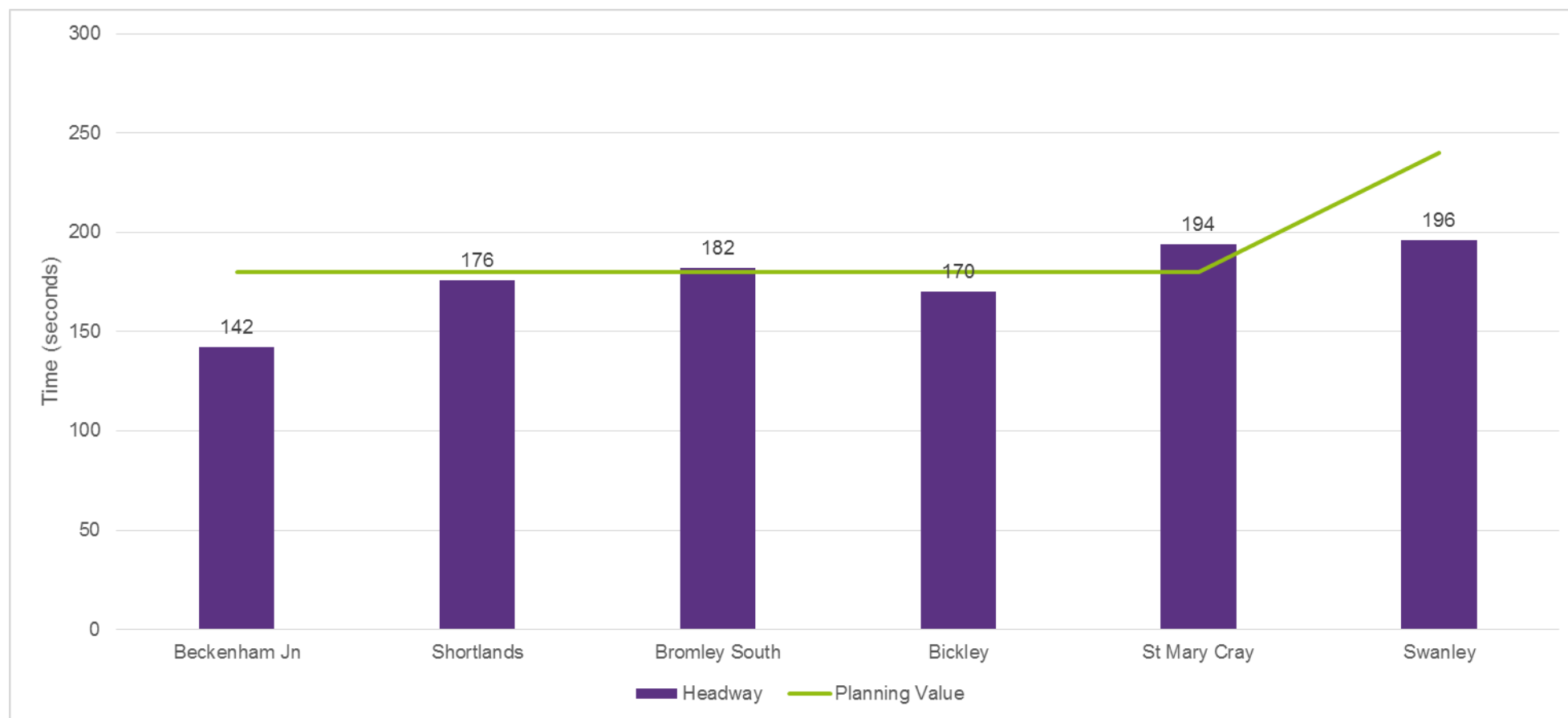
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_27	375	12	395	12	Down	Rochester Bridge Jn	Faversham

Figure 3-110 Class 375 12-car followed by non-stopping Class 395 12-car Rochester Bridge Jn - Faversham



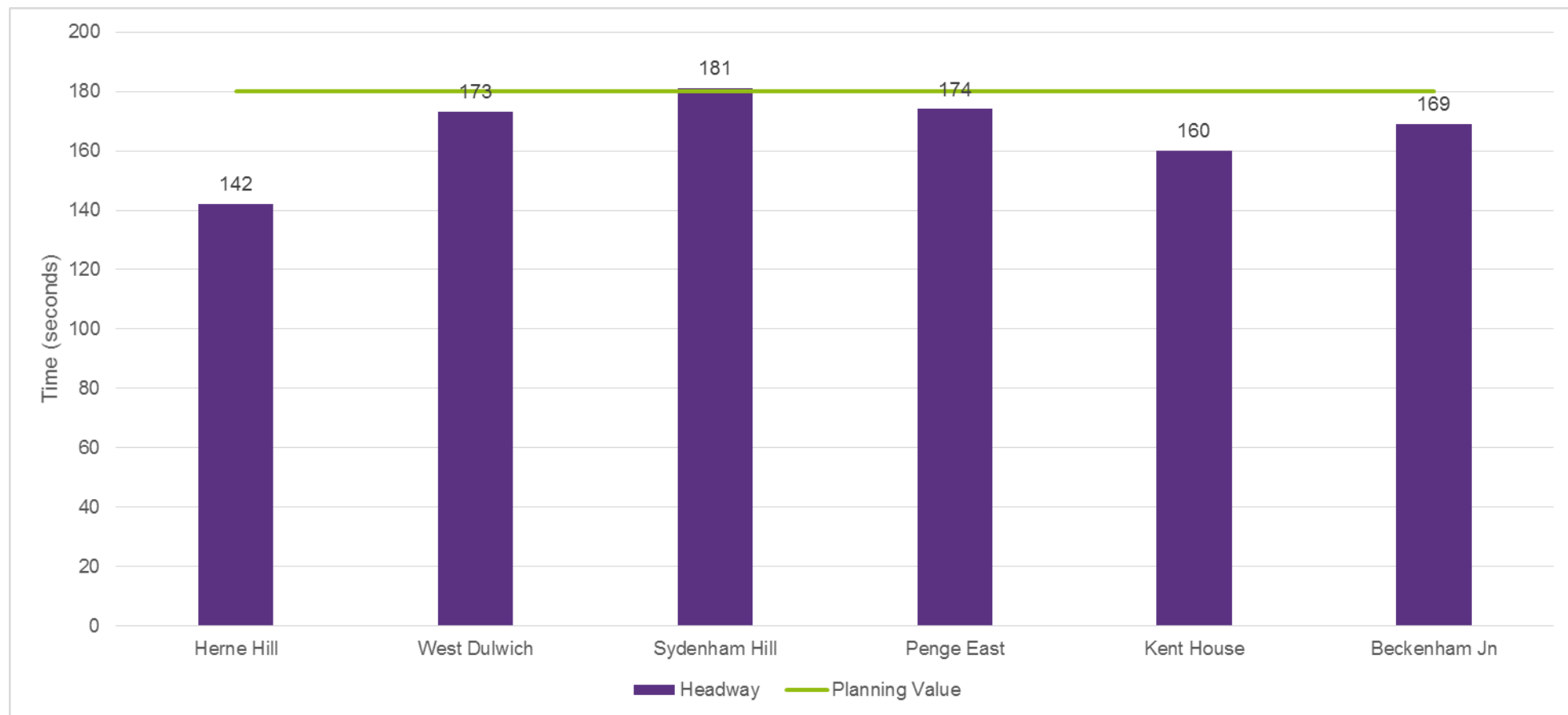
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_28	375	12	319	12	Down	Beckenham Jn	Swanley

Figure 3-111 Class 375 12-car followed by non-stopping Class 319 12-car Beckenham Jn - Swanley



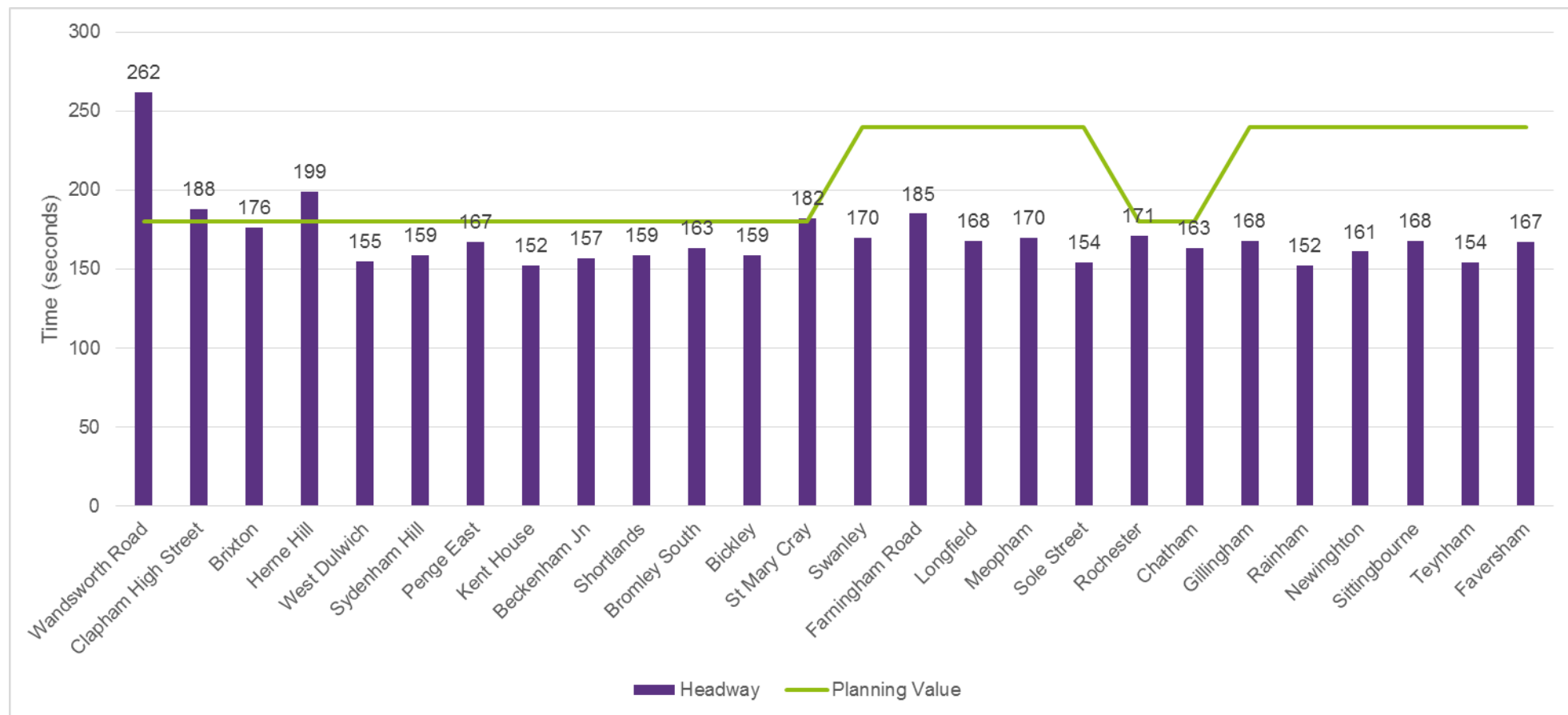
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_29	375	12	387	12	Down	Herne Hill	Beckenham Jn

Figure 3-112 Class 375 12-car followed by non-stopping Class 387 12-car Herne Hill - Beckenham Jn



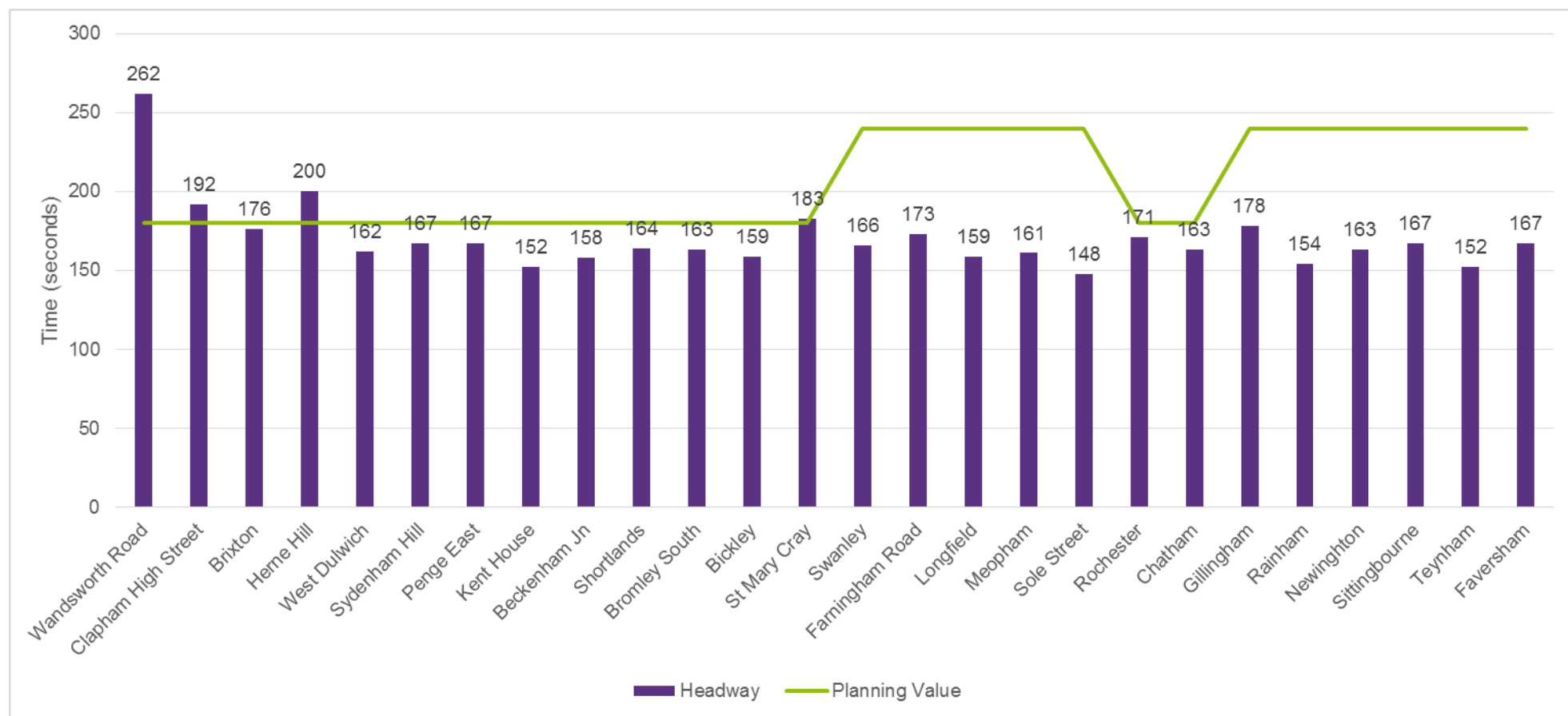
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_30	465	12	465	12	Down	London Victoria	Faversham

Figure 3-113 Class 465 12-car followed by non-stopping Class 465 12-car London Victoria - Faversham



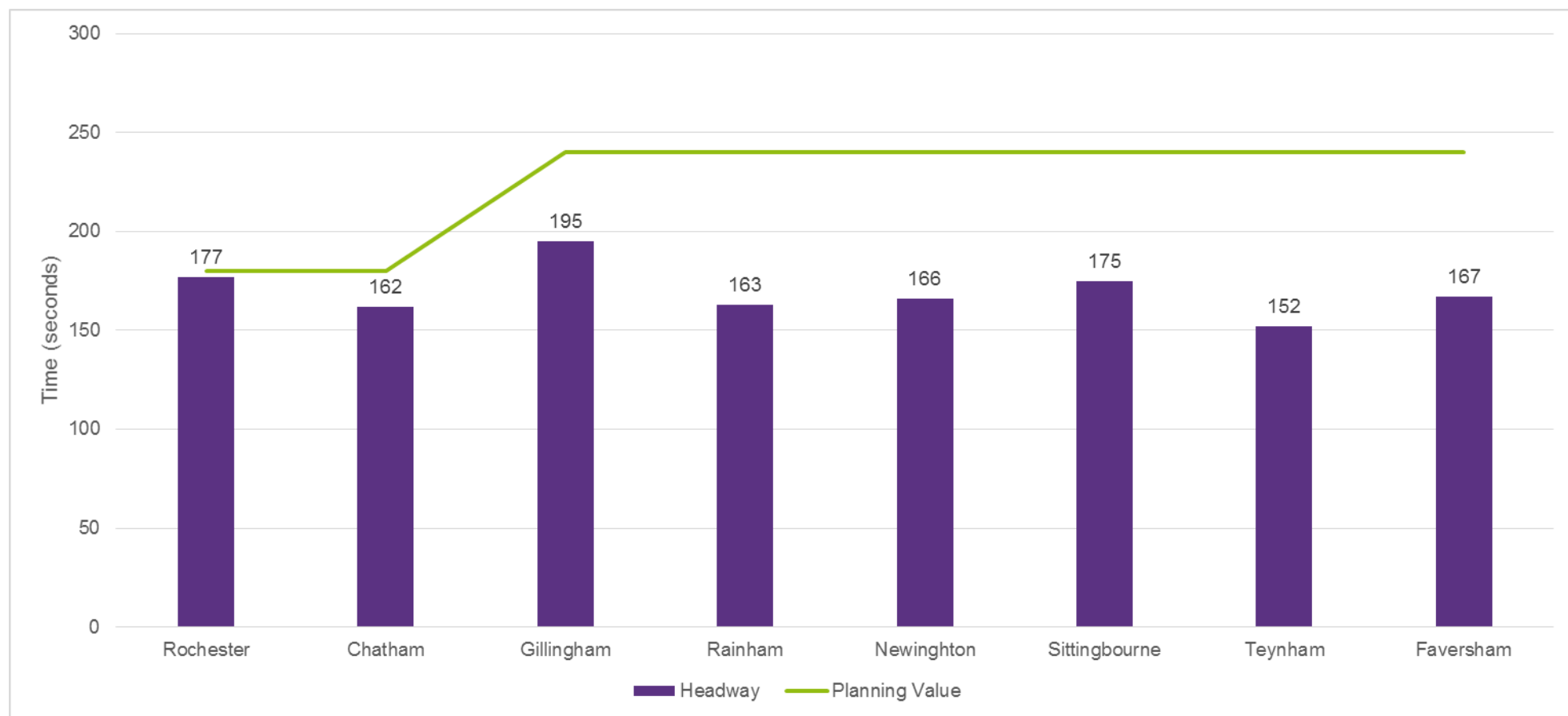
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_31	465	12	375	12	Down	London Victoria	Faversham

Figure 3-114 Class 465 12-car followed by non-stopping Class 375 12-car London Victoria - Faversham



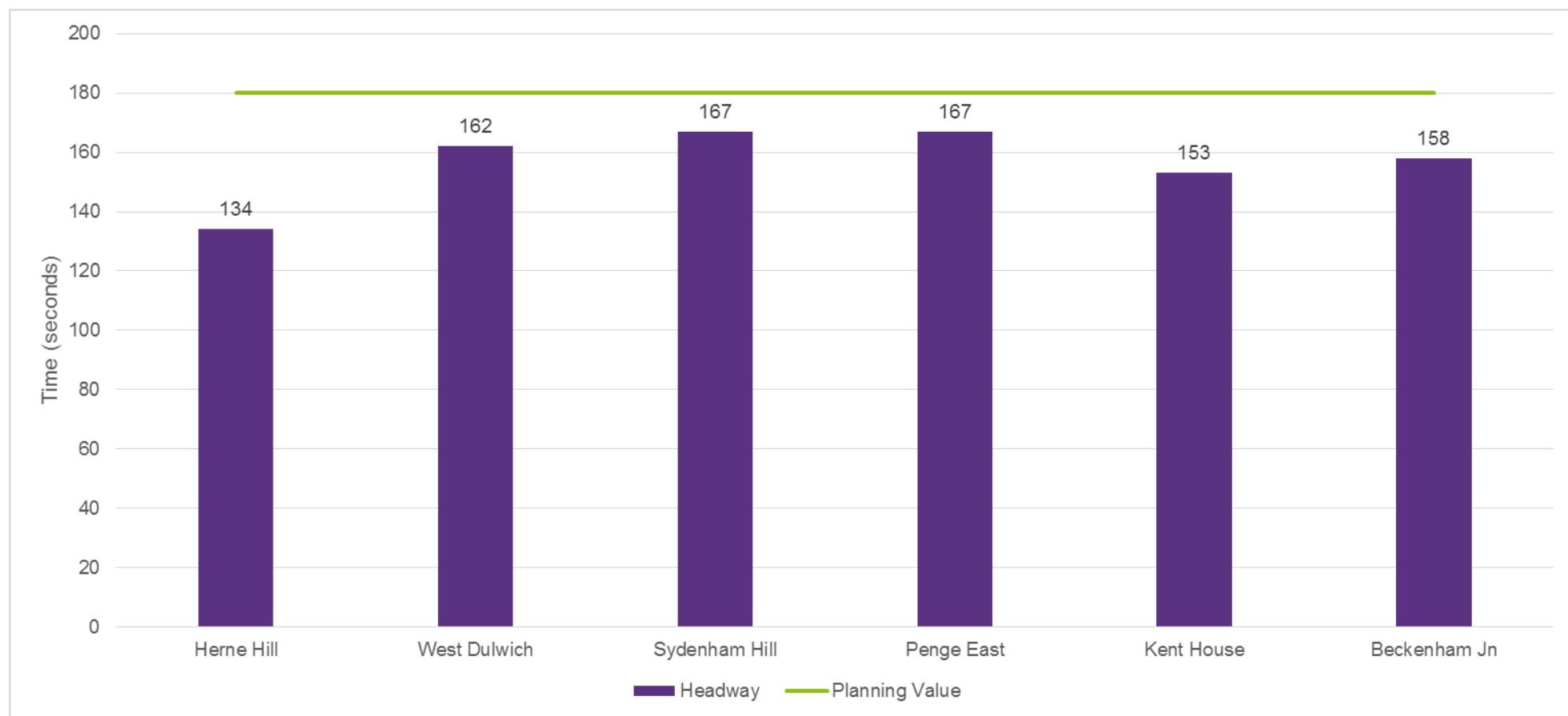
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_32	465	12	395	12	Down	Rochester Bridge Jn	Faversham

Figure 3-115 Class 465 12-car followed by non-stopping Class 395 12-car Rochester Bridge Jn - Faversham



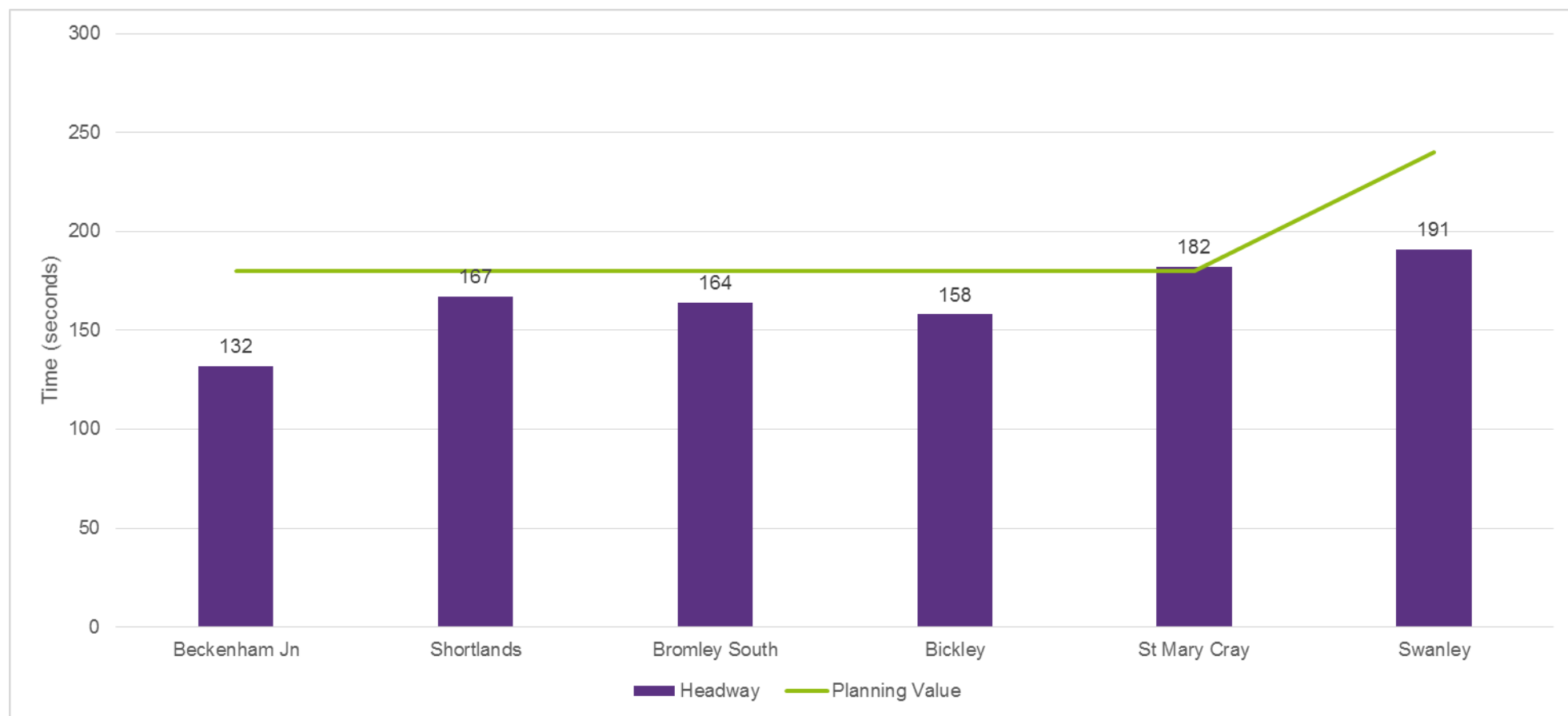
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_33	465	12	387	12	Down	Herne Hill	Beckenham Jn

Figure 3-116 Class 465 12-car followed by non-stopping Class 387 12-car Herne Hill - Beckenham Jn



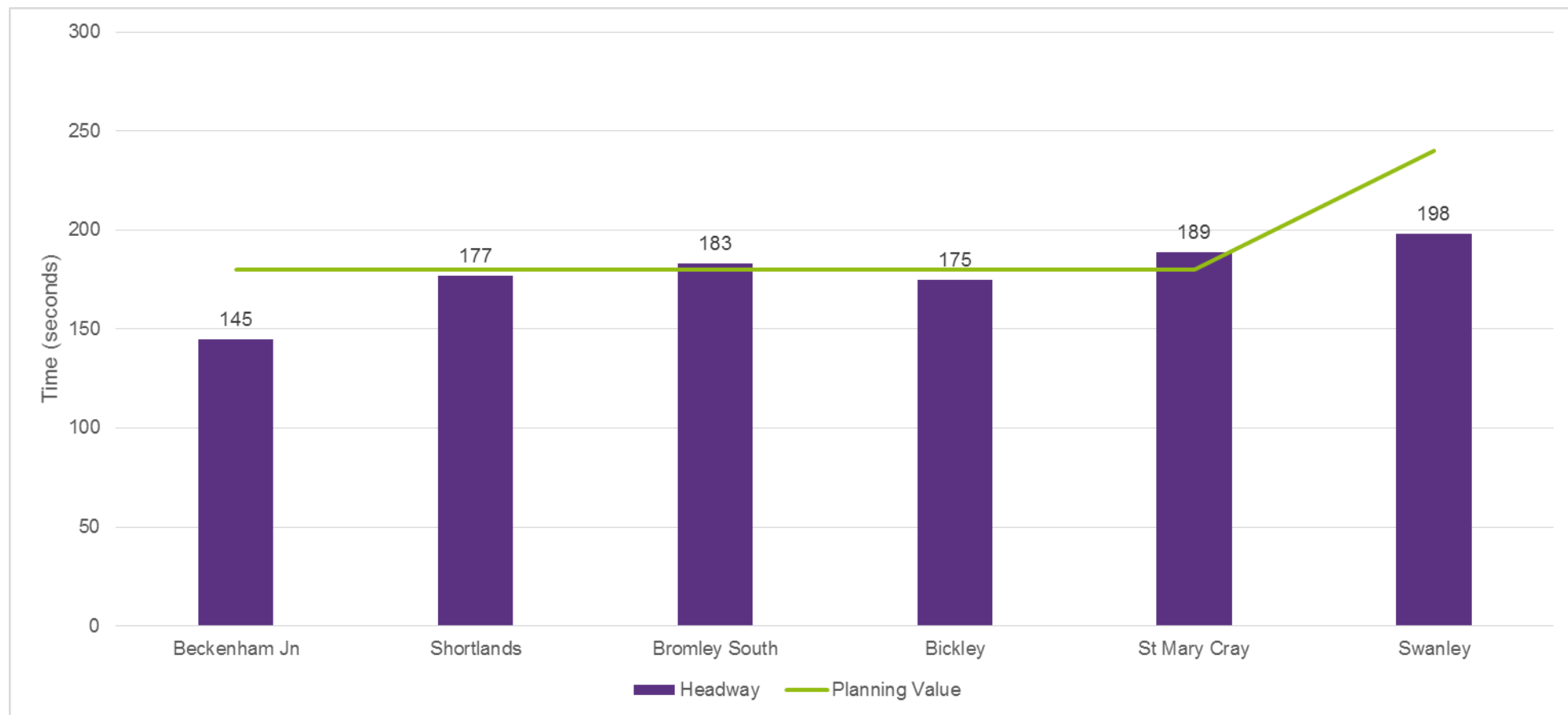
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_34	465	12	319	12	Down	Beckenham Jn	Swanley

Figure 3-117 Class 465 12-car followed by non-stopping Class 319 12-car Beckenham Jn - Swanley



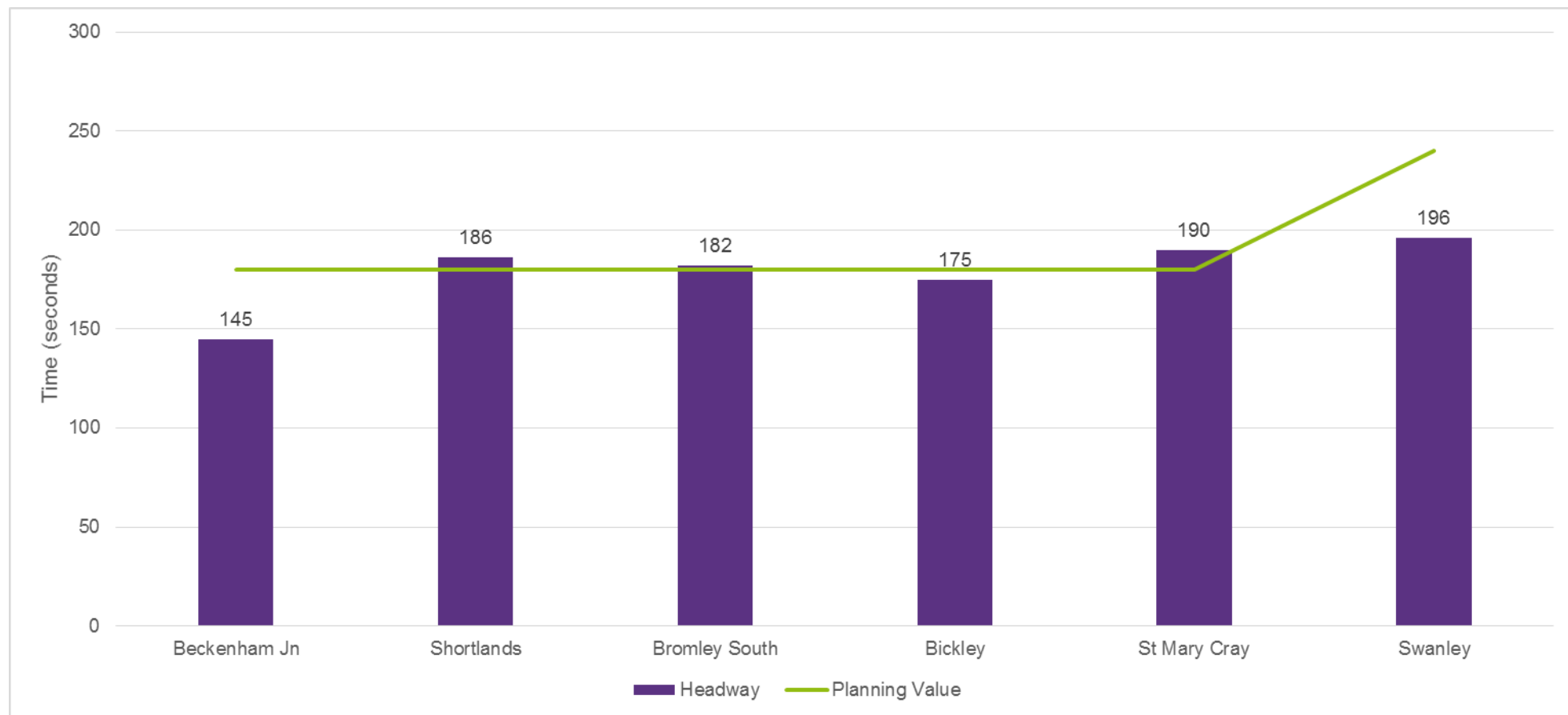
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_35	319	12	319	12	Down	Beckenham Jn	Swanley

Figure 3-118 Class 319 12-car followed by non-stopping Class 319 12-car Beckenham Jn - Swanley



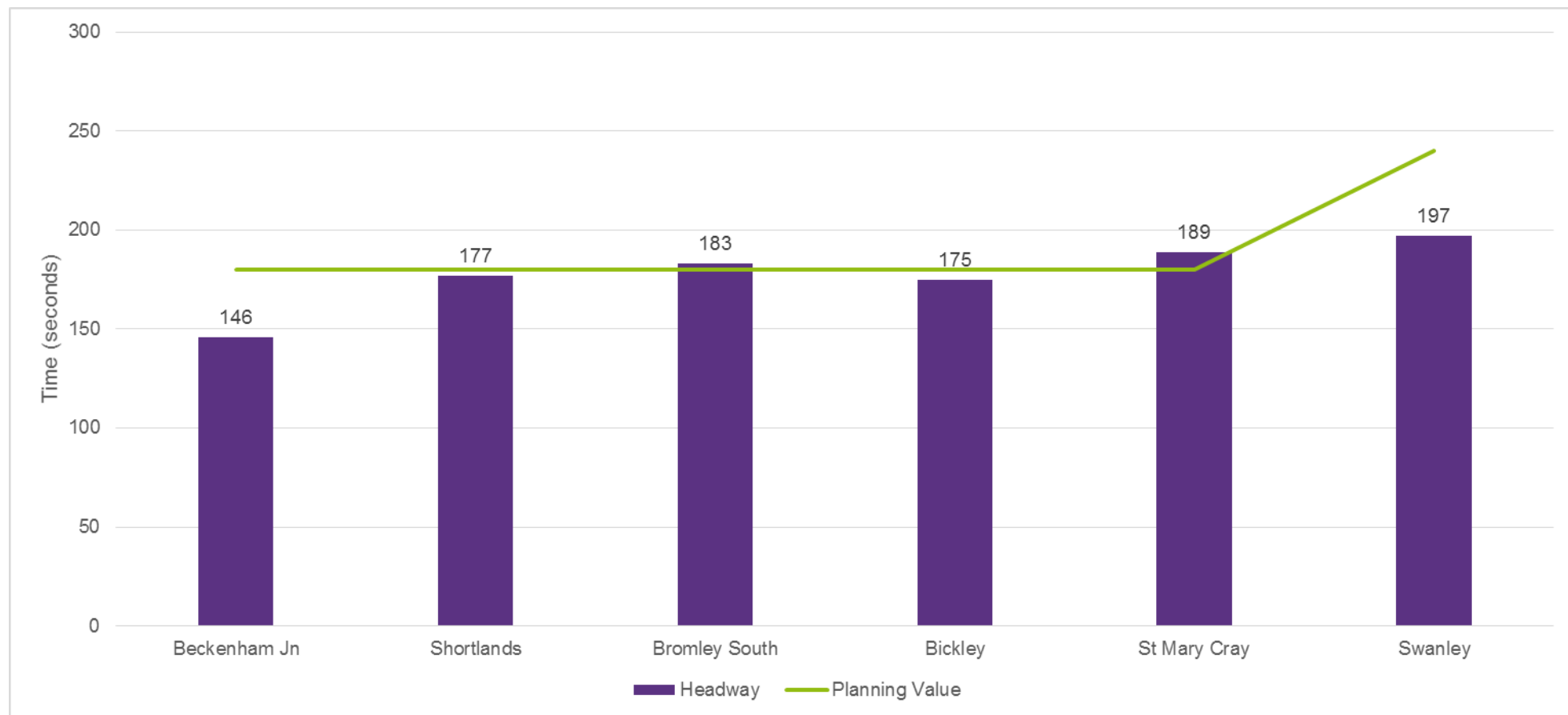
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_36	319	12	375	12	Down	Beckenham Jn	Swanley

Figure 3-119 Class 319 12-car followed by non-stopping Class 375 12-car Beckenham Jn - Swanley



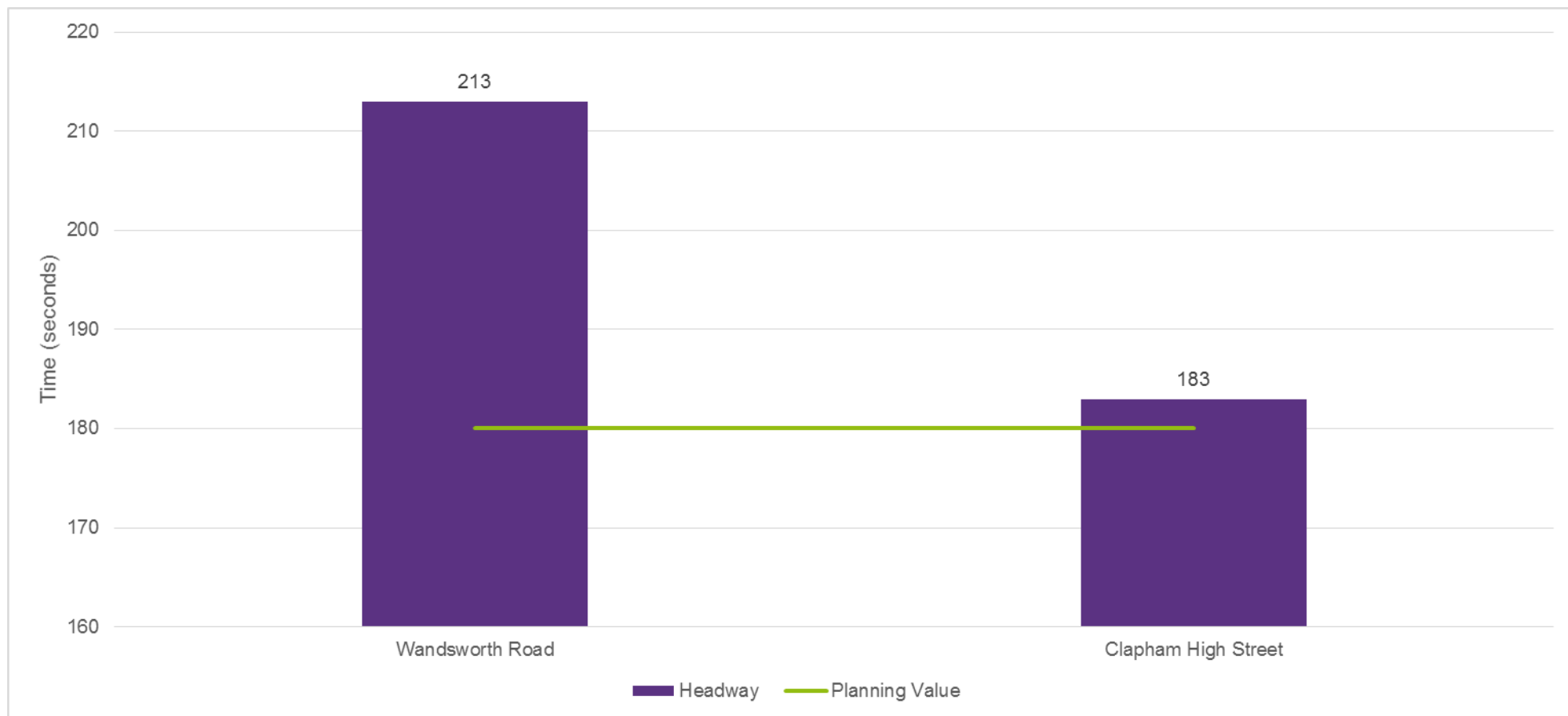
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_37	319	12	465	12	Down	Beckenham Jn	Swanley

Figure 3-120 Class 319 12-car followed by non-stopping Class 465 12-car Beckenham Jn - Swanley



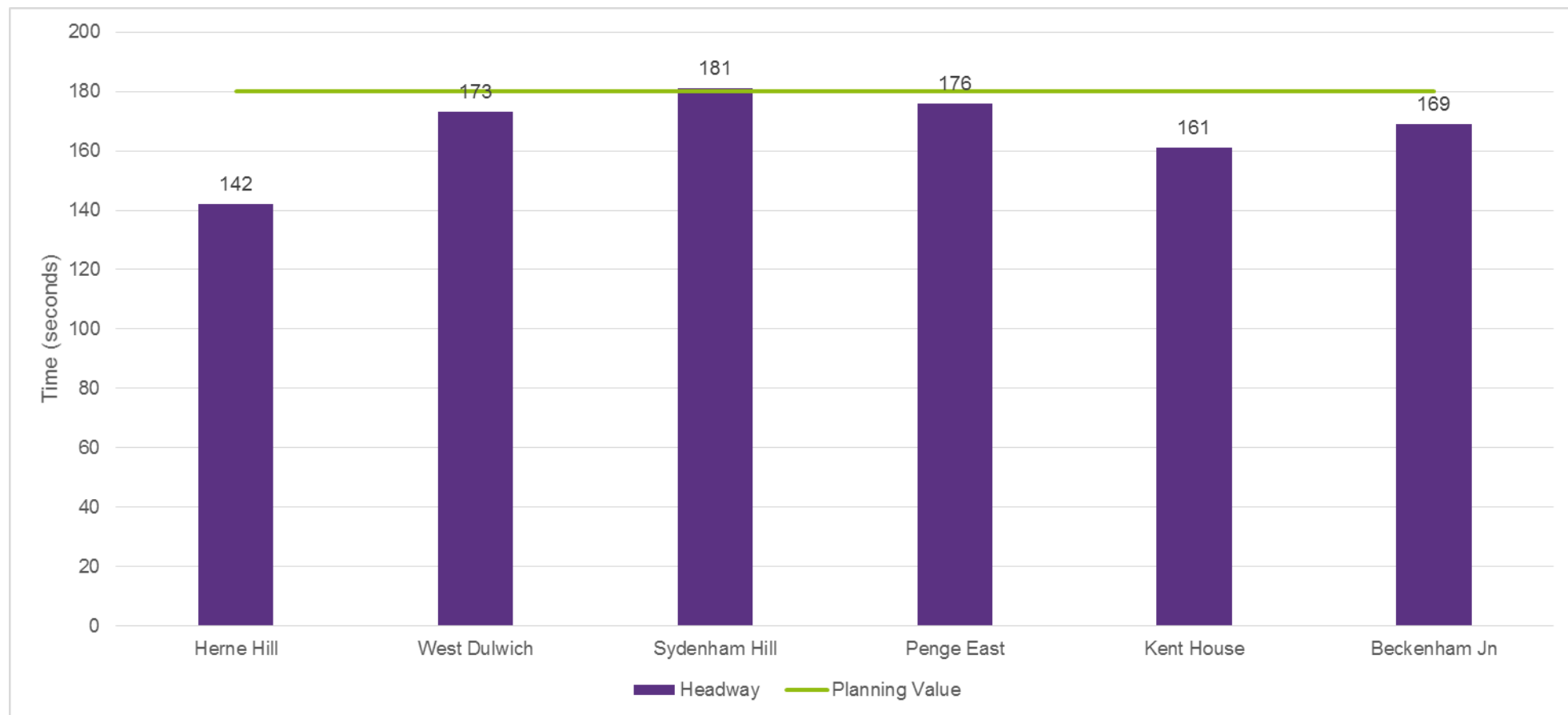
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_38	378	5	378	5	Down	Factory Jn	Brixton

Figure 3-121 Class 378 5-car followed by non-stopping Class 378 5-car Factory Jn - Brixton



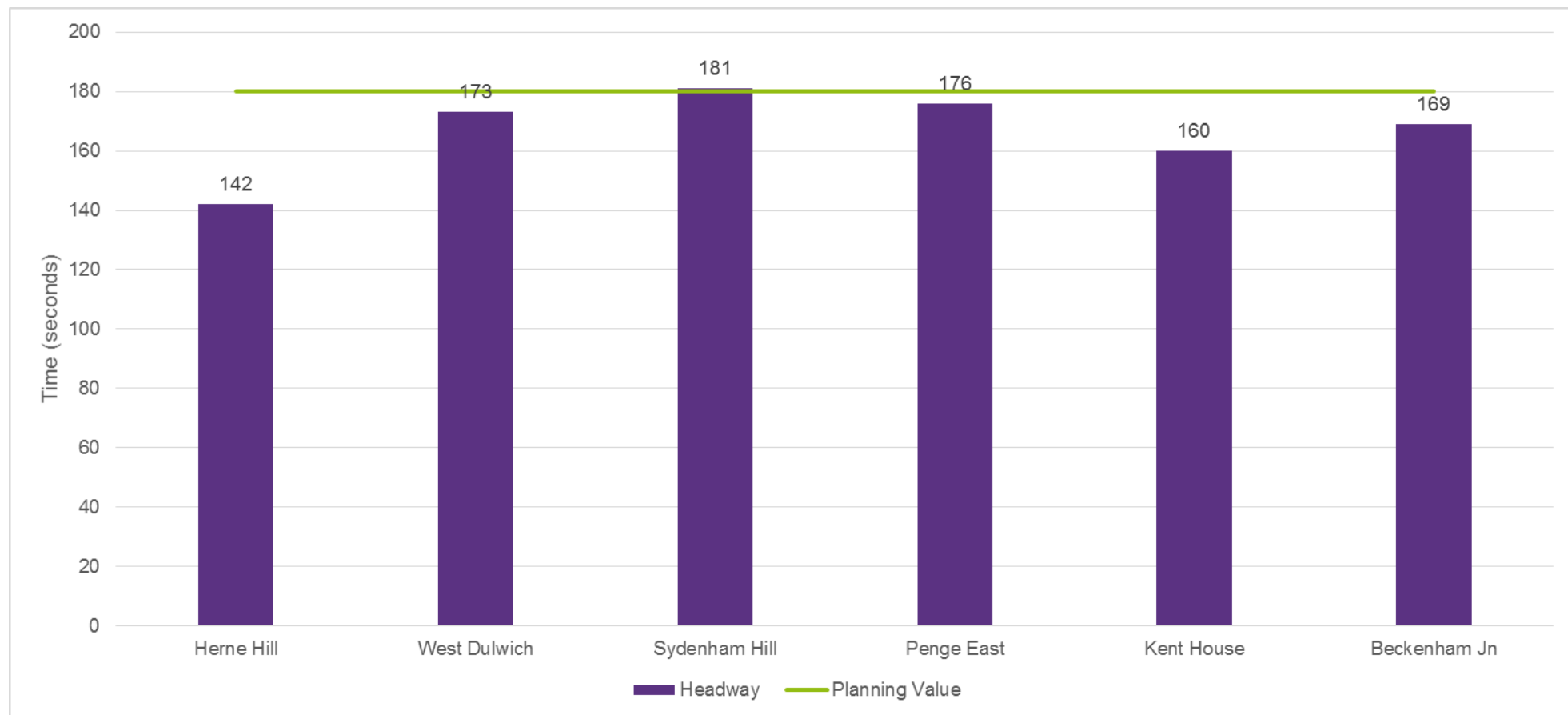
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_39	387	12	387	12	Down	Herne Hill	Beckenham Jn

Figure 3-122 Class 387 12-car followed by non-stopping Class 387 12-car Herne Hill - Beckenham Jn



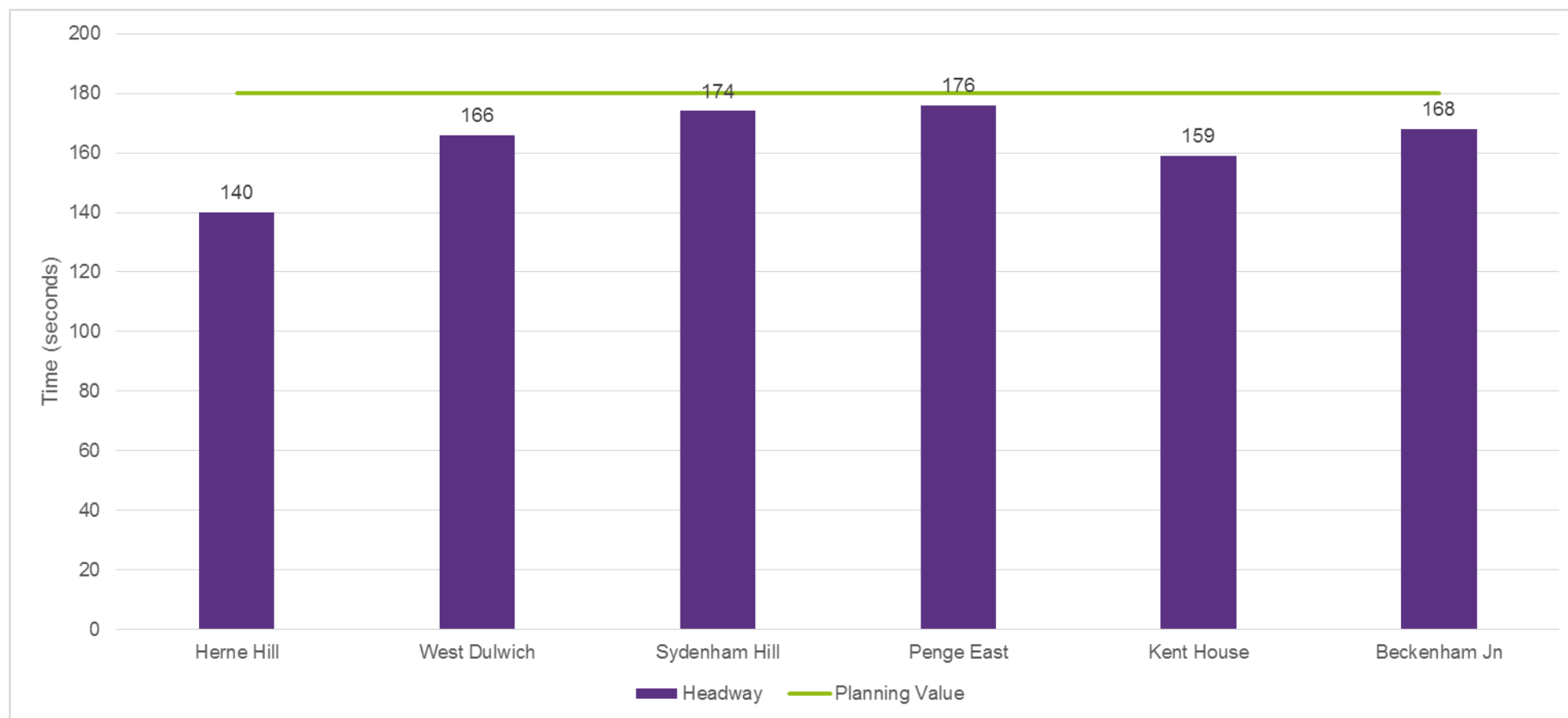
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_40	387	12	375	12	Down	Herne Hill	Beckenham Jn

Figure 3-123 Class 387 12-car followed by non-stopping Class 375 12-car Herne Hill - Beckenham Jn



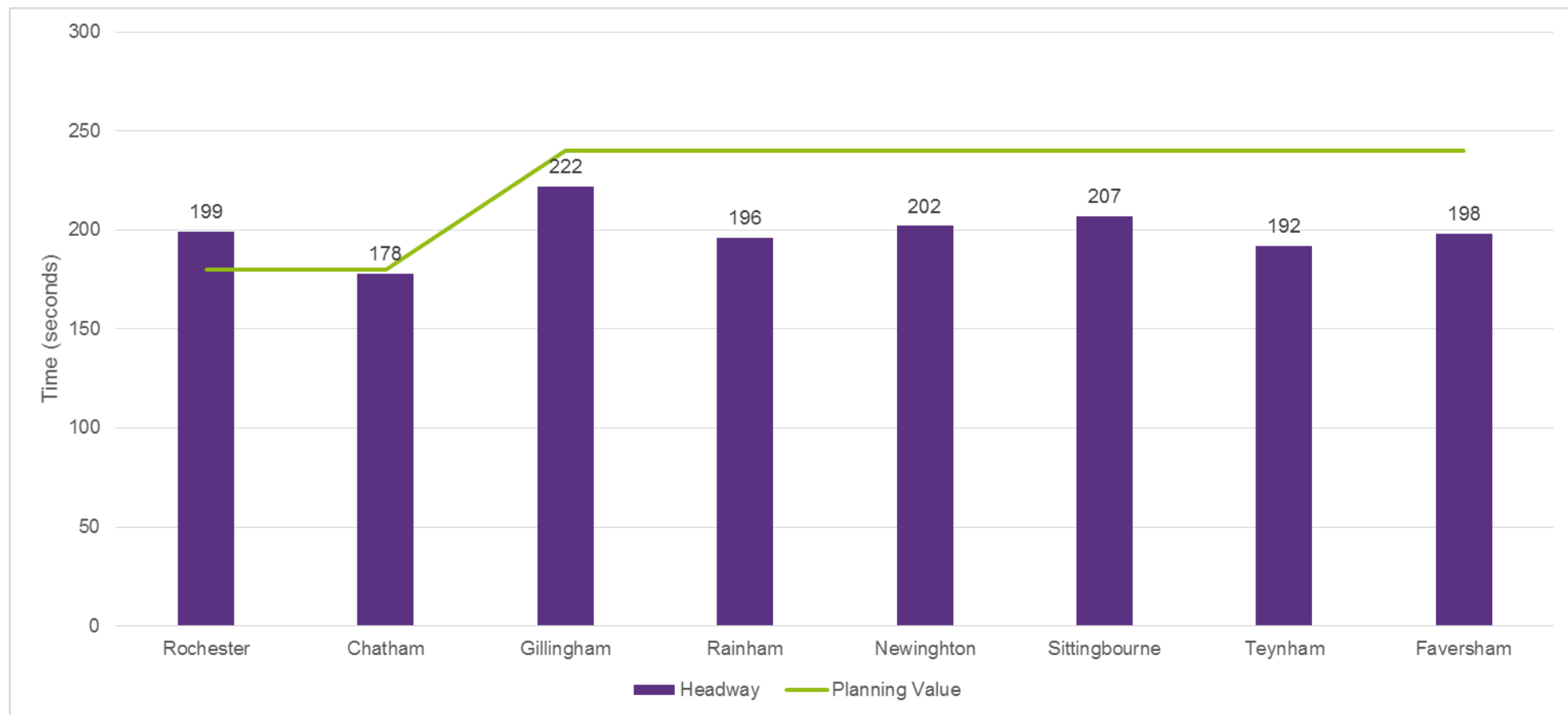
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_41	387	12	465	12	Down	Herne Hill	Beckenham Jn

Figure 3-124 Class 387 12-car followed by non-stopping Class 465 12-car Herne Hill - Beckenham Jn



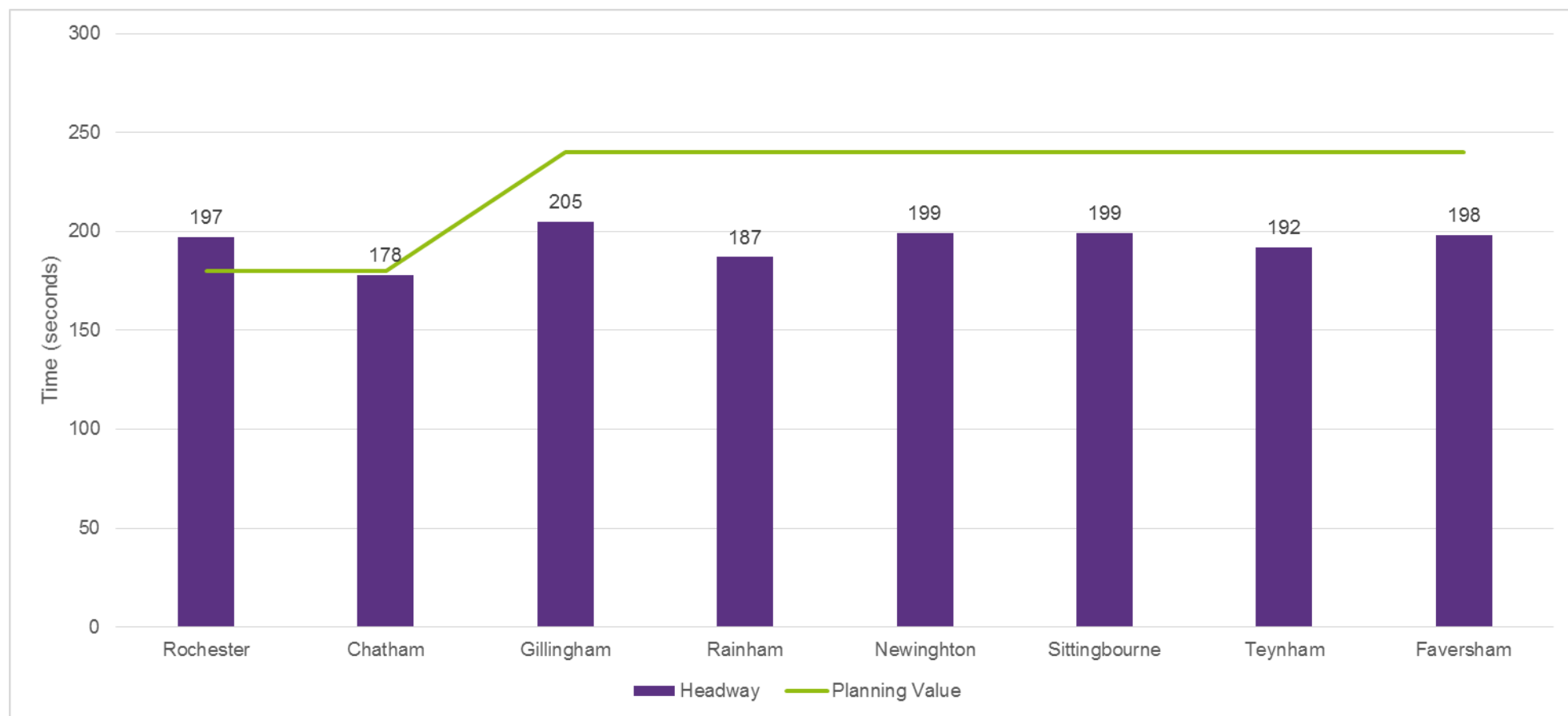
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_42	395	12	395	12	Down	Rochester Bridge Jn	Faversham

Figure 3-125 Class 395 12-car followed by non-stopping Class 395 12-car Rochester Bridge Jn - Faversham



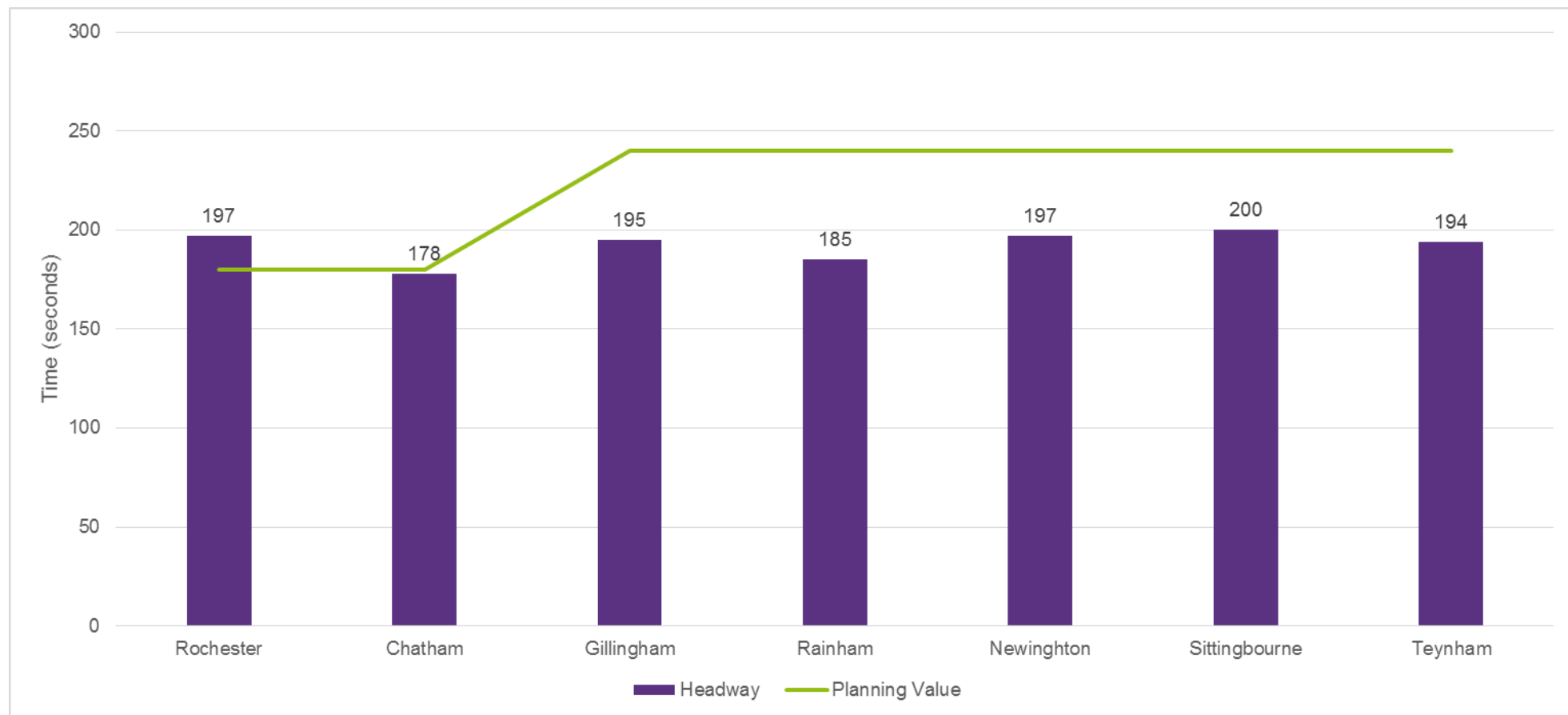
Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_43	395	12	375	12	Down	Rochester Bridge Jn	Faversham

Figure 3-126 Class 395 12-car followed by non-stopping Class 375 12-car Rochester Bridge Jn - Faversham



Ref No.	Train 1 Type	Train 1 No. of cars	Train 2 Type	Train 2 No. of cars	Direction	From	To
SH_44	395	12	465	12	Down	Rochester Bridge Jn	Faversham

Figure 3-127 Class 395 12-car followed by non-stopping Class 465 12-car Rochester Bridge Jn - Faversham



3.3. Junction Margin

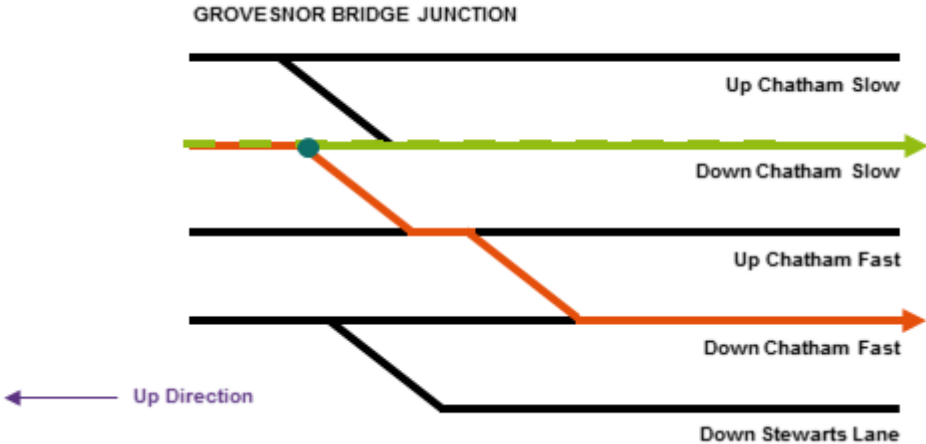
This section shows the junction margin around the different train interactions. A full list of scenarios specified can be found in Appendix C.

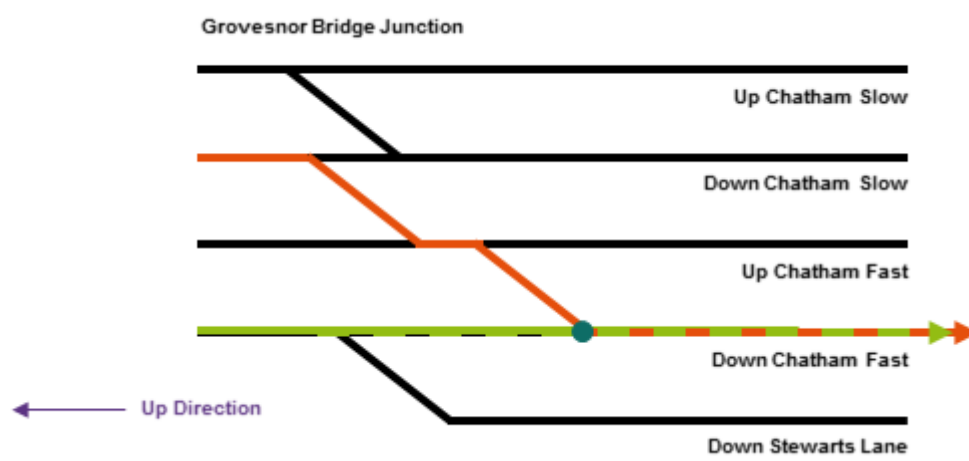
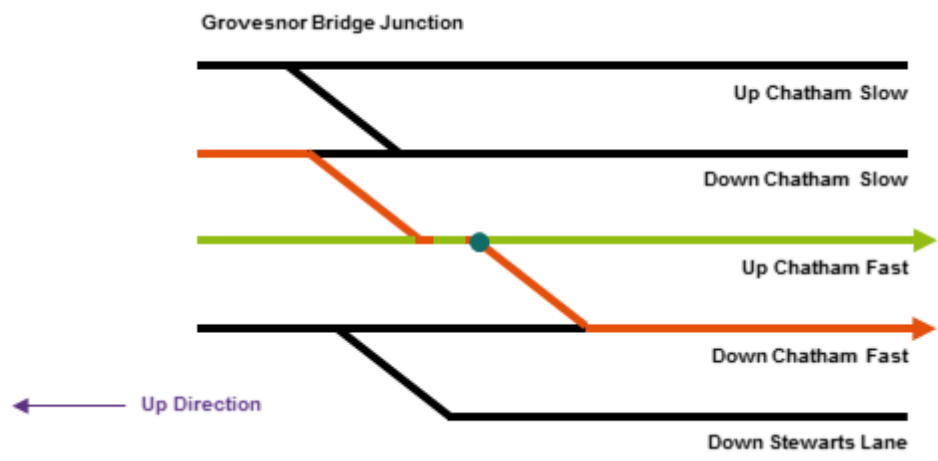
There are some simulations that have been excluded in this report, with others amended from the specification. These are outlined in Table 3-4.

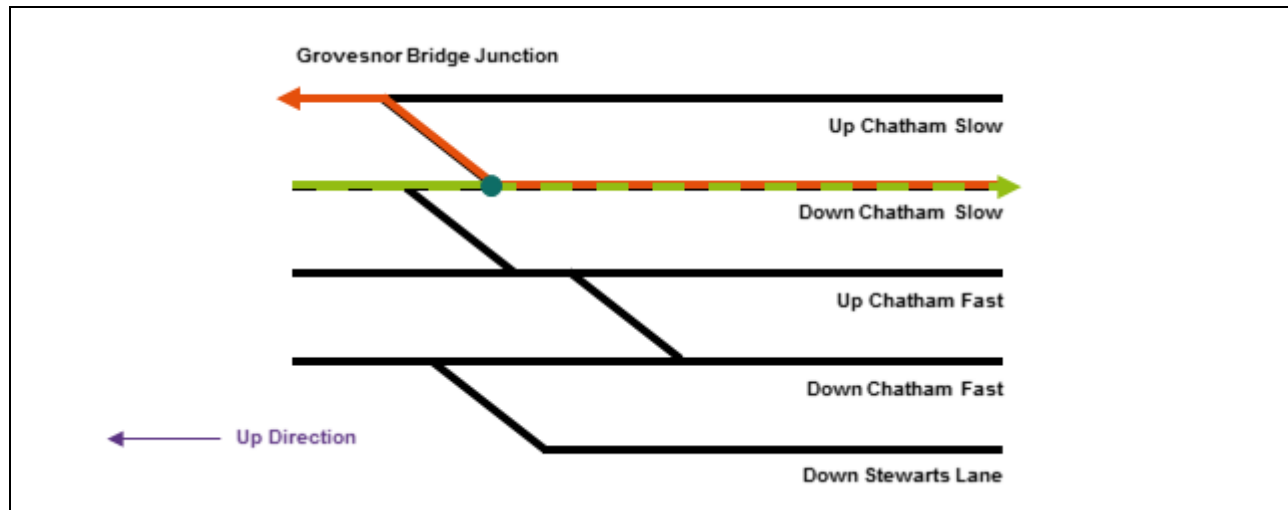
Table 3-4 Amendment to the SE6 specification – Junction Margin

Ref. No.	Location	Type	Train 1	Train 2	Notes
JM_17	Voltaire Junction	Diverging	P50	P02	Train 50A is run instead of P50
JM_19	Voltaire Junction	Diverging	P51	P49	Train 51A is run instead of P50
JM_20	Voltaire Junction	Diverging	F12	P51	Train 51A is run instead of P50
JM_21	Voltaire Junction	Converging	P50	P48	Train 50A is run instead of P50
JM_22	Voltaire Junction	Converging	F13	P50	Train 50A is run instead of P50
JM_23	Voltaire Junction	Converging	P51	P01	Train 51A is run instead of P50
JM_24	Voltaire Junction	Crossing	P50	P01	Train 50A is run instead of P50
JM_25	Voltaire Junction	Crossing	P50	P42	Train 50A is run instead of P50
JM_26	Voltaire Junction	Crossing	P51	P48	Train 51A is run instead of P50
JM_27	Voltaire Junction	Crossing	F13	P51	Train 51A is run instead of P50
JM_44A	Herne Hill	Diverging	P45	P44A	New entry – Train 2 not stopping at platform
JM_46A	Herne Hill	Diverging	P41	P33A	New entry – Train 2 not stopping at platform
JM_72	Beckenham Junction	Crossing	P39	P38	Move not possible. Train 1 and 2 are swapped.
JM_95	Bickley Junction	Diverging	F10	P25	Duplicate from JM_94
JM_97	Bickley Junction	Diverging	F11	F5	Duplicate from JM_96
JM_117	Bickley Junction	Crossing	F10	P24	Duplicate from JM_116
JM_119	Bickley Junction	Crossing	F11	F1	Duplicate from JM_118
JM_122	St Mary Cray Junction	Diverging	P31	P24	Train 31 no longer crosses St Mary Cray Jn on Up Chatham Fast
JM_123	St Mary Cray Junction	Diverging	F1	P31	Train 31 no longer crosses St Mary Cray Jn on Up Chatham Fast
JM_142	Swanley	Converging	F1	P24	Train P23 is run instead of P24
JM_143	Swanley	Converging	F2	P24	Train P23 is run instead of P24
JM_151	Swanley	Crossing	P27	P25	Train P30 is run instead of P25, and the margin type is converging
JM_153	Swanley	Crossing	F4	P25	Train P30 is run instead of P25, and the margin type is converging
JM_155	Swanley	Crossing	F6	P25	Train P30 is run instead of P25, and the margin type is converging
JM_159	Rochester	Diverging	P21	P05	Noted P01 Comment 122, will not include as requested
JM_160	Rochester	Converging	P20	P05	Noted P01 Comment 122, will not include as requested

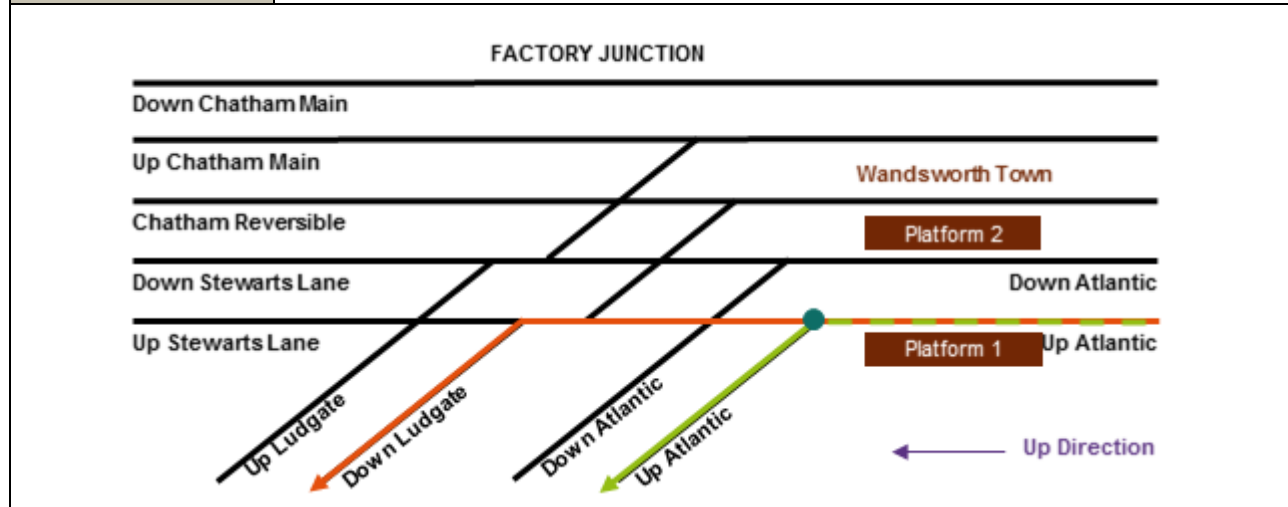
Ref. No.	Location	Type	Train 1	Train 2	Notes
JM_161	Rochester	Converging	P22	P06	Noted P01 Comment 123, will not include as requested
JM_162	Rochester	Crossing	P22	P05	Noted P01 Comment 123, will not include as requested
JM_183 A	Sittingbourne	Converging	P09	P06	New entry – Train 2 not stopping at platform
JM_184 A	Sittingbourne	Converging	P10	P05	New entry – Train 2 not stopping at platform

	
Ref. No.	JM_1
Location	Grosvenor Bridge Junction
Type	Diverging
Train 1	P56
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P58
Train 2 Type	Class 465, 8-car, 75mph
Movement	P56 - Down Chatham Slow to Down Chatham Fast
Margin (seconds)	71

 <p>Grovesnor Bridge Junction</p> <p>Up Chatham Slow</p> <p>Down Chatham Slow</p> <p>Up Chatham Fast</p> <p>Down Chatham Fast</p> <p>Up Direction</p> <p>Down Stewarts Lane</p>	
Ref. No.	JM_2
Location	Grosvenor Bridge Junction
Type	Converging
Train 1	P56
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P56 - Down Chatham Slow to Down Chatham Fast
Margin (seconds)	107
 <p>Grovesnor Bridge Junction</p> <p>Up Chatham Slow</p> <p>Down Chatham Slow</p> <p>Up Chatham Fast</p> <p>Down Chatham Fast</p> <p>Up Direction</p> <p>Down Stewarts Lane</p>	
Ref. No.	JM_3
Location	Grosvenor Bridge Junction
Type	Crossing
Train 1	P56
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P26
Train 2 Type	Class 465, 6-car, 75mph
Movement	P56 - Down Chatham Slow to Down Chatham Fast
Margin (seconds)	100



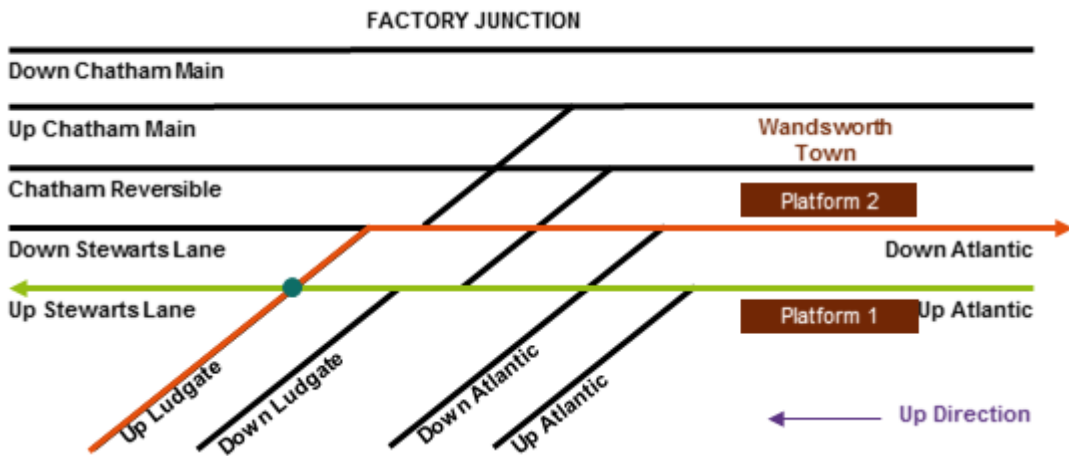
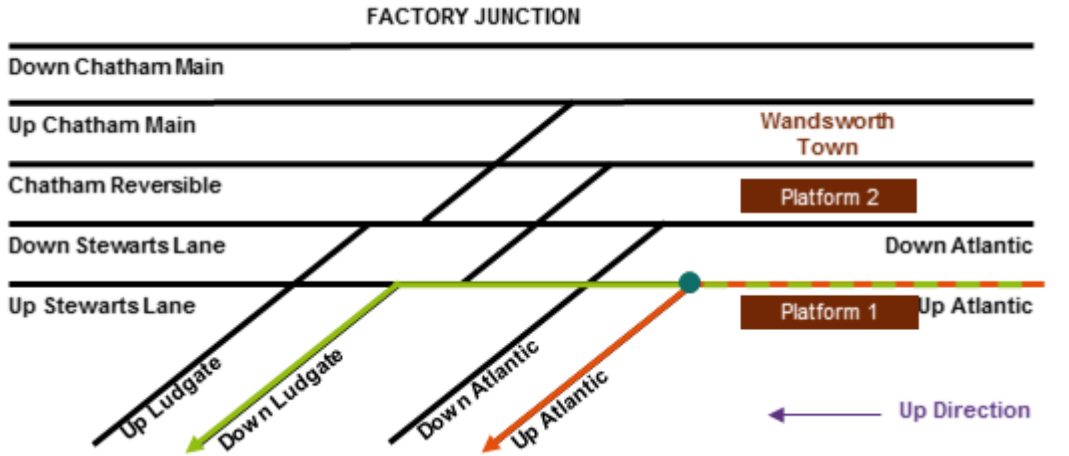
Ref. No.	JM_4
Location	Grosvenor Bridge Junction
Type	Crossing
Train 1	P01
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P58
Train 2 Type	Class 465, 8-car, 75mph
Movement	P01 – Down Chatham Slow (Chatham Reversible) to Up Chatham Slow
Margin (seconds)	74



Ref. No.	JM_5
Location	Factory Junction
Type	Diverging
Train 1	P49
Train 1 Type	Class 378, 4-car, 75mph
Train 2	P54
Train 2 Type	Class 375, 12-car, 100mph
Movement	P49 - Up Atlantic to Down Ludgate via Up Stewarts Lane
Margin (seconds)	114

Ref. No.	JM_6
Location	Factory Junction
Type	Diverging
Train 1	F12
Train 1 Type	Class 7, Traction Type 60, 752t, 45mph
Train 2	P54
Train 2 Type	Class 375, 12-car, 100mph
Movement	F12 - Up Atlantic to Down Ludgate via Up Stewarts Lane
Margin (seconds)	133
Ref. No.	JM_7
Location	Factory Junction
Type	Converging
Train 1	P48
Train 1 Type	Class 378, 4-car, 75mph
Train 2	P55
Train 2 Type	Class 375, 12-car, 100mph
Movement	P48 - Up Ludgate to Down Atlantic via Down Stewarts Lane
Margin (seconds)	164

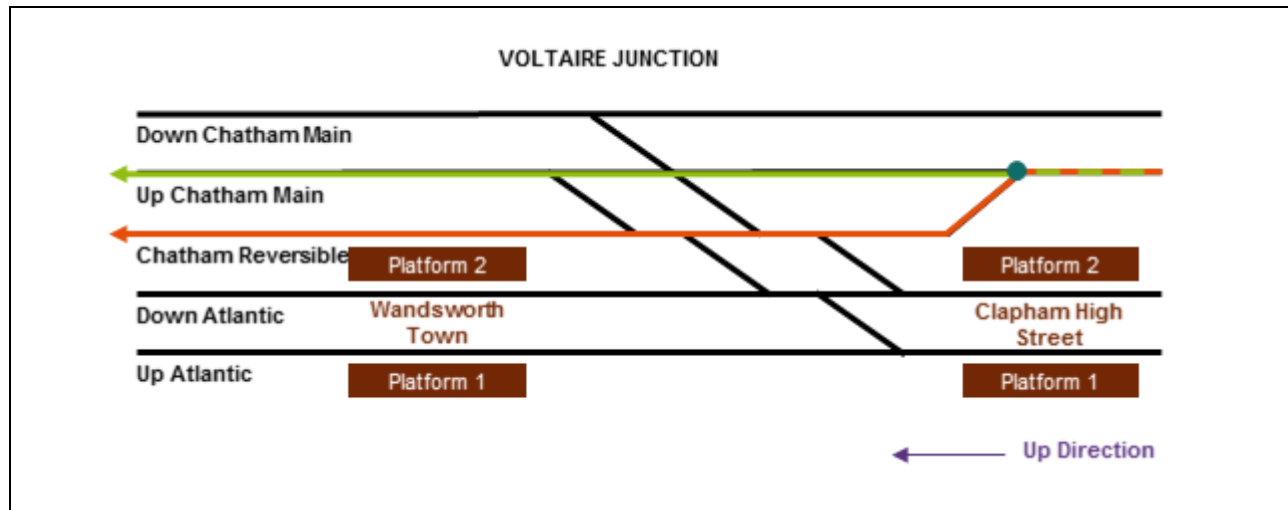
Ref. No.	JM_8
Location	Factory Junction
Type	Converging
Train 1	F13
Train 1 Type	Class 7, Traction Type 60, 1175t, 45mph
Train 2	P55
Train 2 Type	Class 375, 12-car, 100mph
Movement	F13 - Up Ludgate to Down Atlantic via Down Stewarts Lane
Margin (seconds)	176
Ref. No.	JM_9
Location	Factory Junction
Type	Crossing
Train 1	P48
Train 1 Type	Class 378, 4-car, 75mph
Train 2	P54
Train 2 Type	Class 375, 12-car, 100mph
Movement	P48 - Up Ludgate to Down Atlantic, crossing Up Stewarts Lane
Margin (seconds)	106

	
Ref. No.	JM_10
Location	Factory Junction
Type	Crossing
Train 1	F13
Train 1 Type	Class 7, Traction Type 60, 1175t, 45mph
Train 2	P54
Train 2 Type	Class 375, 12-car, 100mph
Movement	F13 - Up Ludgate to Down Atlantic, crossing Up Stewarts Lane
Margin (seconds)	139
	
Ref. No.	JM_11
Location	Factory Junction
Type	Diverging
Train 1	P52
Train 1 Type	Class 378, 4-car, 75mph
Train 2	P49
Train 2 Type	Class 378, 4-car, 75mph
Movement	P49 - Up Atlantic to Down Ludgate via Up Stewarts Lane
Margin (seconds)	167

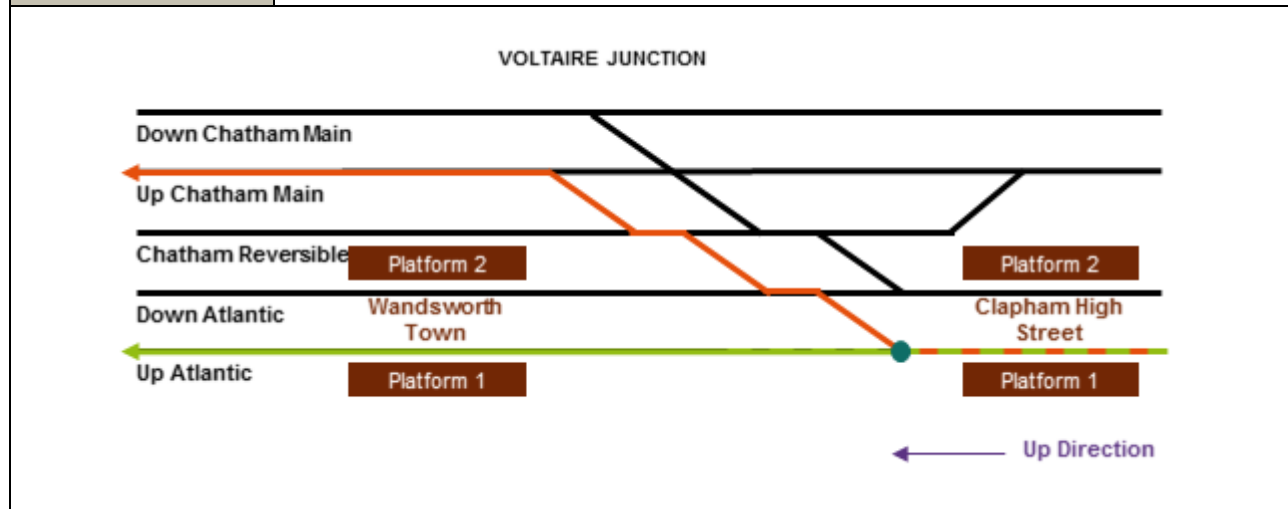
Ref. No.	JM_12
Location	Factory Junction
Type	Diverging
Train 1	F12
Train 1 Type	Class 7, Traction Type 60, 752t, 45mph
Train 2	P52
Train 2 Type	Class 378, 4-car, 75mph
Movement	F12 - Up Atlantic to Down Ludgate via Up Stewarts Lane
Margin (seconds)	178
Ref. No.	JM_13
Location	Factory Junction
Type	Converging
Train 1	P53
Train 1 Type	Class 378, 4-car, 75mph
Train 2	P48
Train 2 Type	Class 378, 4-car, 75mph
Movement	P53 - Up Ludgate to Down Atlantic, crossing Up Stewarts Lane
Margin (seconds)	174

<p>The diagram illustrates the Factory Junction area. It shows several railway tracks: Down Chatham Main, Up Chatham Main, Chatham Reversible, Down Stewarts Lane, and Up Stewarts Lane. A red line represents Train 1 (F13) moving from Up Ludgate, crossing Up Stewarts Lane, and continuing as Down Atlantic. A green line represents Train 2 (P53) moving from Down Ludgate, crossing Up Stewarts Lane, and continuing as Up Atlantic. Platforms 1 and 2 are shown for Wandsworth Town. A purple arrow indicates the Up Direction.</p>	
Ref. No.	JM_14
Location	Factory Junction
Type	Converging
Train 1	F13
Train 1 Type	Class 7, Traction Type 60, 1175t, 45mph
Train 2	P53
Train 2 Type	Class 378, 4-car, 75mph
Movement	F13 - Up Ludgate to Down Atlantic, crossing Up Stewarts Lane
Margin (seconds)	176
<p>This diagram shows the same Factory Junction area. A red line represents Train 1 (P53) moving from Down Ludgate, crossing Up Stewarts Lane, and continuing as Down Atlantic. A green line represents Train 2 (P49) moving from Up Ludgate, crossing Up Stewarts Lane, and continuing as Up Atlantic. The layout of tracks and platforms remains the same as in the first diagram.</p>	
Ref. No.	JM_15
Location	Factory Junction
Type	Crossing
Train 1	P53
Train 1 Type	Class 378, 4-car, 75mph
Train 2	P49
Train 2 Type	Class 378, 4-car, 75mph
Movement	P53 - on Down Atlantic, crossing Up Stewarts Lane
Margin (seconds)	171

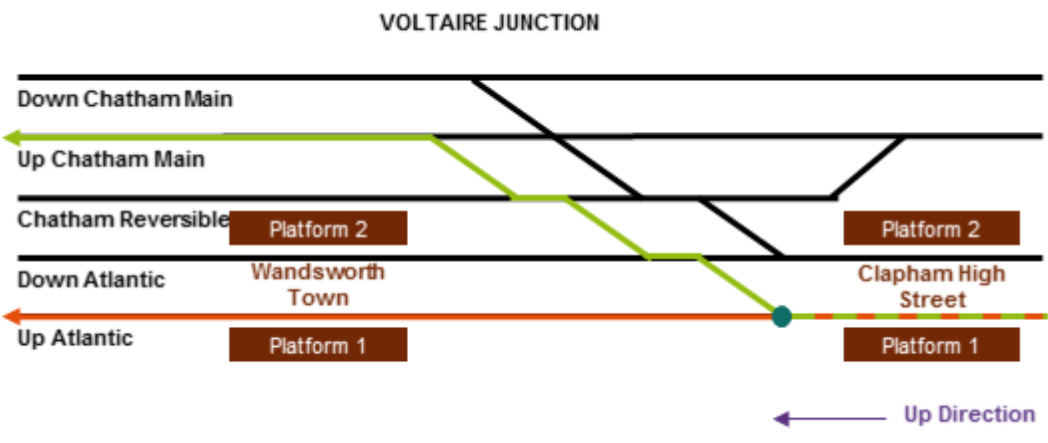
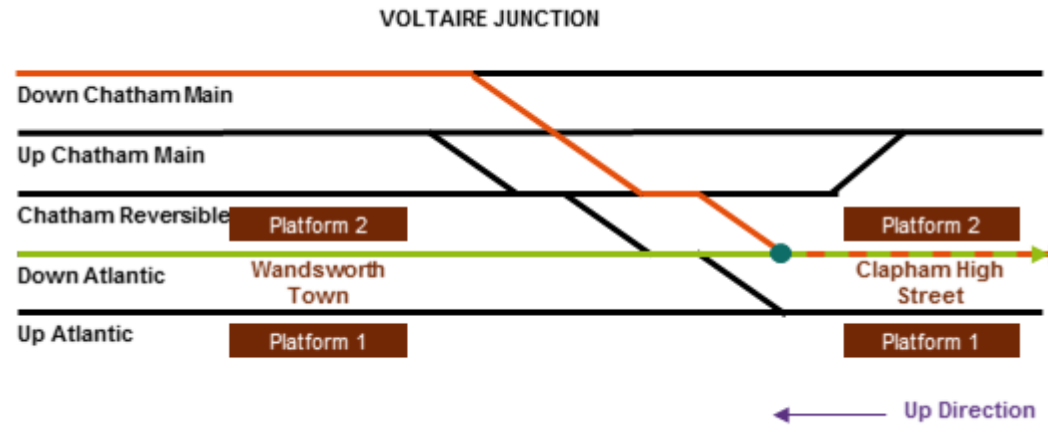
<p style="text-align: center;">FACTORY JUNCTION</p> <p>Down Chatham Main</p> <p>Up Chatham Main</p> <p>Chatham Reversible</p> <p>Down Ludgate</p> <p>Up Ludgate</p> <p>Down Atlantic</p> <p>Up Atlantic</p> <p>Wandsworth Town</p> <p>Platform 2</p> <p>Platform 1</p> <p>Up Direction</p>	
Ref. No.	JM_16
Location	Factory Junction
Type	Crossing
Train 1	F12
Train 1 Type	Class 7, Traction Type 60, 752t, 45mph
Train 2	P53
Train 2 Type	Class 378, 4-car, 75mph
Movement	P53 - on Down Atlantic, crossing Up Stewarts Lane
Margin (seconds)	115
<p style="text-align: center;">VOLTAIRE JUNCTION</p> <p>Down Chatham Main</p> <p>Up Chatham Main</p> <p>Chatham Reversible</p> <p>Down Atlantic</p> <p>Up Atlantic</p> <p>Wandsworth Town</p> <p>Clapham High Street</p> <p>Platform 2</p> <p>Platform 1</p> <p>Up Direction</p>	
Ref. No.	JM_17
Location	Voltaire Junction
Type	Diverging
Train 1	P50A
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P50A - Down Chatham Main to Down Atlantic
Margin (seconds)	111

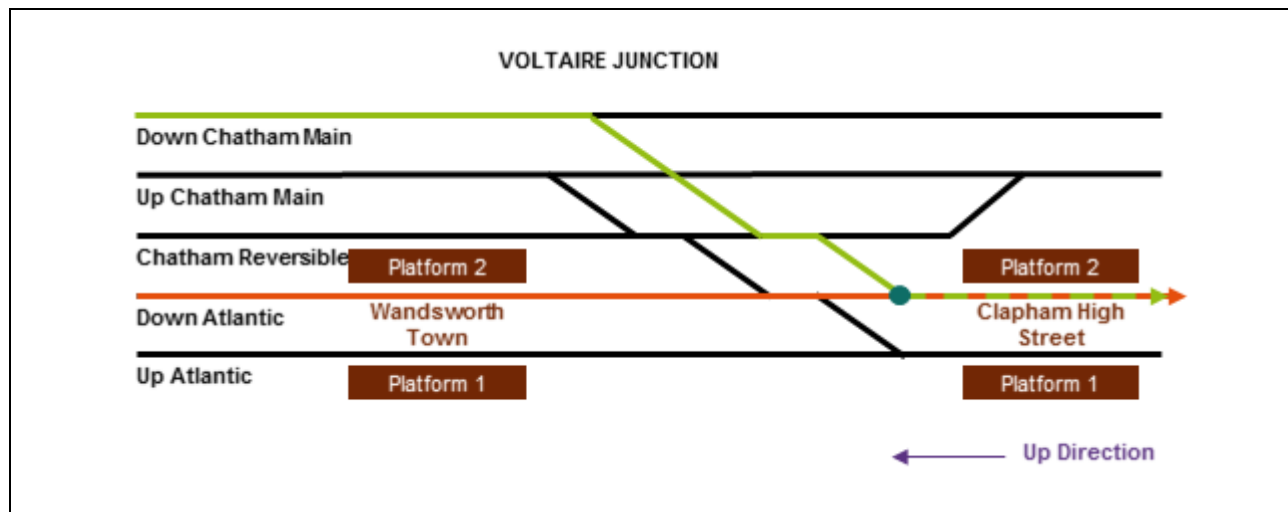


Ref. No.	JM_18
Location	Voltaire Junction
Type	Diverging
Train 1	P42
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P42 - Up Chatham Main to Chatham Reversible
Margin (seconds)	99

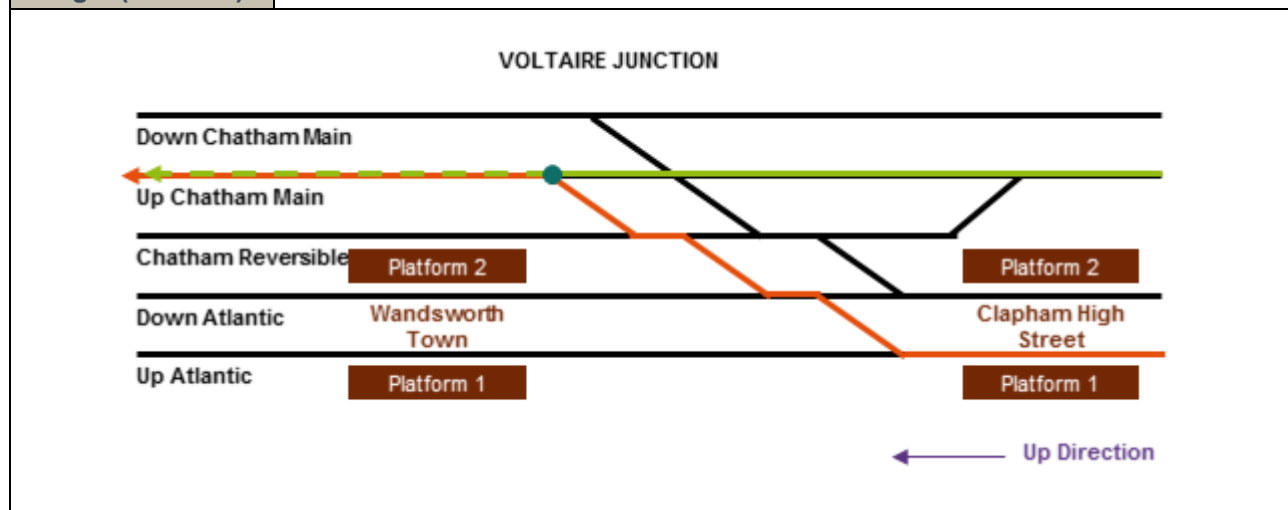


Ref. No.	JM_19
Location	Voltaire Junction
Type	Diverging
Train 1	P51A
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P49
Train 2 Type	Class 378, 4-car, 75mph
Movement	P51A - Up Atlantic to Up Chatham Main
Margin (seconds)	135

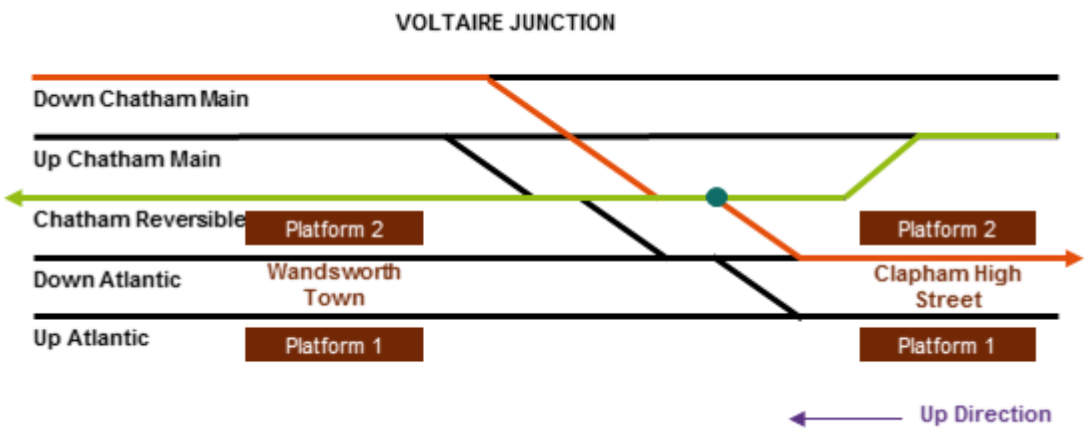
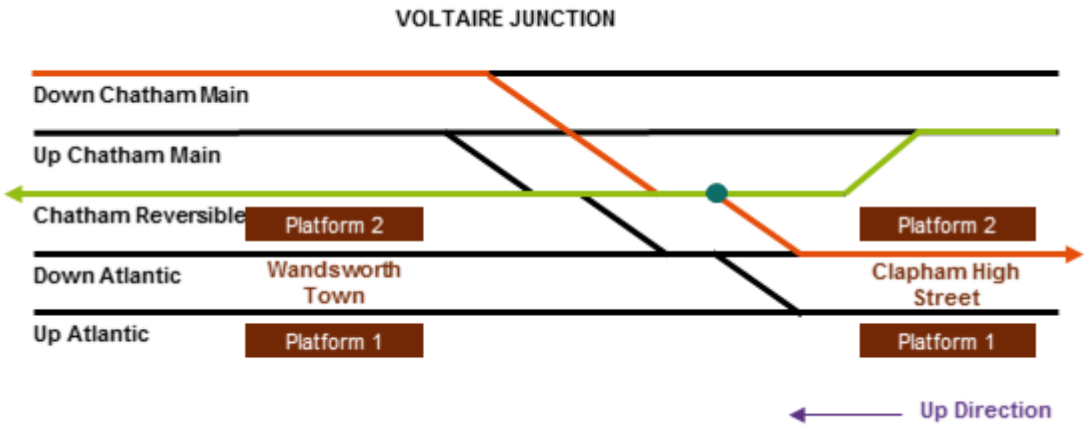
	
Ref. No.	JM_20
Location	Voltaire Junction
Type	Diverging
Train 1	F12
Train 1 Type	Class 7, Traction Type 60, 752t, 45mph
Train 2	P51A
Train 2 Type	Class 465, 8-car, 75mph
Movement	P51A - Up Atlantic
Margin (seconds)	156
	
Ref. No.	JM_21
Location	Voltaire Junction
Type	Converging
Train 1	P50A
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P48
Train 2 Type	Class 378, 4-car, 75mph
Movement	P50A - Down Chatham Main to Down Atlantic
Margin (seconds)	221

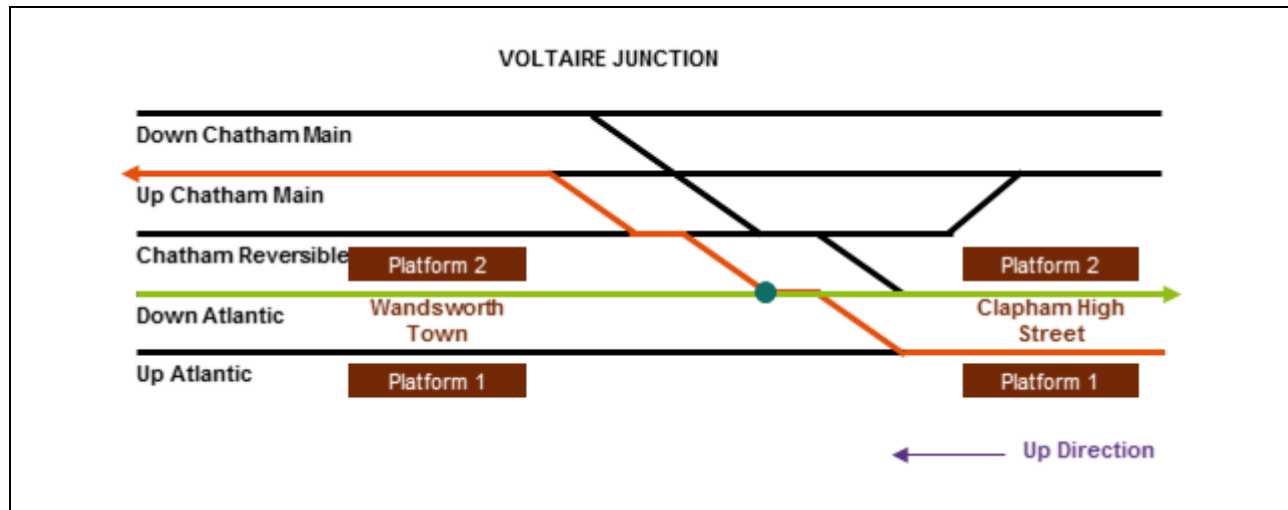


Ref. No.	JM_22
Location	Voltaire Junction
Type	Converging
Train 1	F13
Train 1 Type	Class 7, Traction Type 60, 1175t, 45mph
Train 2	P50A
Train 2 Type	Class 465, 8-car, 75mph
Movement	P50A - Down Chatham Main to Down Atlantic
Margin (seconds)	164

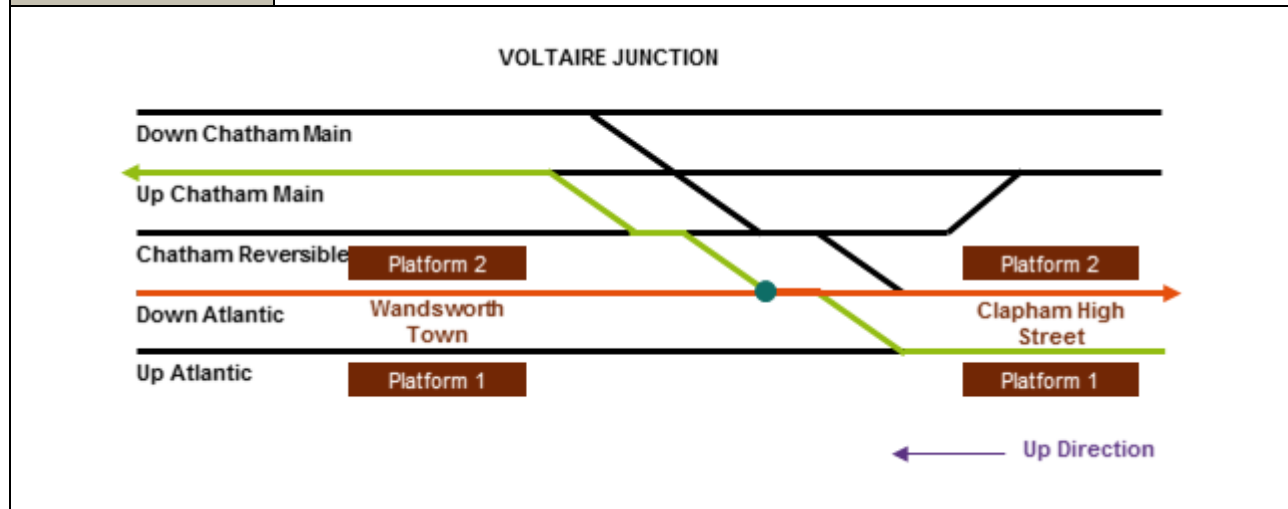


Ref. No.	JM_23
Location	Voltaire Junction
Type	Converging
Train 1	P51A
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P51A - Up Atlantic to Up Chatham Main
Margin (seconds)	128

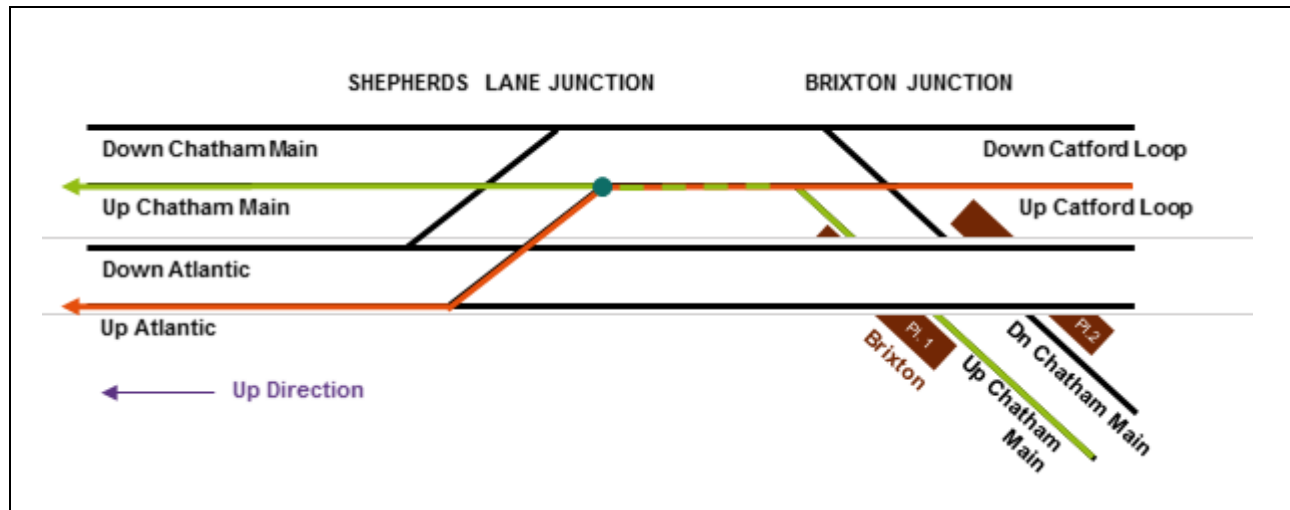
	
Ref. No.	JM_24
Location	Voltaire Junction
Type	Crossing
Train 1	P50A
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P50A - Down Chatham Main to Down Atlantic, crossing Chatham Reversible
Margin (seconds)	115
	
Ref. No.	JM_25
Location	Voltaire Junction
Type	Crossing
Train 1	P50A
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P42
Train 2 Type	Class 375, 12-car, 100mph
Movement	P50A - Down Chatham Main to Down Atlantic, crossing Chatham Reversible
Margin (seconds)	115



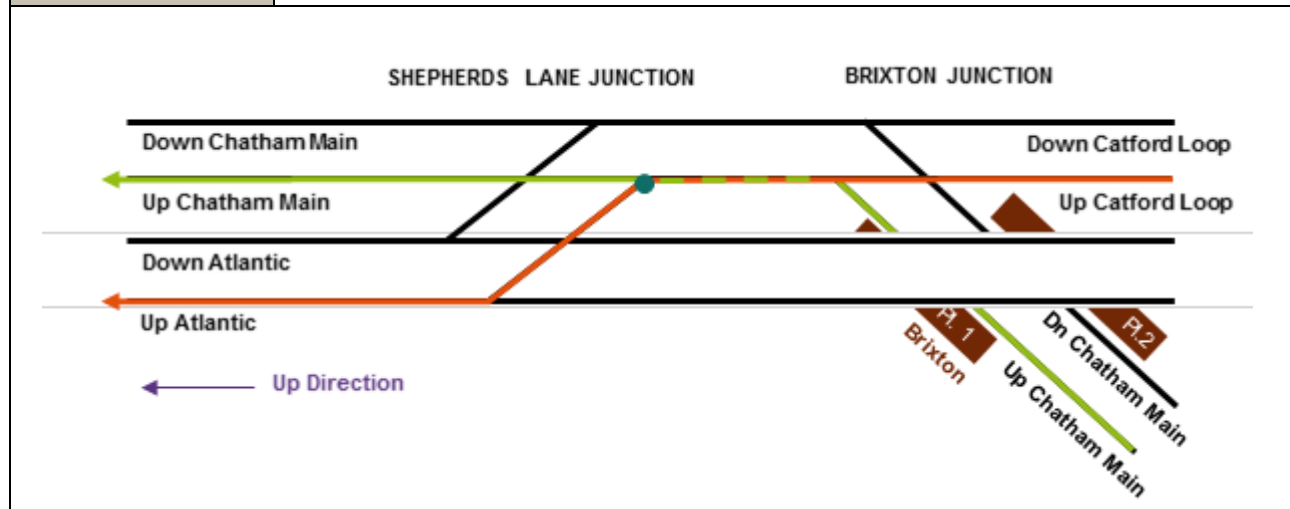
Ref. No.	JM_26
Location	Voltaire Junction
Type	Crossing
Train 1	P51A
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P48
Train 2 Type	Class 378, 4-car, 75mph
Movement	P51A - Up Atlantic to Up Chatham Main, crossing Down Atlantic
Margin (seconds)	116



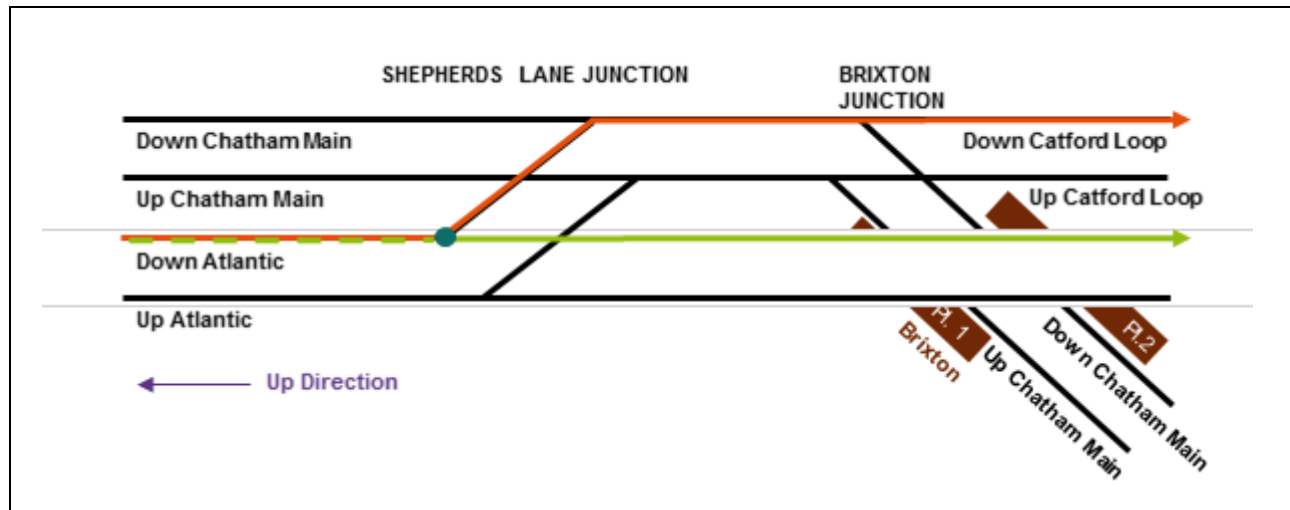
Ref. No.	JM_27
Location	Voltaire Junction
Type	Crossing
Train 1	F13
Train 1 Type	Class 7, Traction Type 60, 1175t, 45mph
Train 2	P51A
Train 2 Type	Class 465, 8-car, 75mph
Movement	P51A - Up Atlantic to Up Chatham Main, crossing Down Atlantic
Margin (seconds)	181



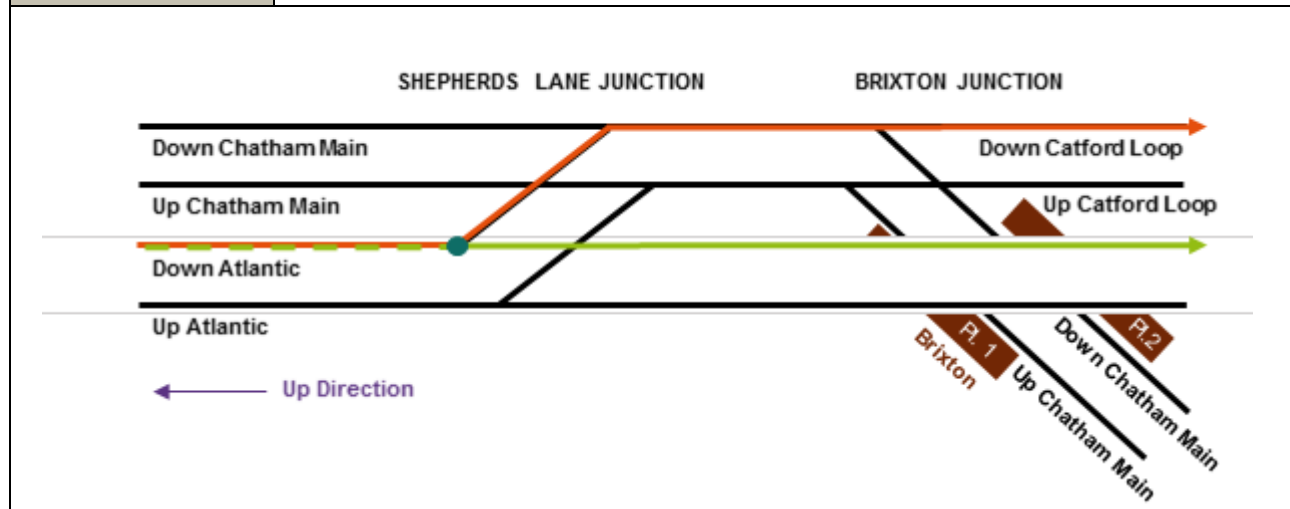
Ref. No.	JM_28
Location	Shepherds Lane Junction
Type	Diverging
Train 1	P47
Train 1 Type	Class 319, 8-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P47 - Up Chatham Main to Up Atlantic
Margin (seconds)	79



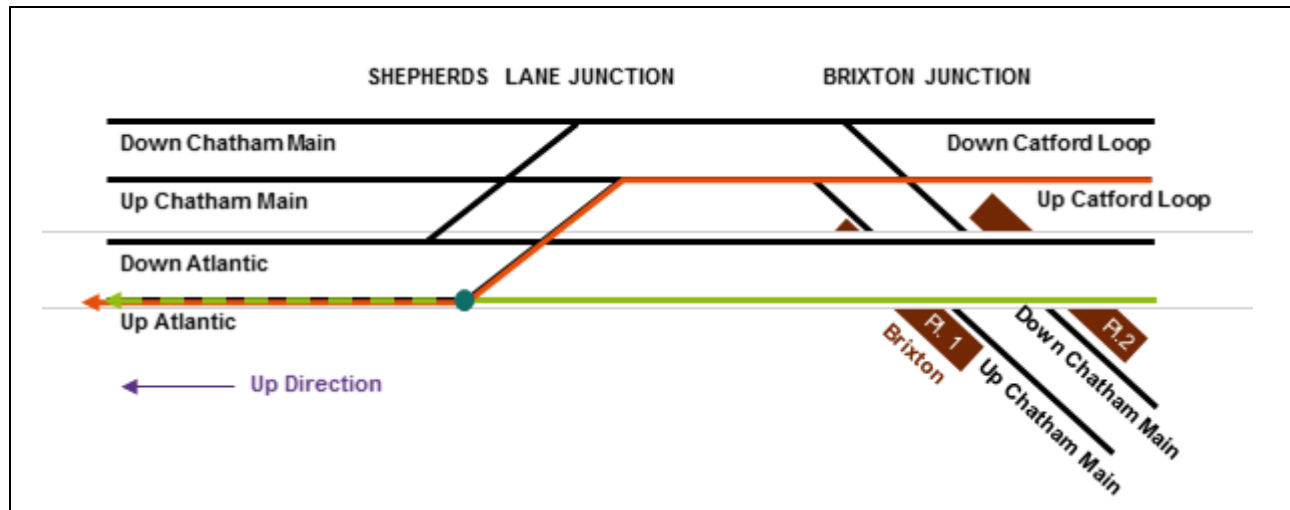
Ref. No.	JM_29
Location	Shepherds Lane Junction
Type	Diverging
Train 1	F12
Train 1 Type	Class 7, Traction Type 60, 752t, 45mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	F12 - Up Chatham Main to Up Atlantic
Margin (seconds)	88



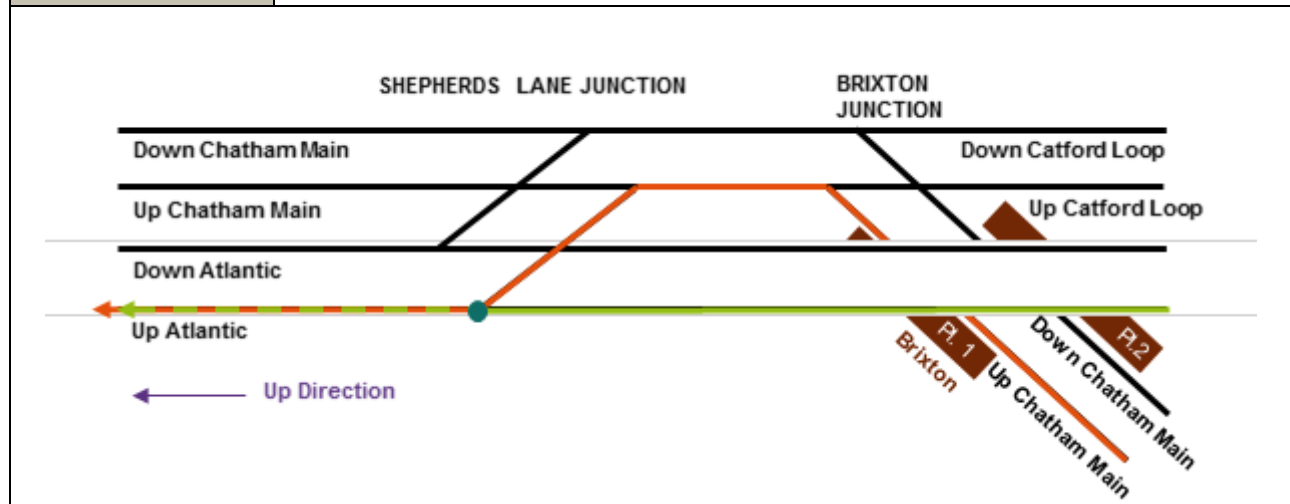
Ref. No.	JM_30
Location	Shepherds Lane Junction
Type	Diverging
Train 1	P46
Train 1 Type	Class 387, 8-car, 110mph
Train 2	P48
Train 2 Type	Class 378, 4-car, 75mph
Movement	P46 - Down Atlantic to Down Chatham Main
Margin (seconds)	165



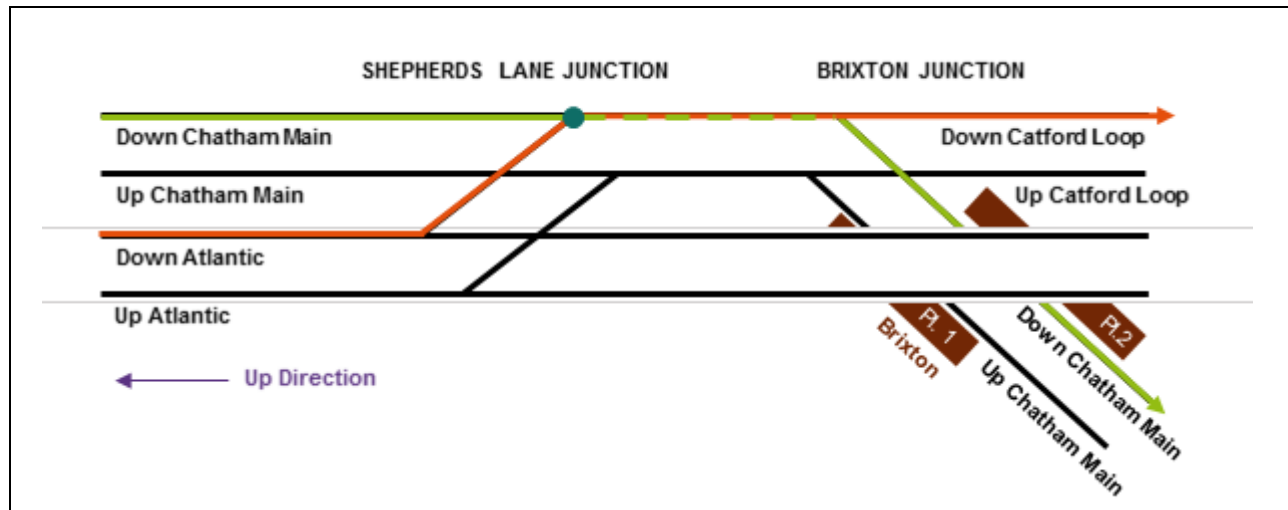
Ref. No.	JM_31
Location	Shepherds Lane Junction
Type	Diverging
Train 1	P46
Train 1 Type	Class 387, 8-car, 110mph
Train 2	F13
Train 2 Type	Class 7, Traction Type 60, 1175t, 45mph
Movement	P46 - Down Atlantic to Down Chatham Main
Margin (seconds)	165



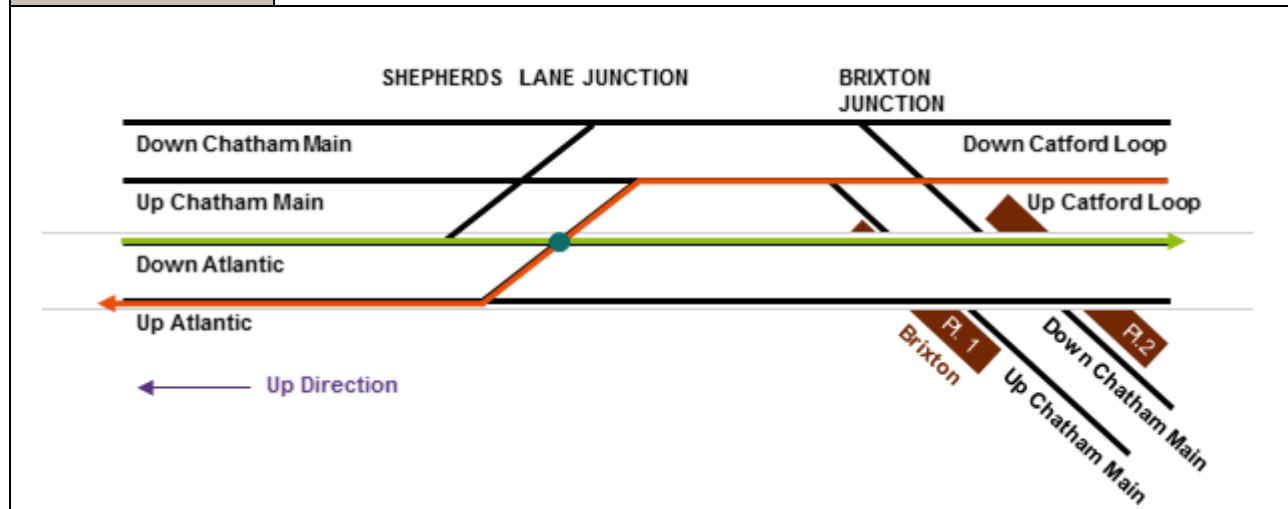
Ref. No.	JM_32
Location	Shepherds Lane Junction
Type	Converging
Train 1	P47
Train 1 Type	Class 319, 8-car, 100mph
Train 2	P49
Train 2 Type	Class 378, 4-car, 75mph
Movement	P47 - Up Chatham Main to Up Atlantic
Margin (seconds)	192



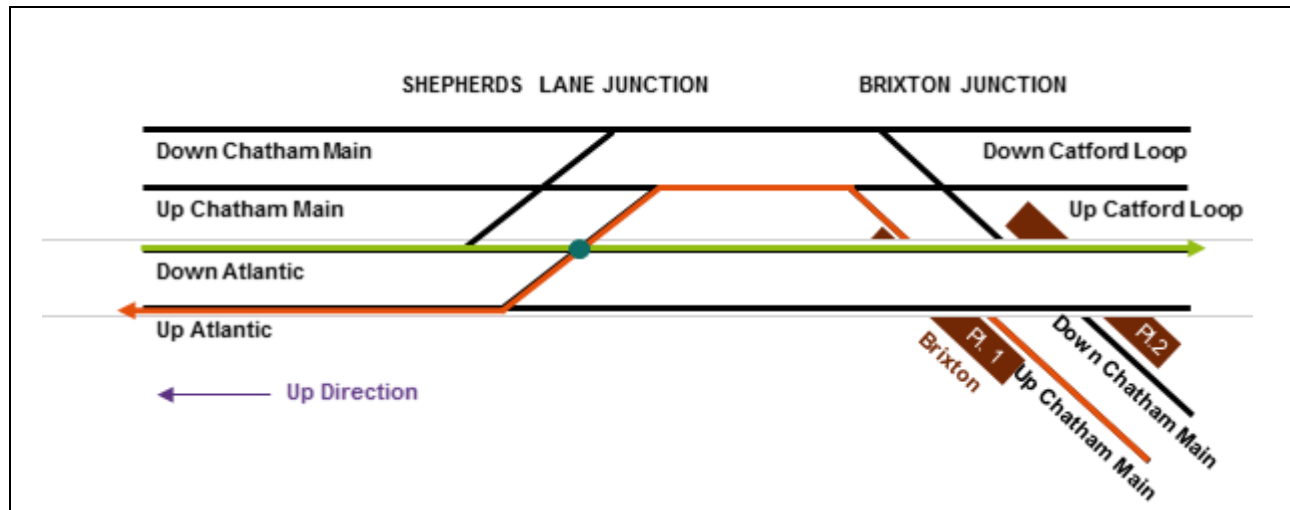
Ref. No.	JM_33
Location	Shepherds Lane Junction
Type	Converging
Train 1	F12
Train 1 Type	Class 7, Traction Type 60, 752t, 45mph
Train 2	P49
Train 2 Type	Class 378, 4-car, 75mph
Movement	F12 - Up Chatham Main to Up Atlantic
Margin (seconds)	217



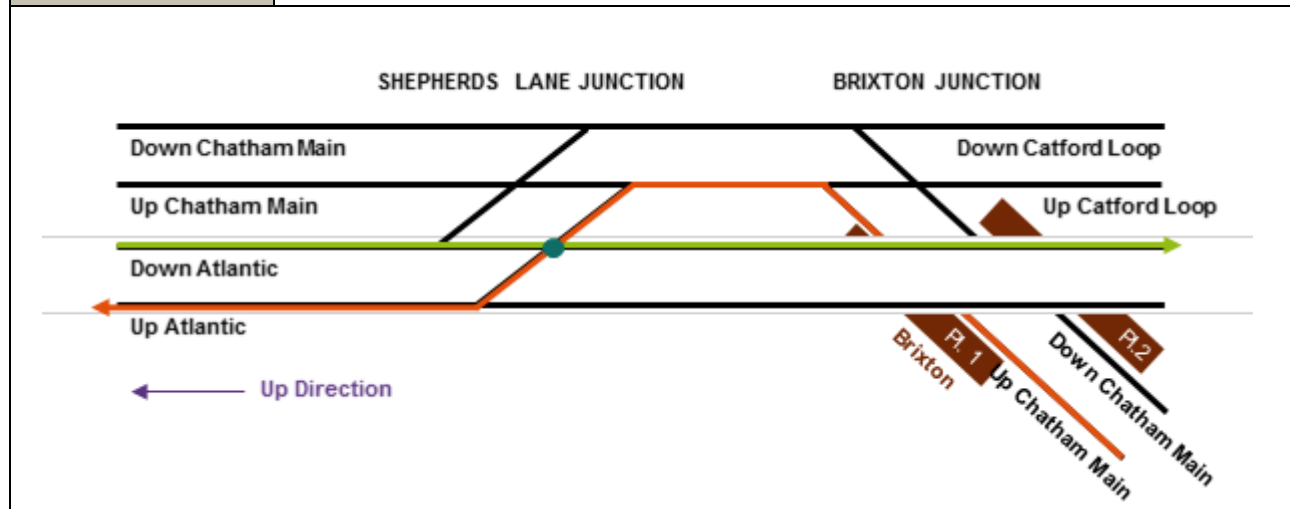
Ref. No.	JM_34
Location	Shepherds Lane Junction
Type	Converging
Train 1	P46
Train 1 Type	Class 387, 8-car, 110mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P46 - Down Atlantic to Down Chatham Main
Margin (seconds)	156



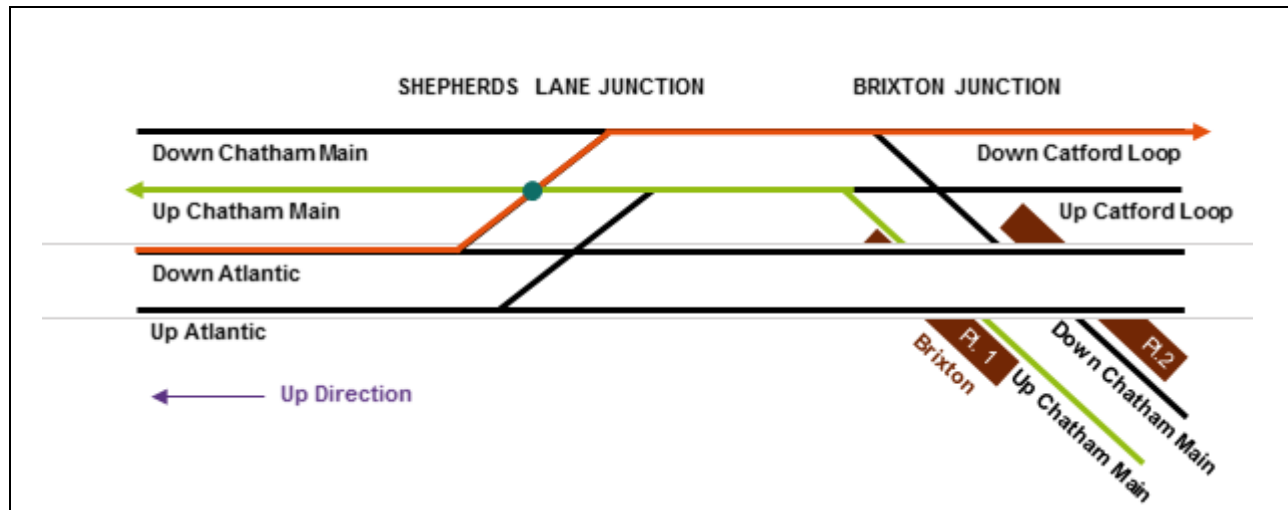
Ref. No.	JM_35
Location	Shepherds Lane Junction
Type	Crossing
Train 1	P47
Train 1 Type	Class 319, 8-car, 100mph
Train 2	P48
Train 2 Type	Class 378, 4-car, 75mph
Movement	P47 - Up Chatham Main to Up Atlantic, crossing Down Atlantic
Margin (seconds)	166



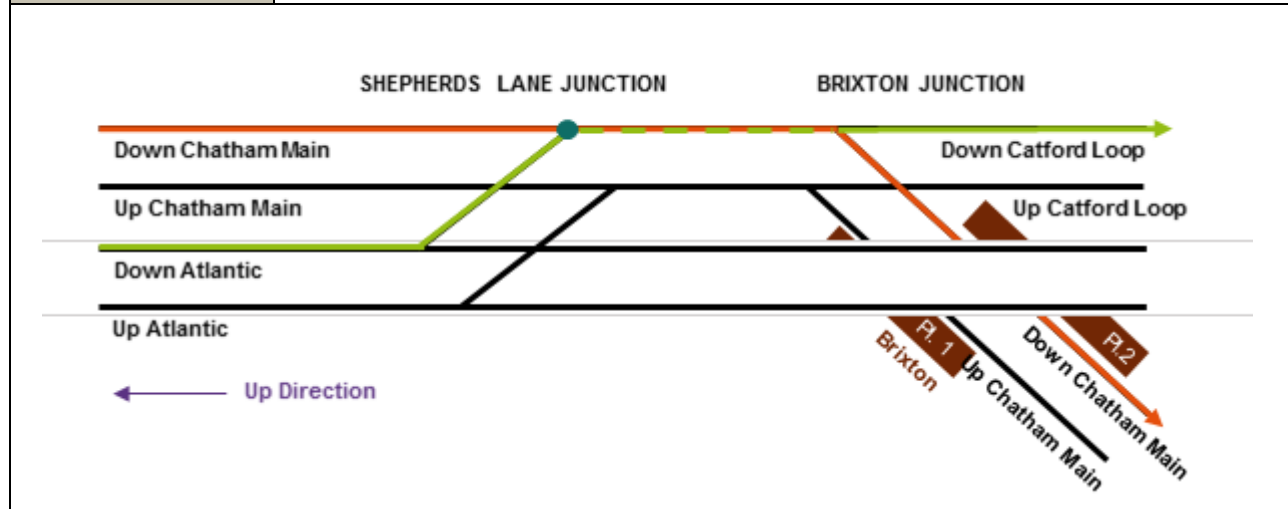
Ref. No.	JM_36
Location	Shepherds Lane Junction
Type	Crossing
Train 1	F12
Train 1 Type	Class 7, Traction Type 60, 752t, 45mph
Train 2	P48
Train 2 Type	Class 378, 4-car, 75mph
Movement	F12 - Up Chatham Main to Up Atlantic
Margin (seconds)	178



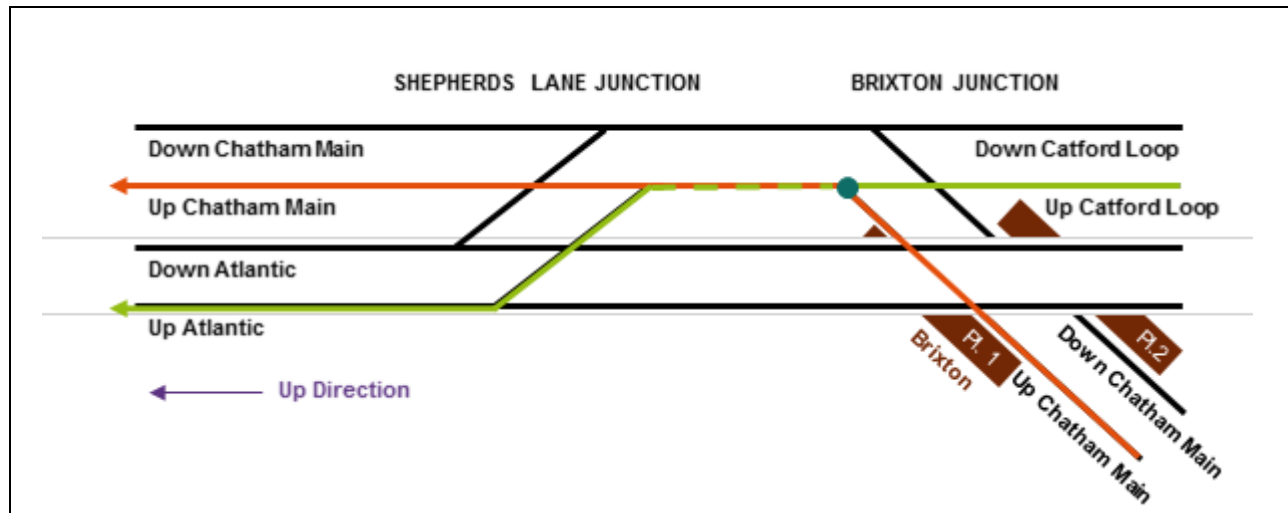
Ref. No.	JM_37
Location	Shepherds Lane Junction
Type	Crossing
Train 1	F12
Train 1 Type	Class 7, Traction Type 60, 752t, 45mph
Train 2	F13
Train 2 Type	Class 7, Traction Type 60, 1175t, 45mph
Movement	F12 - Up Chatham Main to Up Atlantic
Margin (seconds)	178



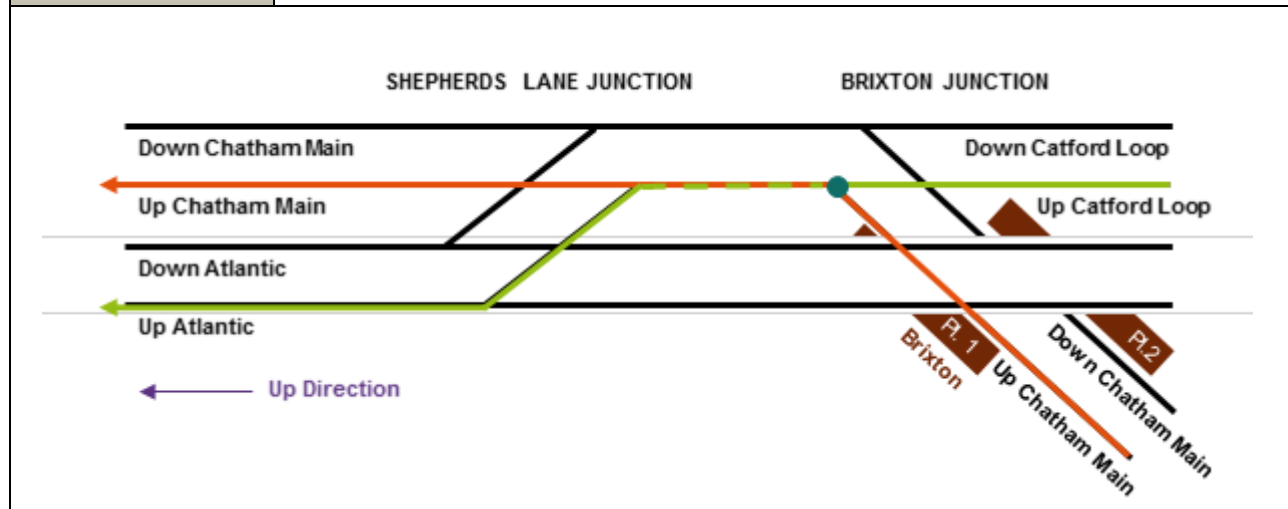
Ref. No.	JM_38
Location	Shepherds Lane Junction
Type	Crossing
Train 1	P46
Train 1 Type	Class 387, 8-car, 110mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P46 - Down Atlantic to Down Chatham Main, crossing Up Chatham Main
Margin (seconds)	99



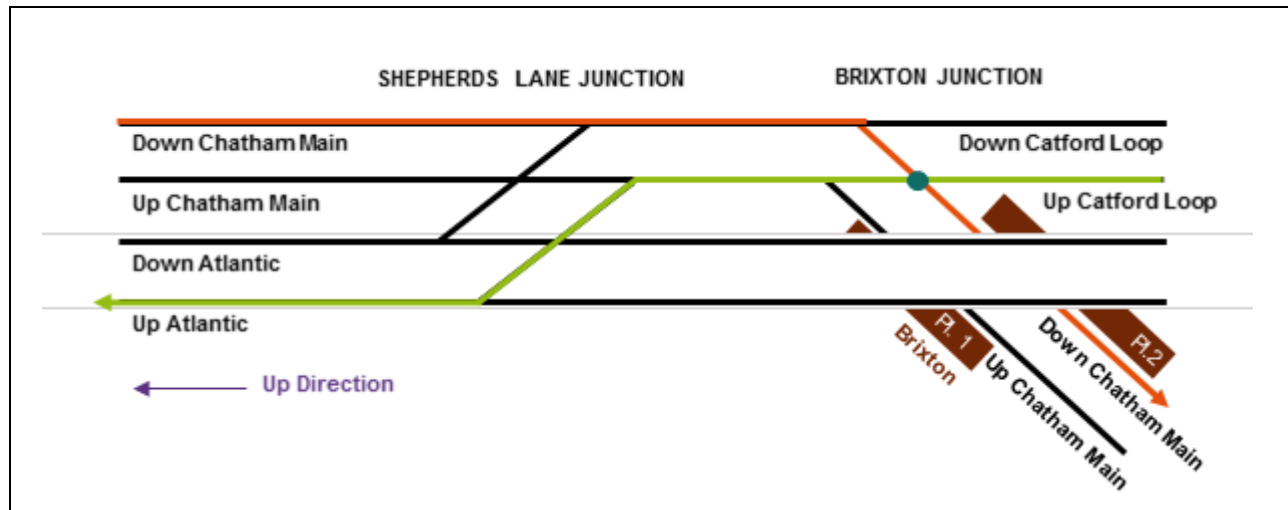
Ref. No.	JM_39
Location	Brixton Junction
Type	Diverging
Train 1	P02
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P46
Train 2 Type	Class 387, 8-car, 110mph
Movement	P46 - Down Chatham Main to Down Catford Loop
Margin (seconds)	138



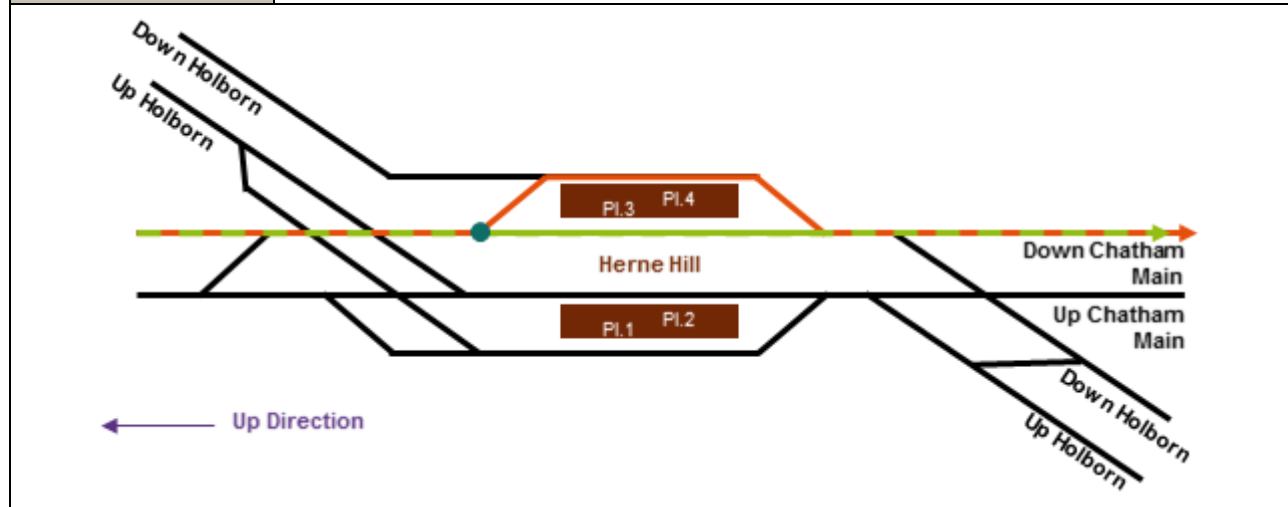
Ref. No.	JM_40
Location	Brixton Junction
Type	Converging
Train 1	P01
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P47
Train 2 Type	Class 319, 8-car, 100mph
Movement	P47 - Up Catford Loop to Up Chatham Main
Margin (seconds)	191



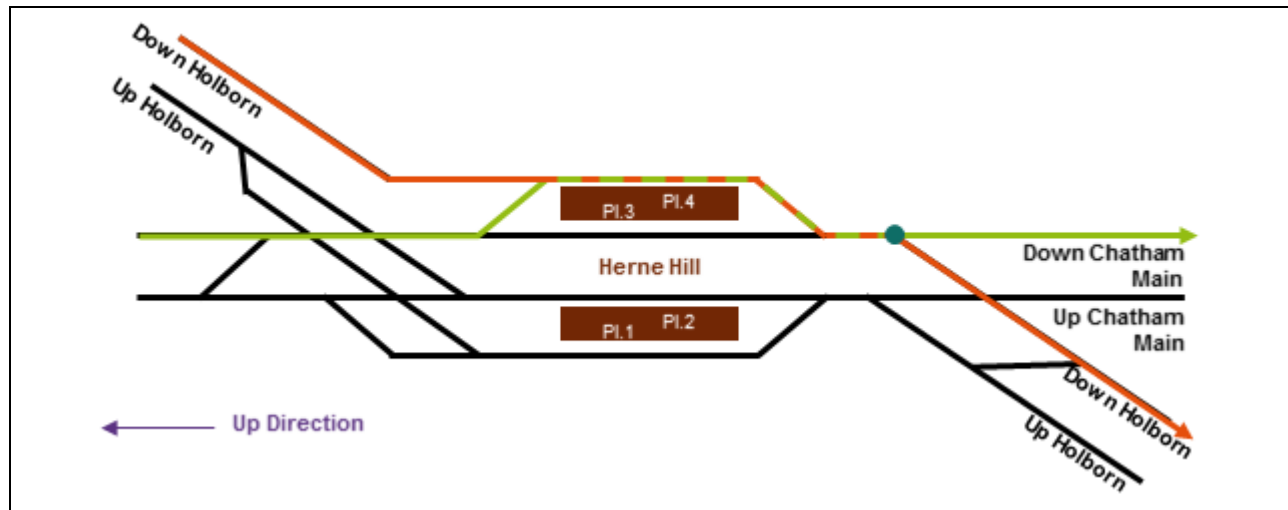
Ref. No.	JM_41
Location	Brixton Junction
Type	Converging
Train 1	F12
Train 1 Type	Class 7, Traction Type 60, 752t, 45mph
Train 2	P47
Train 2 Type	Class 319, 8-car, 100mph
Movement	P47 - Up Catford Loop to Up Chatham Main
Margin (seconds)	208



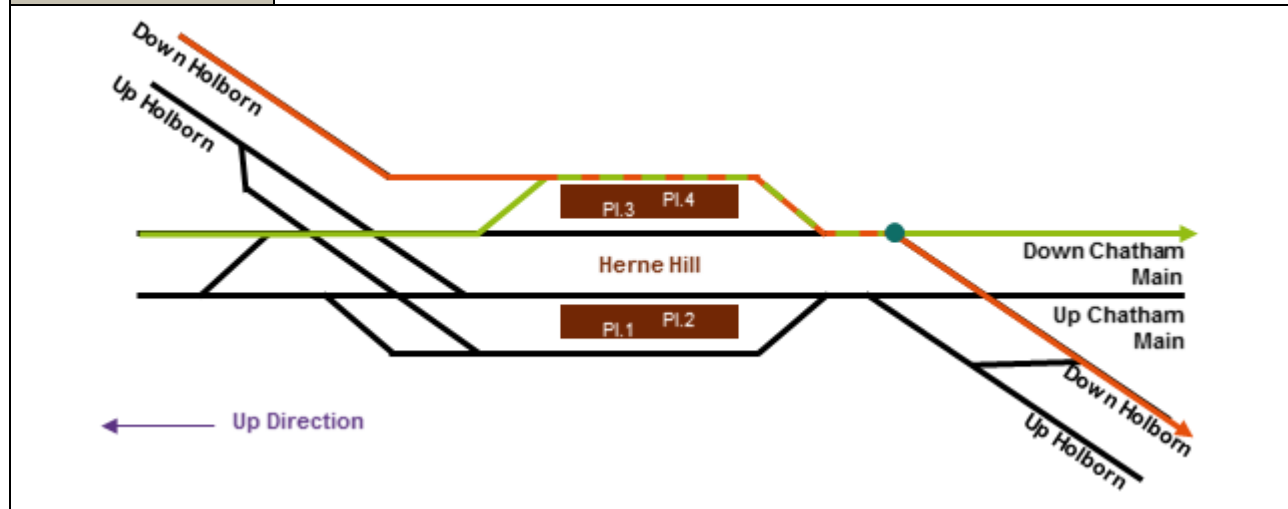
Ref. No.	JM_42
Location	Brixton Junction
Type	Crossing
Train 1	P02
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P47
Train 2 Type	Class 319, 8-car, 100mph
Movement	P47 - Up Catford Loop to Up Chatham Main, crossing Down Chatham Main
Margin (seconds)	167



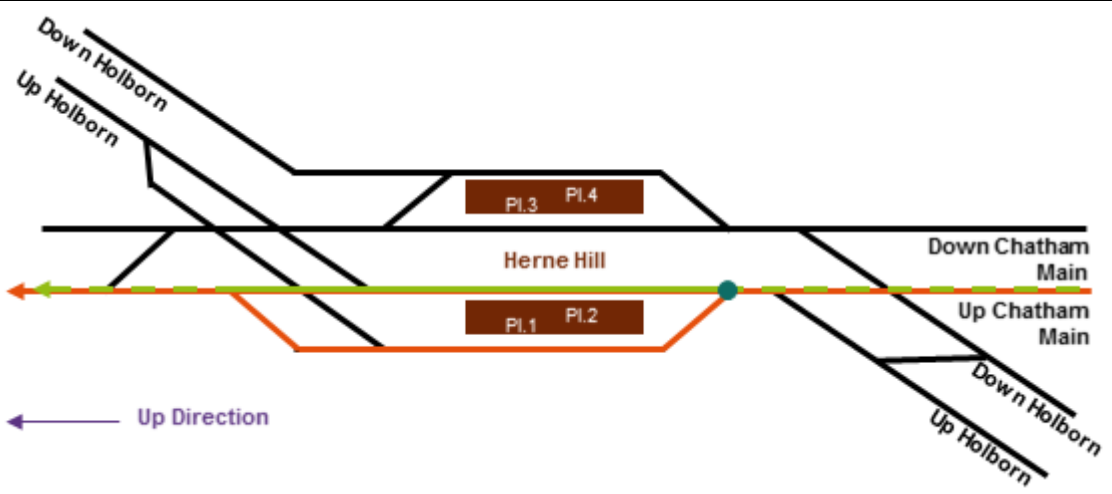
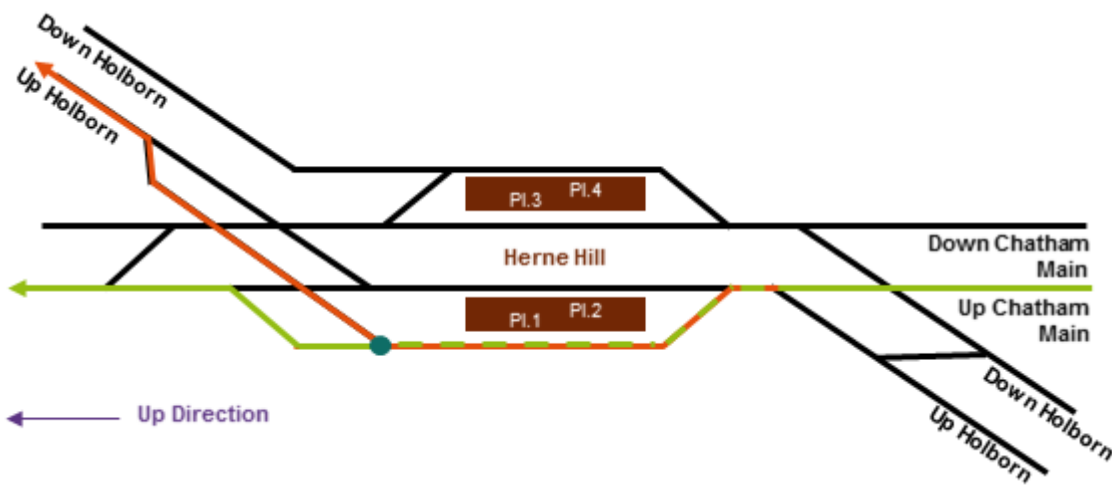
Ref. No.	JM_43
Location	Herne Hill
Type	Diverging
Train 1	P44
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P44 - Down Chatham Main to Platform 4
Margin (seconds)	105

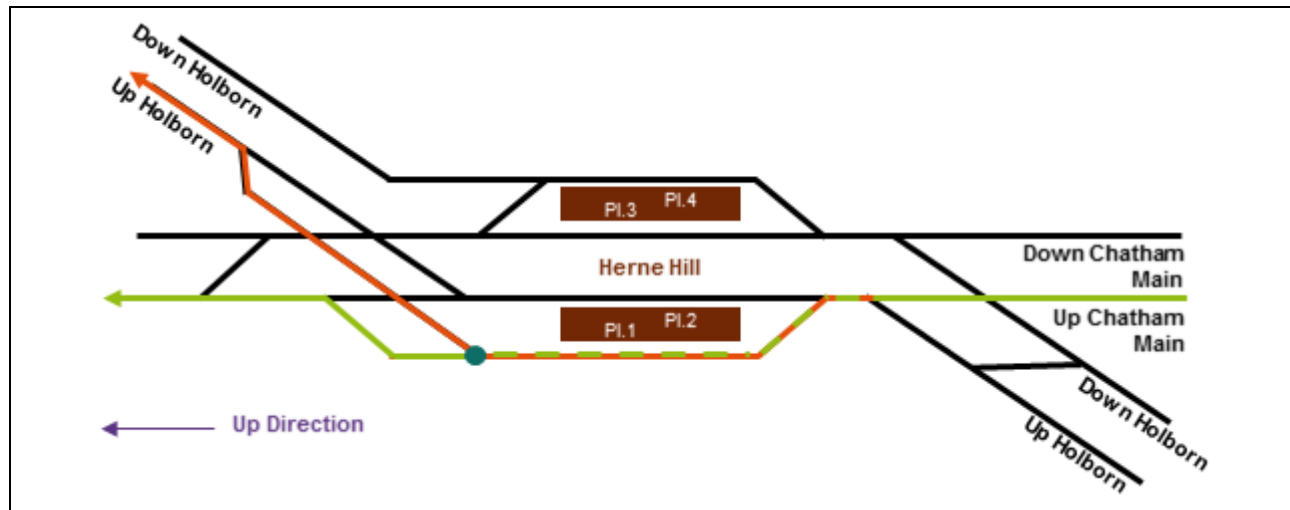


Ref. No.	JM_44
Location	Herne Hill
Type	Diverging
Train 1	P45
Train 1 Type	Class 319, 8-car, 100mph
Train 2	P44
Train 2 Type	Class 465, 8-car, 75mph
Movement	P45 - Platform 4 to Down Holborn
Margin (seconds)	165

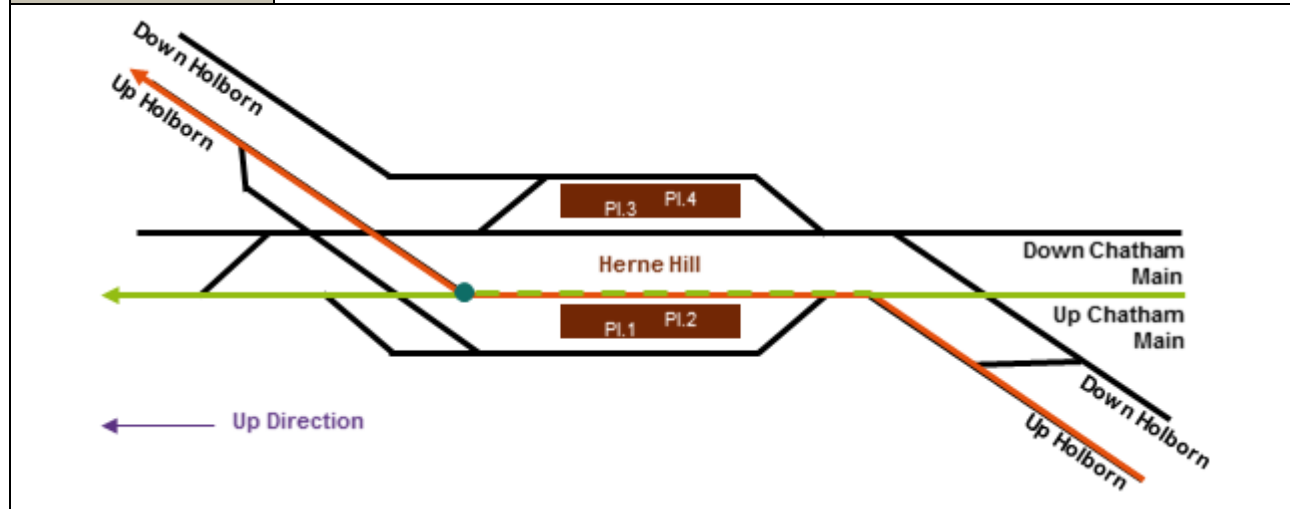


Ref. No.	JM_44A
Location	Herne Hill
Type	Diverging
Train 1	P45
Train 1 Type	Class 319, 8-car, 100mph
Train 2	P44A
Train 2 Type	Class 465, 8-car, 75mph
Movement	P45 - Platform 4 to Down Holborn
Margin (seconds)	158

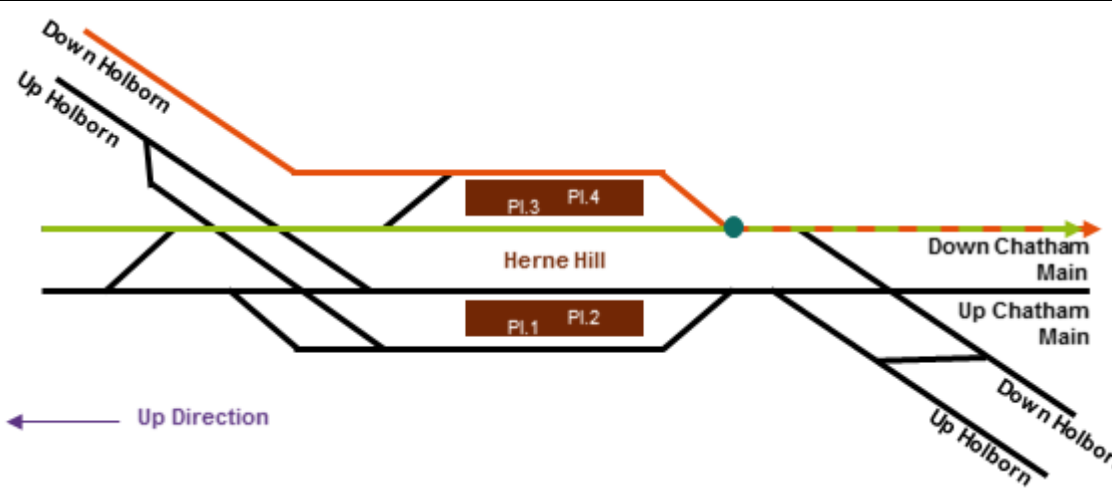
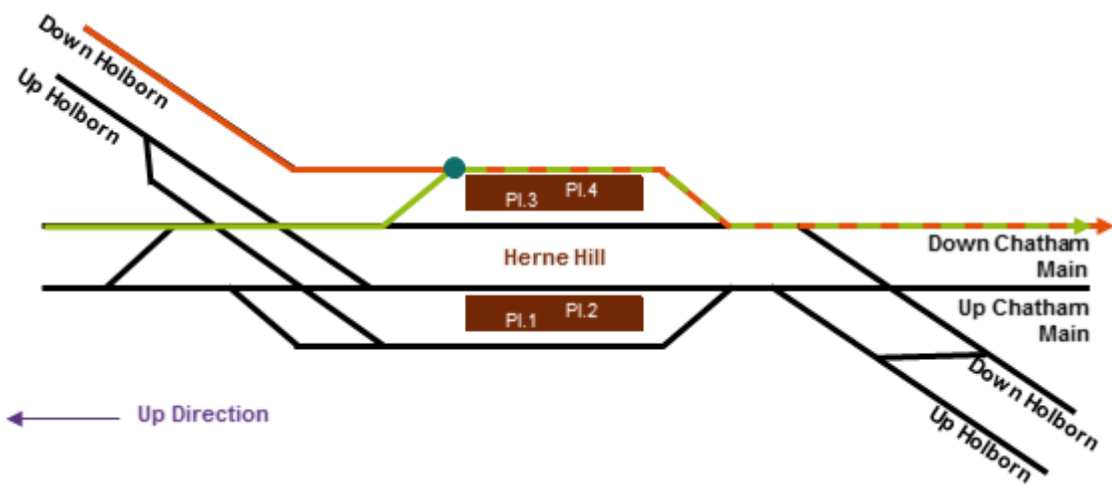
	
Ref. No.	JM_45
Location	Herne Hill
Type	Diverging
Train 1	P33
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P33 - Up Chatham Main to Platform 1
Margin (seconds)	99
	
Ref. No.	JM_46
Location	Herne Hill
Type	Diverging
Train 1	P41
Train 1 Type	Class 319, 12-car, 100mph
Train 2	P33
Train 2 Type	Class 465, 8-car, 75mph
Movement	P41 - Platform 1 to Up Holborn
Margin (seconds)	187



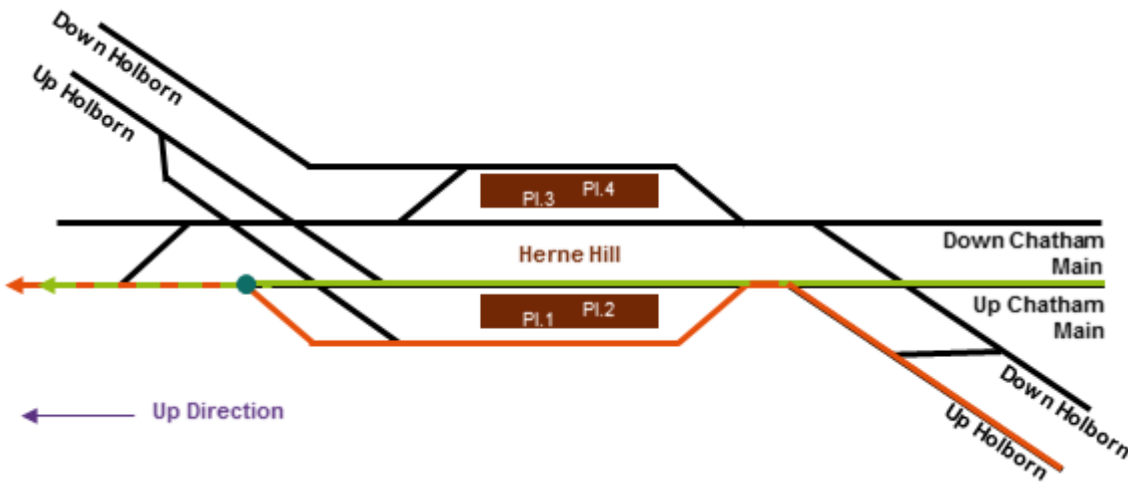
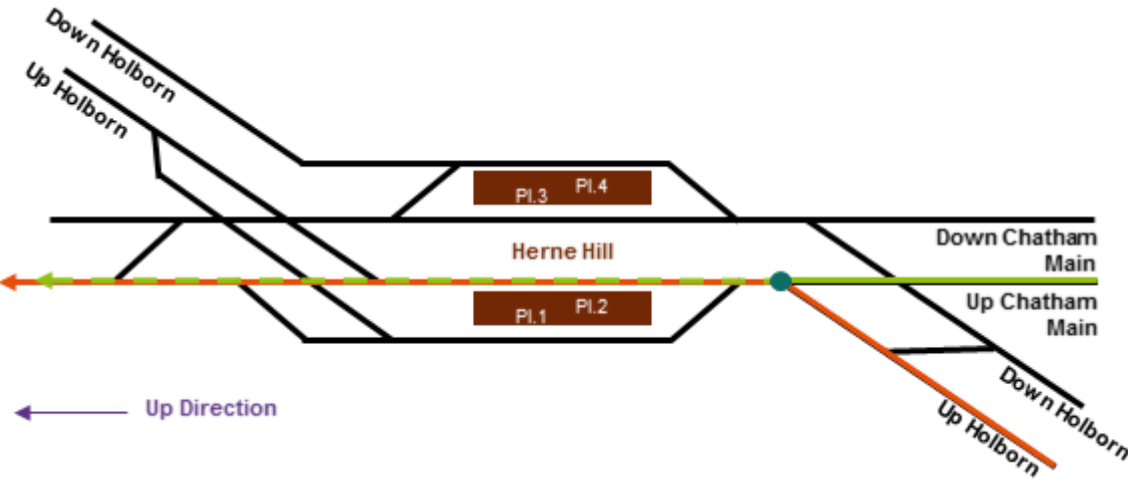
Ref. No.	JM_46A
Location	Herne Hill
Type	Diverging
Train 1	P41
Train 1 Type	Class 319, 12-car, 100mph
Train 2	P33A
Train 2 Type	Class 465, 8-car, 75mph
Movement	P41 - Platform 1 to Up Holborn
Margin (seconds)	181



Ref. No.	JM_47
Location	Herne Hill
Type	Diverging
Train 1	P43
Train 1 Type	Class 319, 12-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P43 - Platform 2 to Up Holborn
Margin (seconds)	118

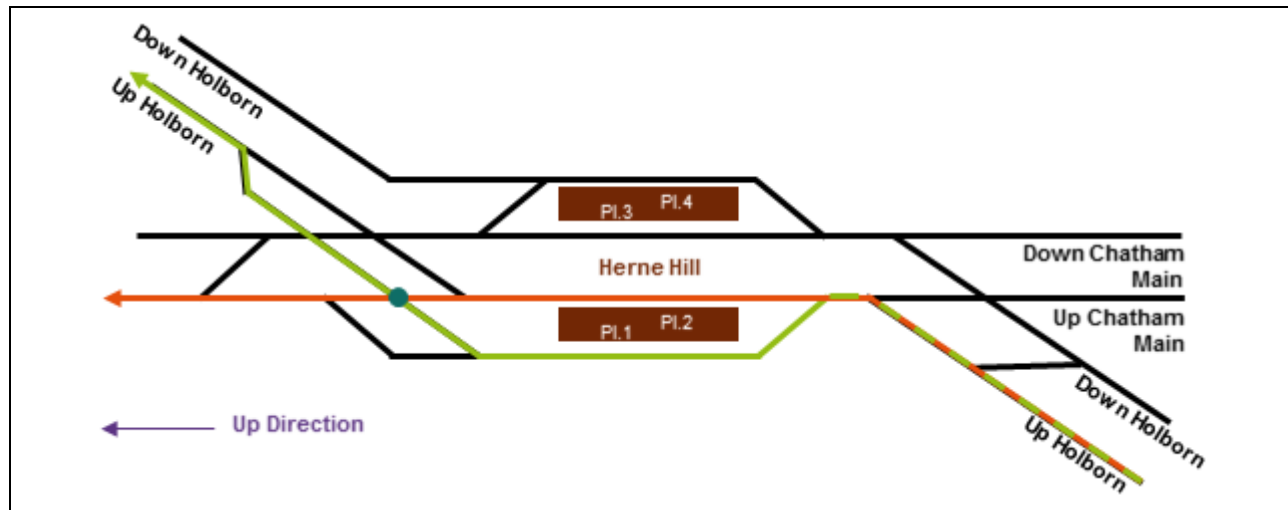
 <p>The diagram illustrates the Herne Hill station layout. It shows four platforms: Platform 1 (Pl.1) and Platform 2 (Pl.2) on the left, and Platform 3 (Pl.3) and Platform 4 (Pl.4) on the right. A purple arrow indicates the 'Up Direction' towards the left. Train P39 (orange line) is shown moving from Platform 4 towards the top-left, labeled 'Down Holborn' and 'Up Holborn'. Train P02 (green line) is shown moving from Platform 4 towards the right, labeled 'Down Chatham Main' and 'Up Chatham Main'. The station is labeled 'Herne Hill'.</p>	
Ref. No.	JM_48
Location	Herne Hill
Type	Converging
Train 1	P39
Train 1 Type	Class 387, 8-car, 100mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P39 - Platform 4 to Down Chatham Main
Margin (seconds)	156
 <p>The diagram illustrates the Herne Hill station layout. It shows four platforms: Platform 1 (Pl.1) and Platform 2 (Pl.2) on the left, and Platform 3 (Pl.3) and Platform 4 (Pl.4) on the right. A purple arrow indicates the 'Up Direction' towards the left. Train P39 (orange line) is shown moving from Platform 4 towards the top-left, labeled 'Down Holborn' and 'Up Holborn'. Train P44 (green line) is shown moving from Platform 4 towards the left, labeled 'Down Holborn' and 'Up Holborn'. The station is labeled 'Herne Hill'.</p>	
Ref. No.	JM_49
Location	Herne Hill
Type	Converging
Train 1	P39
Train 1 Type	Class 387, 8-car, 100mph
Train 2	P44
Train 2 Type	Class 465, 8-car, 75mph
Movement	P39 - Down Holborn to Platform 4
Margin (seconds)	214

Ref. No.	JM_50
Location	Herne Hill
Type	Converging
Train 1	P33
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P33 - Platform 1 to Up Chatham Main
Margin (seconds)	138
Ref. No.	JM_51
Location	Herne Hill
Type	Converging
Train 1	P41
Train 1 Type	Class 319, 12-car, 100mph
Train 2	P33
Train 2 Type	Class 465, 8-car, 75mph
Movement	P41 - Up Holborn to Platform 1 via Up Chatham Main
Margin (seconds)	210

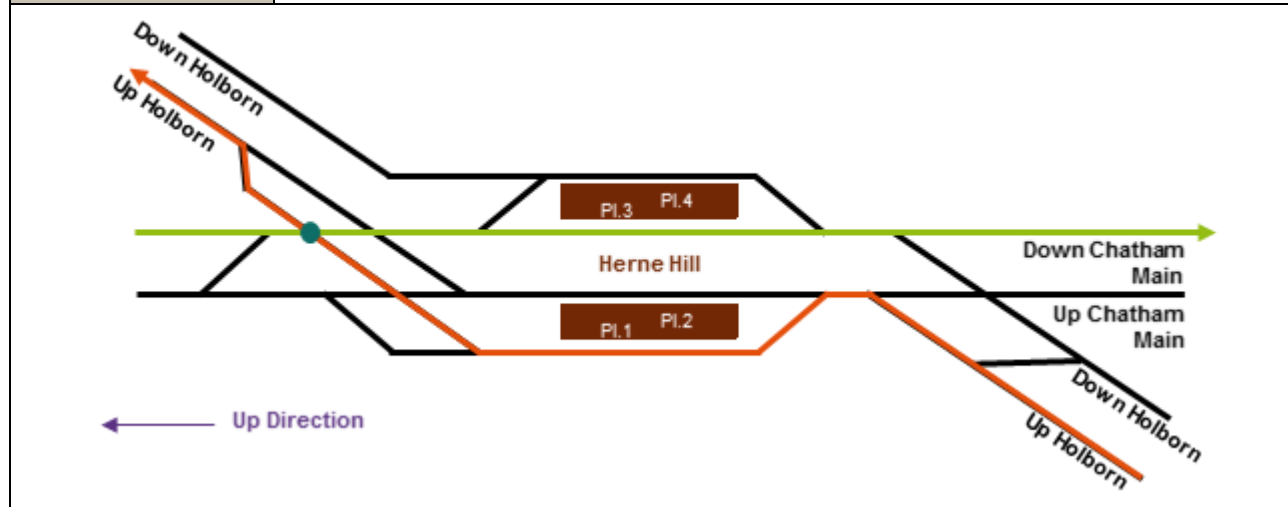
	
Ref. No.	JM_52
Location	Herne Hill
Type	Converging
Train 1	P42
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P42 – Platform 1 to Up Chatham Main
Margin (seconds)	153
	
Ref. No.	JM_53
Location	Herne Hill
Type	Converging
Train 1	F12
Train 1 Type	Class 7, Traction Type 60, 752t, 45mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	F12 - Up Holborn to Up Chatham Main
Margin (seconds)	113

Ref. No.	JM_54
Location	Herne Hill
Type	Converging
Train 1	P43
Train 1 Type	Class 319, 12-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P43 - Up Holborn to Up Chatham Main (Platform 2)
Margin (seconds)	173
Ref. No.	JM_55
Location	Herne Hill
Type	Crossing
Train 1	P45
Train 1 Type	Class 319, 8-car, 100mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P45 - Platform 4 to Down Holborn, crossing Up Chatham Main
Margin (seconds)	115

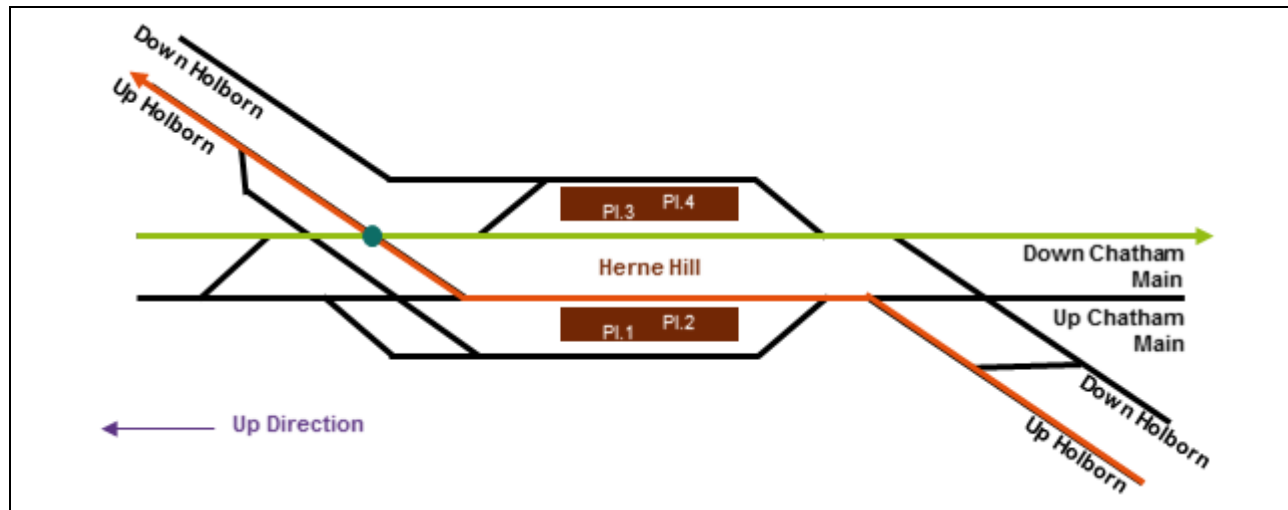
Ref. No.	JM_56
Location	Herne Hill
Type	Crossing
Train 1	P45
Train 1 Type	Class 319, 8-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P45 - Platform 4 to Down Holborn, crossing Down Chatham Main
Margin (seconds)	146
Ref. No.	JM_57
Location	Herne Hill
Type	Crossing
Train 1	P41
Train 1 Type	Class 319, 12-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P41 - Platform 1 to Up Holborn, crossing Up Chatham Main
Margin (seconds)	126



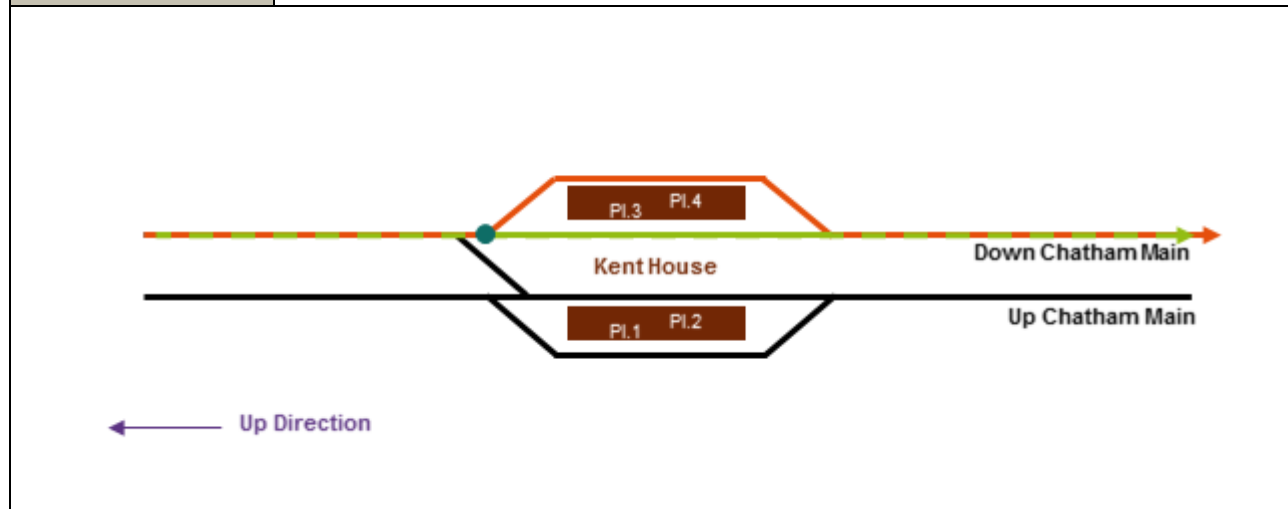
Ref. No.	JM_58
Location	Herne Hill
Type	Crossing
Train 1	F12
Train 1 Type	Class 7, Traction Type 60, 752t, 45mph
Train 2	P41
Train 2 Type	Class 319, 12-car, 100mph
Movement	P41 – Platform 1 to Up Holborn, crossing Down Chatham Main
Margin (seconds)	177



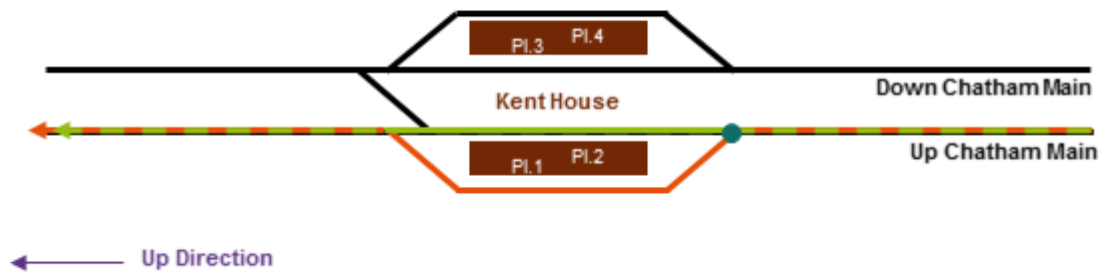
Ref. No.	JM_59
Location	Herne Hill
Type	Crossing
Train 1	P41
Train 1 Type	Class 319, 12-car, 100mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P41 - Platform 1 to Up Holborn, crossing Down Chatham Main
Margin (seconds)	156



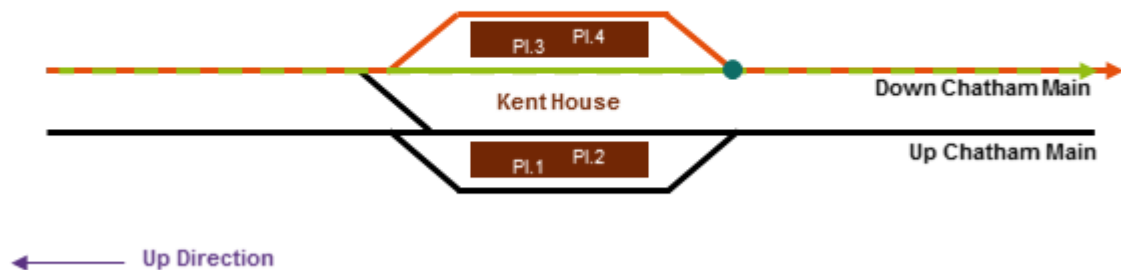
Ref. No.	JM_60
Location	Herne Hill
Type	Crossing
Train 1	P43
Train 1 Type	Class 319, 12-car, 100mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P43 - Platform 2 to Up Holborn, crossing Down Chatham Main
Margin (seconds)	151



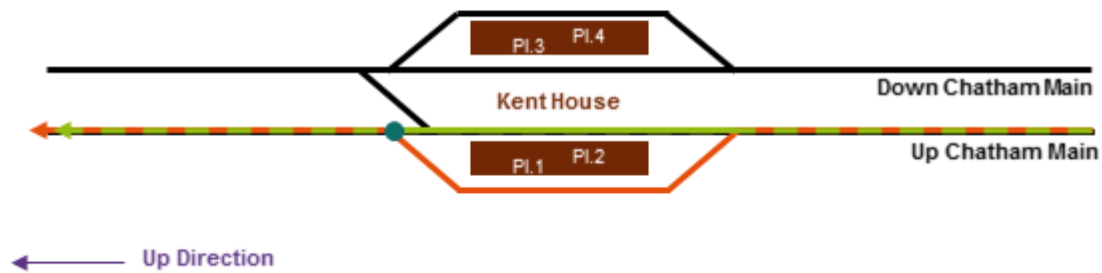
Ref. No.	JM_61
Location	Kent House
Type	Diverging
Train 1	P39
Train 1 Type	Class 387, 8-car, 100mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P39 - Down Chatham Main to Platform 4
Margin (seconds)	45



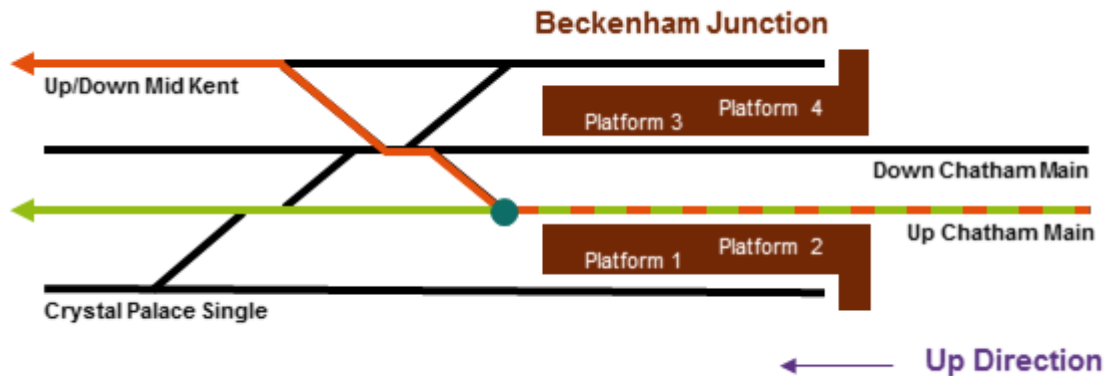
Ref. No.	JM_62
Location	Kent House
Type	Diverging
Train 1	P35
Train 1 Type	Class 319, 8-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P35 - Up Chatham Main to Platform 1
Margin (seconds)	58



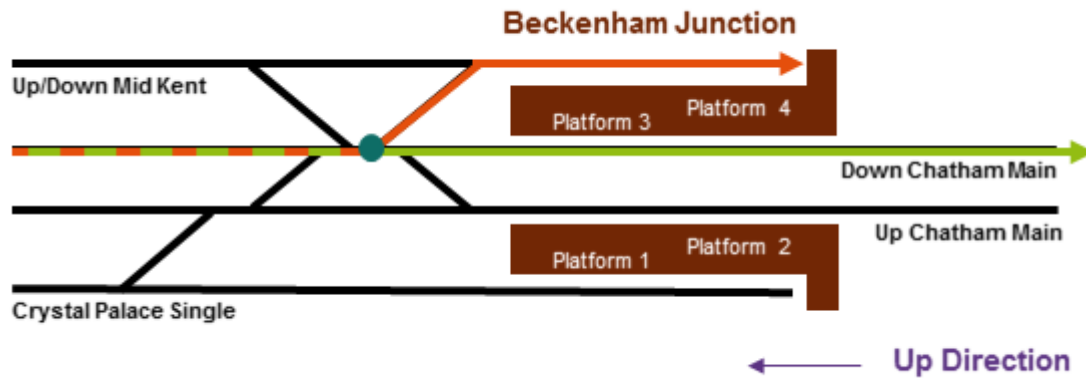
Ref. No.	JM_63
Location	Kent House
Type	Converging
Train 1	P39
Train 1 Type	Class 387, 8-car, 100mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P39 - Platform 4 to Down Chatham Main
Margin (seconds)	135



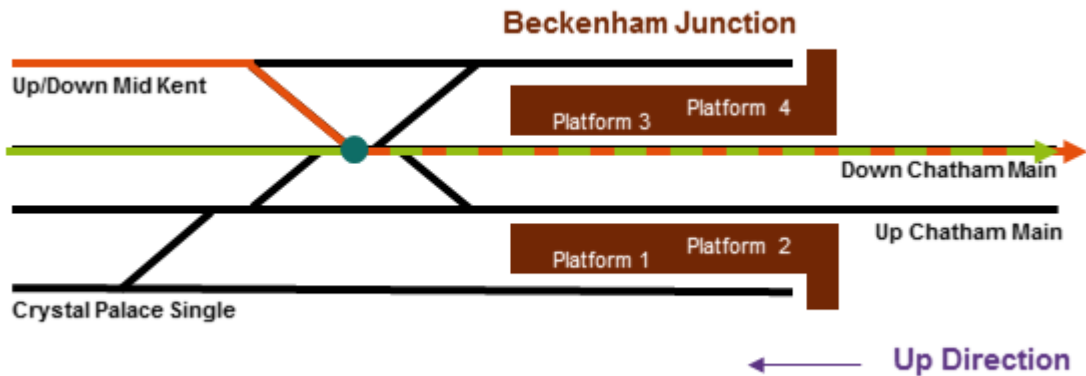
Ref. No.	JM_64
Location	Kent House
Type	Converging
Train 1	P35
Train 1 Type	Class 319, 8-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P35 - Platform 1 to Up Chatham Main
Margin (seconds)	166



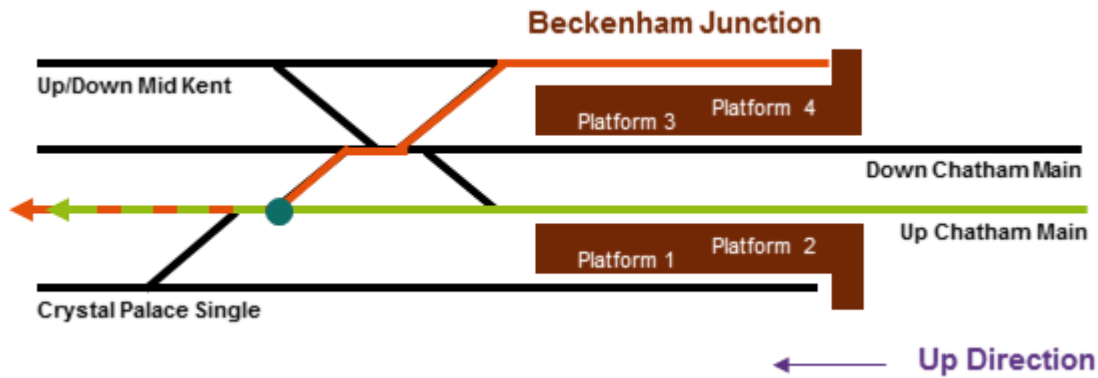
Ref. No.	JM_65
Location	Beckenham Junction
Type	Diverging
Train 1	P36
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P36 - Up Chatham Main to Up Mid Kent
Margin (seconds)	106



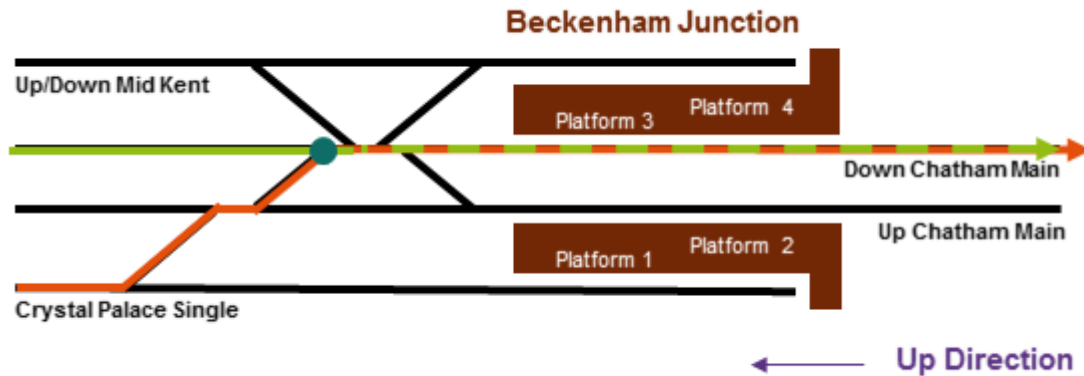
Ref. No.	JM_66
Location	Beckenham Junction
Type	Diverging
Train 1	P39
Train 1 Type	Class 387, 8-car, 100mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P39 - Down Chatham Main to Platform 4
Margin (seconds)	68



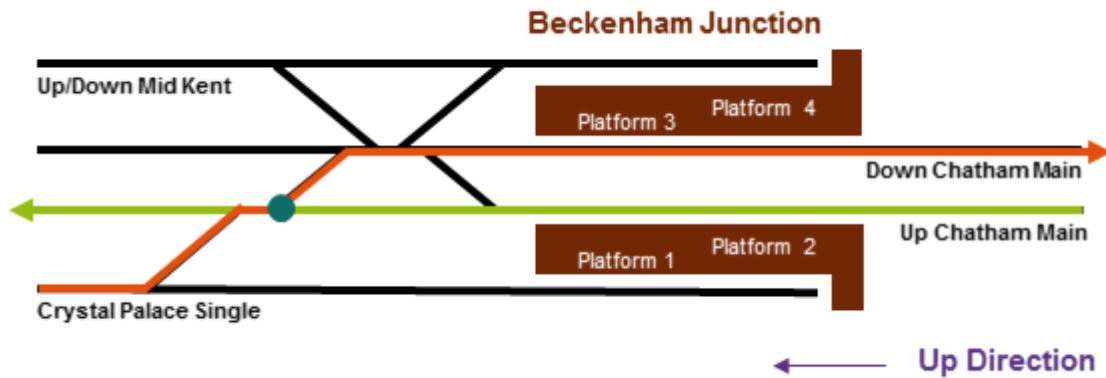
Ref. No.	JM_67
Location	Beckenham Junction
Type	Converging
Train 1	P37
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P37 - Down Mid Kent to Down Chatham Main
Margin (seconds)	110



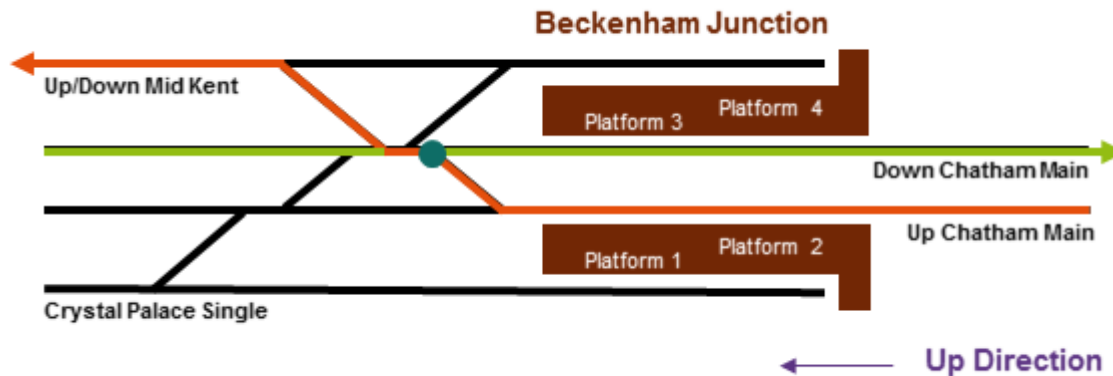
Ref. No.	JM_68
Location	Beckenham Junction
Type	Converging
Train 1	P38
Train 1 Type	Class 387, 8-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P38 - Platform 4 to Up Chatham Main
Margin (seconds)	219



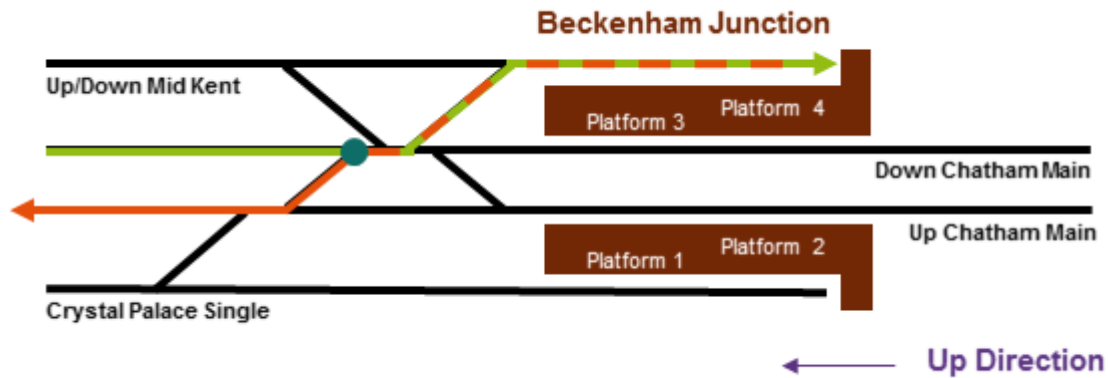
Ref. No.	JM_69
Location	Beckenham Junction
Type	Converging
Train 1	P40
Train 1 Type	Class 319, 4-car, 100mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P40 - Crystal Palace Single to Down Chatham Main
Margin (seconds)	104



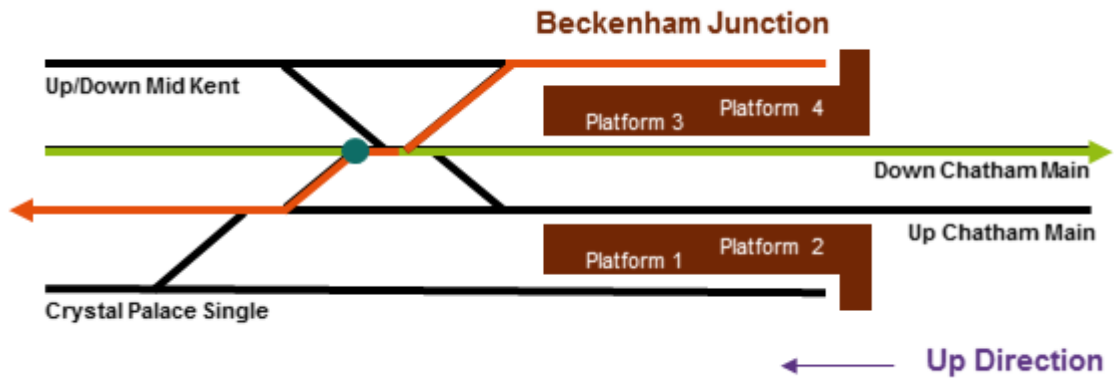
Ref. No.	JM_70
Location	Beckenham Junction
Type	Crossing
Train 1	P40
Train 1 Type	Class 319, 4-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P40 - Crystal Palace Single to Down Chatham Main, crossing Up Chatham Main
Margin (seconds)	41



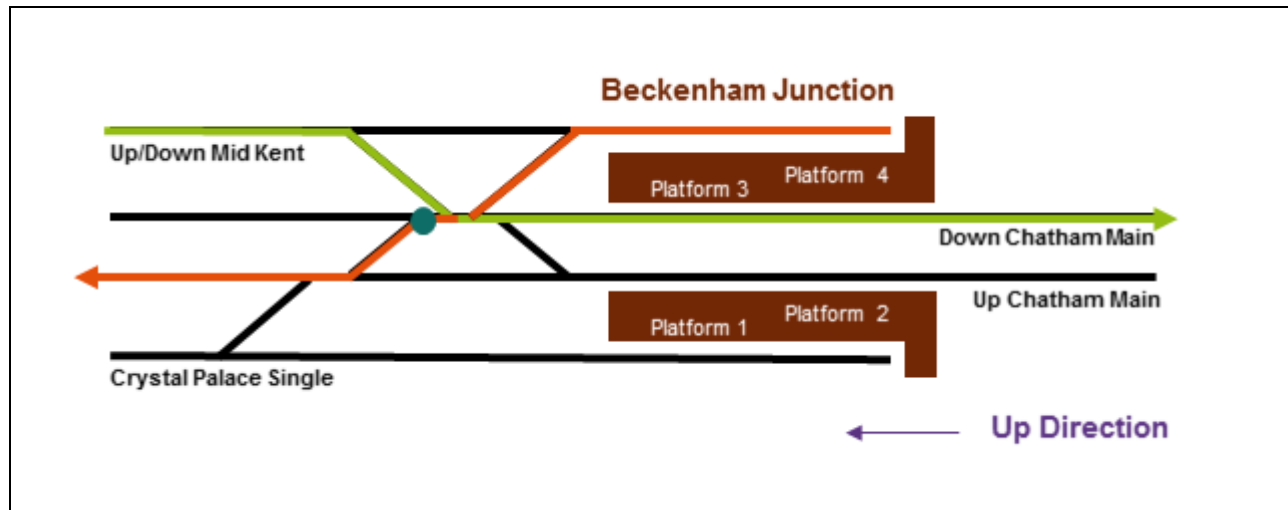
Ref. No.	JM_71
Location	Beckenham Junction
Type	Crossing
Train 1	P36
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P36 - Up Chatham Main to Up Mid Kent, crossing Down Chatham Main
Margin (seconds)	127



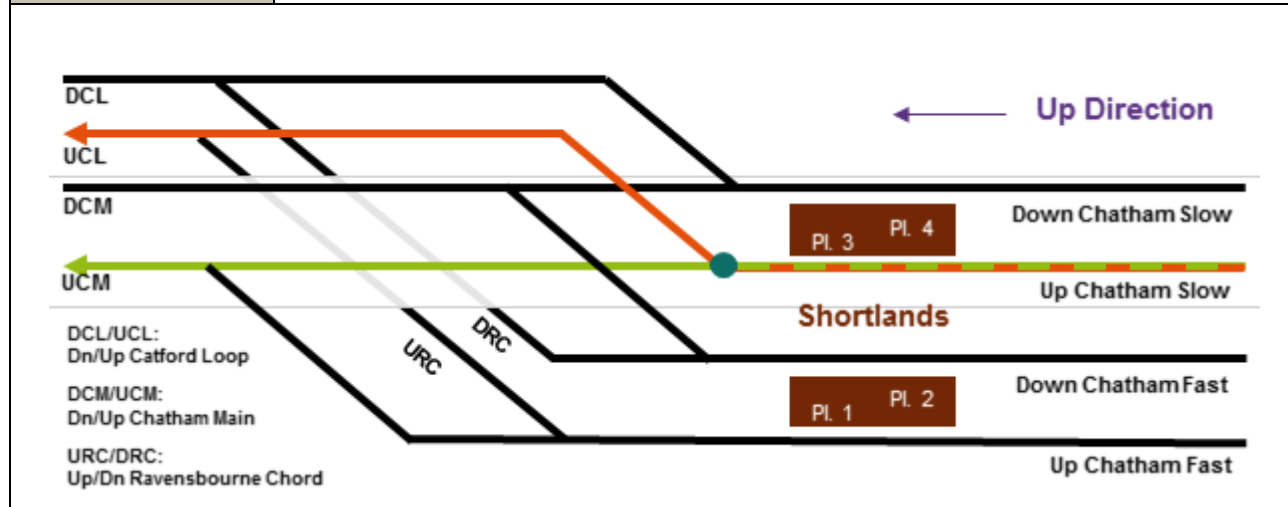
Ref. No.	JM_72
Location	Beckenham Junction
Type	Crossing
Train 1	P38
Train 1 Type	Class 387, 8-car, 100mph
Train 2	P39
Train 2 Type	Class 387, 8-car, 100mph
Movement	P38 - Platform 4 to Up Chatham Main, P39 - Down Chatham Main to Platform 4
Margin (seconds)	270



Ref. No.	JM_73
Location	Beckenham Junction
Type	Crossing
Train 1	P38
Train 1 Type	Class 387, 8-car, 100mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P38 - Platform 4 to Up Chatham Main, crossing Down Chatham Main
Margin (seconds)	162



Ref. No.	JM_74
Location	Beckenham Junction
Type	Crossing
Train 1	P38
Train 1 Type	Class 387, 8-car, 100mph
Train 2	P37
Train 2 Type	Class 465, 8-car, 75mph
Movement	P38 - Platform 4 to Up Chatham Main, crossing Down Chatham Main
Margin (seconds)	257



Ref. No.	JM_75
Location	Shortlands Junction
Type	Diverging
Train 1	P12
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P12 - Up Chatham Slow to Up Catford Loop
Margin (seconds)	109

Ref. No.	JM_76
Location	Shortlands Junction
Type	Diverging
Train 1	F3
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	F3 - Up Chatham Slow to Up Catford Loop
Margin (seconds)	169
Ref. No.	JM_77
Location	Shortlands Junction
Type	Diverging
Train 1	P24
Train 1 Type	Class 319, 8-car, 100mph
Train 2	P35
Train 2 Type	Class 319, 8-car, 100mph
Movement	P24 - Up Chatham Fast to Up Ravensbourne Chord
Margin (seconds)	147

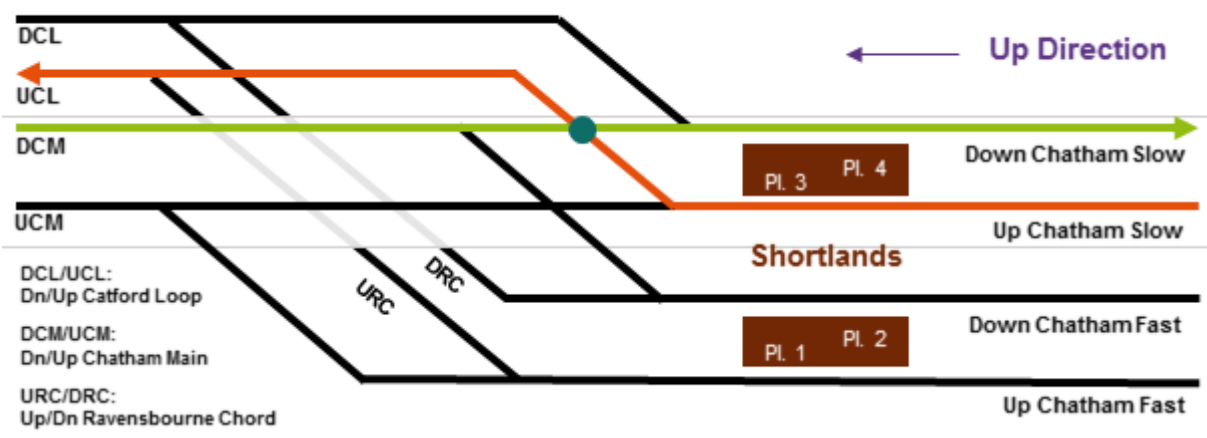
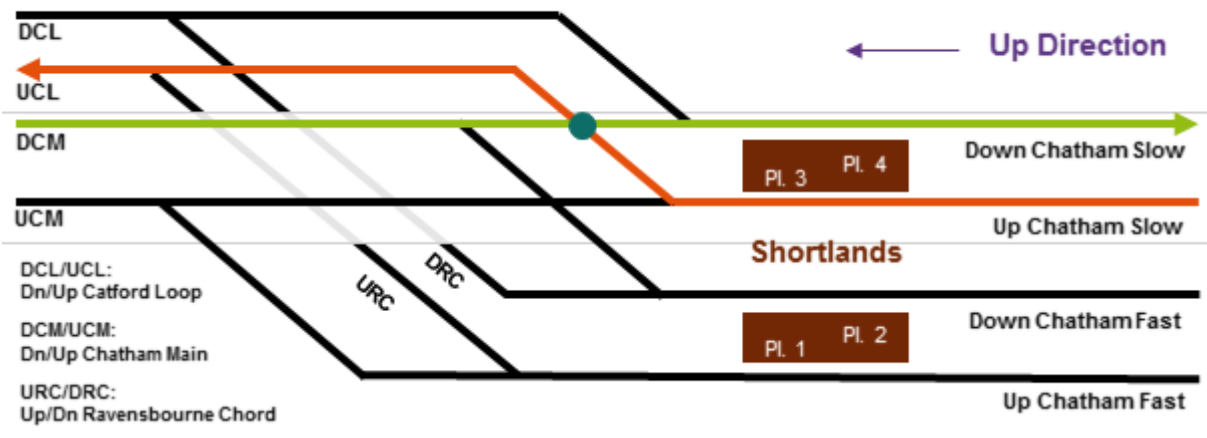
Ref. No.	JM_78
Location	Shortlands Junction
Type	Diverging
Train 1	F1
Train 1 Type	Class 4, Traction Type 92, 2360t, 75mph
Train 2	P35
Train 2 Type	Class 319, 8-car, 100mph
Movement	F1 - Up Chatham Fast to Up Ravensbourne Chord
Margin (seconds)	167
Ref. No.	JM_79
Location	Shortlands Junction
Type	Diverging
Train 1	F2
Train 1 Type	Class 6, Traction Type 66, 1495t, 60mph
Train 2	P35
Train 2 Type	Class 319, 8-car, 100mph
Movement	F2 - Up Chatham Fast to Up Ravensbourne Chord
Margin (seconds)	164

<p>Diagram illustrating the diverging movement at Shortlands Junction. The diagram shows tracks for DCL, UCL, DCM, UCM, URC, and DRC. A legend indicates: DCL/UCL: Dn/Up Catford Loop, DCM/UCM: Dn/Up Chatham Main, URC/DRC: Up/Dn Ravensbourne Chord. A purple arrow points left, labeled 'Up Direction'.</p>	
Ref. No.	JM_80
Location	Shortlands Junction
Type	Diverging
Train 1	P34
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P34 - Down Chatham Main to Down Chatham Fast
Margin (seconds)	82
<p>Diagram illustrating the converging movement at Shortlands Junction. The diagram shows tracks for DCL, UCL, DCM, UCM, URC, and DRC. A legend indicates: DCL/UCL: Dn/Up Catford Loop, DCM/UCM: Dn/Up Chatham Main, URC/DRC: Up/Dn Ravensbourne Chord. A purple arrow points left, labeled 'Up Direction'.</p>	
Ref. No.	JM_81
Location	Shortlands Junction
Type	Converging
Train 1	P07
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P07 - Down Catford Loop to Down Chatham Slow
Margin (seconds)	174

Ref. No.	JM_82
Location	Shortlands Junction
Type	Converging
Train 1	F4
Train 1 Type	Class 4, Traction Type 66, 1770t, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	F4 - Down Catford Loop to Down Chatham Slow
Margin (seconds)	148
Ref. No.	JM_83
Location	Shortlands Junction
Type	Converging
Train 1	F6
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	F6 - Down Catford Loop to Down Chatham Slow
Margin (seconds)	169

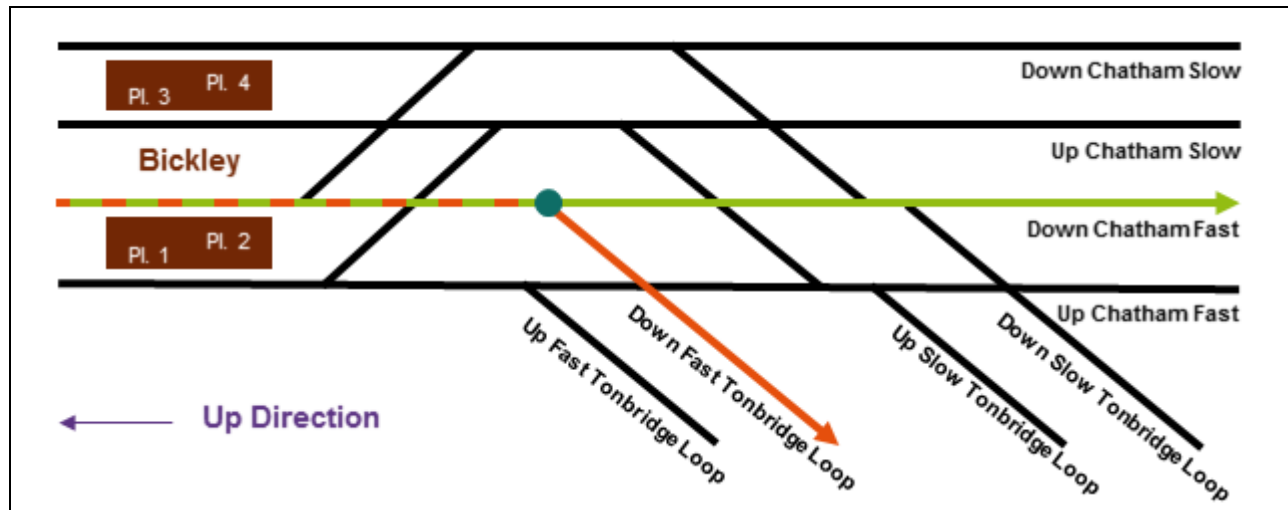
Ref. No.	JM_84
Location	Shortlands Junction
Type	Converging
Train 1	P13
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P34
Train 2 Type	Class 465, 8-car, 75mph
Movement	P34 – Down Chatham Main to Down Ravensbourne Chord / Down Chatham Fast
Margin (seconds)	139
Ref. No.	JM_85
Location	Shortlands Junction
Type	Converging
Train 1	F5
Train 1 Type	Class 4, Traction Type 92, 2360t, 75mph
Train 2	P34
Train 2 Type	Class 465, 8-car, 75mph
Movement	P34 – Down Chatham Main to Down Ravensbourne Chord / Down Chatham Fast
Margin (seconds)	201

Ref. No.	JM_86
Location	Shortlands Junction
Type	Converging
Train 1	F7
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	P34
Train 2 Type	Class 465, 8-car, 75mph
Movement	P34 – Down Chatham Main to Down Ravensbourne Chord / Down Chatham Fast
Margin (seconds)	201
Ref. No.	JM_87
Location	Shortlands Junction
Type	Converging
Train 1	P35
Train 1 Type	Class 319, 8-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P35 - Up Chatham Fast to Up Chatham Main
Margin (seconds)	181

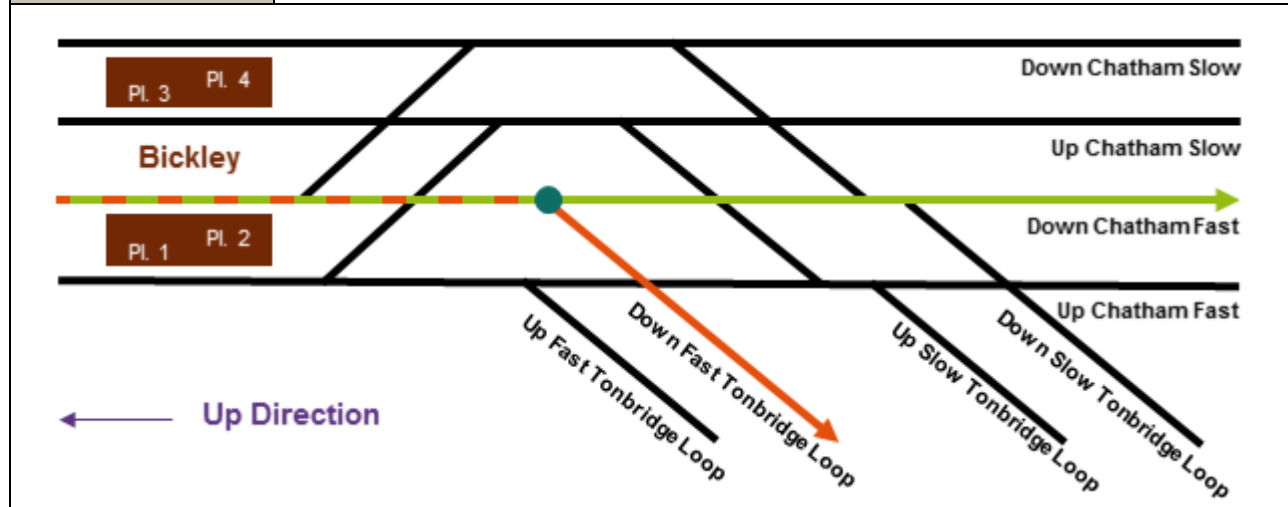
	
Ref. No.	JM_88
Location	Shortlands Junction
Type	Crossing
Train 1	P12
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P12 - Up Chatham Slow to Up Catford Loop, crossing Down Chatham Slow
Margin (seconds)	100
	
Ref. No.	JM_89
Location	Shortlands Junction
Type	Crossing
Train 1	F3
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	F3 - Up Chatham Slow to Up Catford Loop, crossing Down Chatham Slow
Margin (seconds)	160

Ref. No.	JM_90
Location	Bickley Junction
Type	Diverging
Train 1	P32
Train 1 Type	Class 319, 4-car, 100mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P32 - Down Chatham Slow to Down Slow Tonbridge Loop
Margin (seconds)	115
Ref. No.	JM_91
Location	Bickley Junction
Type	Diverging
Train 1	F9
Train 1 Type	Class 4, Traction Type 66, 1562t, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	F9 - Down Chatham Slow to Down Slow Tonbridge Loop
Margin (seconds)	133

Ref. No.	JM_92
Location	Bickley Junction
Type	Diverging
Train 1	F9
Train 1 Type	Class 4, Traction Type 66, 1562t, 75mph
Train 2	F4
Train 2 Type	Class 4, Traction Type 66, 1770t, 75mph
Movement	F9 - Down Chatham Slow to Down Slow Tonbridge Loop
Margin (seconds)	174
Ref. No.	JM_93
Location	Bickley Junction
Type	Diverging
Train 1	P34
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P25
Train 2 Type	Class 319, 8-car, 100mph
Movement	P34 - Down Chatham Fast to Down Fast Tonbridge Loop
Margin (seconds)	158



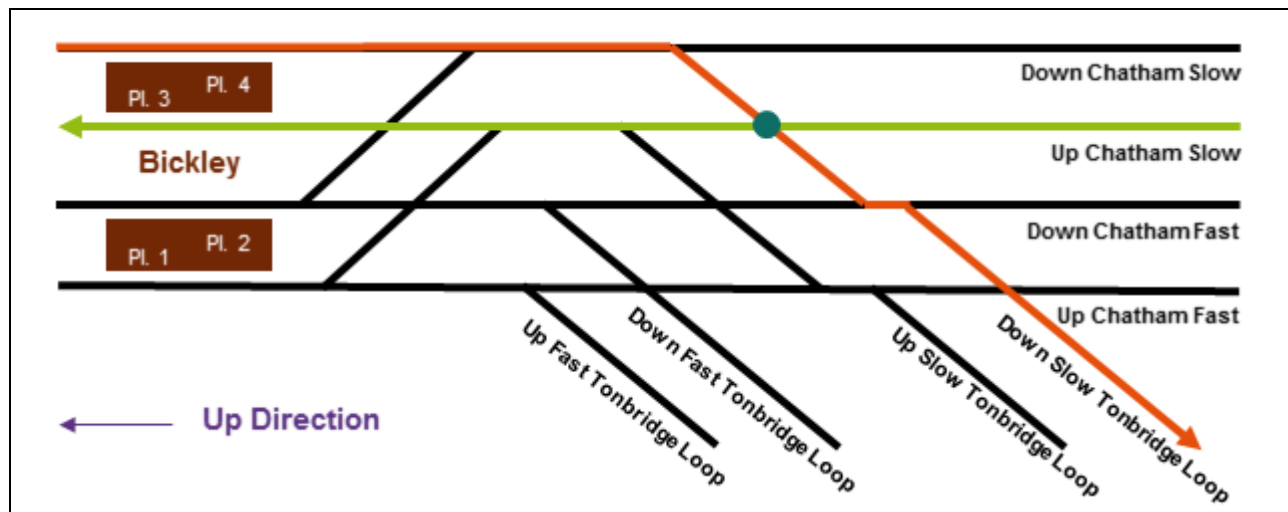
Ref. No.	JM_94
Location	Bickley Junction
Type	Diverging
Train 1	F10
Train 1 Type	Class 4, Traction Type 66, 1560t, 75mph
Train 2	P25
Train 2 Type	Class 319, 8-car, 100mph
Movement	F10 - Down Chatham Fast to Down Fast Tonbridge Loop
Margin (seconds)	179



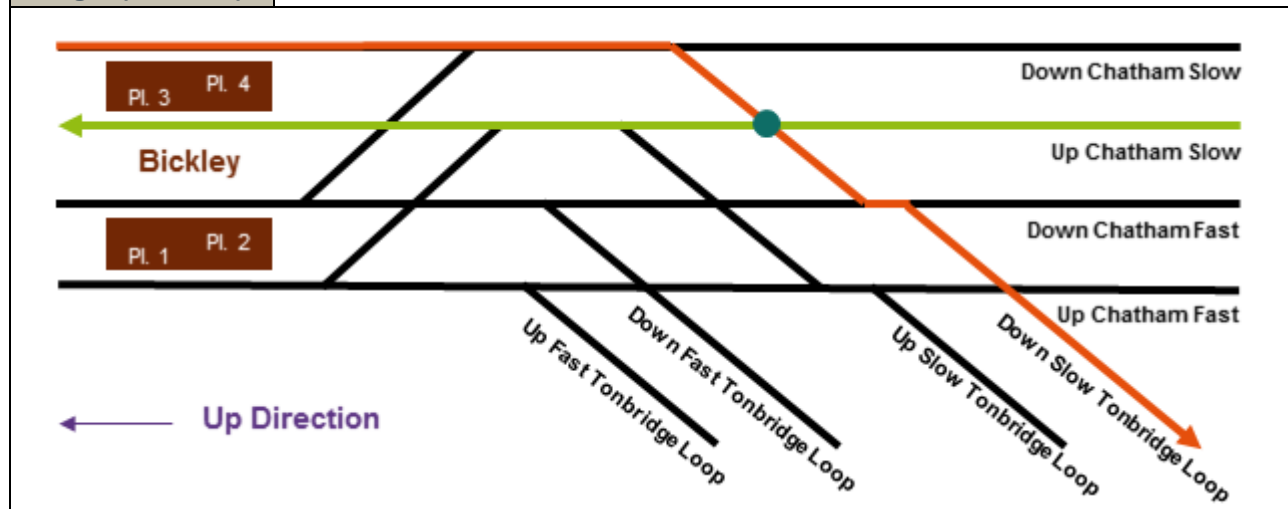
Ref. No.	JM_96
Location	Bickley Junction
Type	Diverging
Train 1	F11
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	F5
Train 2 Type	Class 4, Traction Type 92, 2360t, 75mph
Movement	F11 - Down Chatham Fast to Down Fast Tonbridge Loop
Margin (seconds)	202

Ref. No.	JM_98
Location	Bickley Junction
Type	Converging
Train 1	P33
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P33 - Up Slow Tonbridge Loop to Up Chatham Slow
Margin (seconds)	132
Ref. No.	JM_99
Location	Bickley Junction
Type	Converging
Train 1	F3
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	P33
Train 2 Type	Class 465, 8-car, 75mph
Movement	P33 - Up Slow Tonbridge Loop to Up Chatham Slow
Margin (seconds)	194

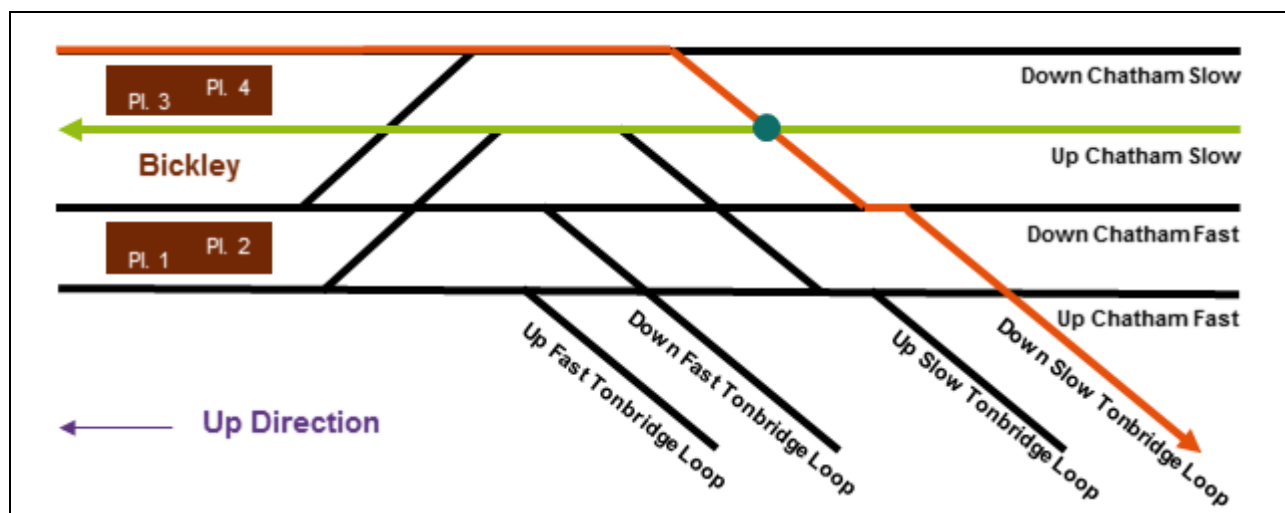
Ref. No.	JM_100
Location	Bickley Junction
Type	Converging
Train 1	P35
Train 1 Type	Class 319, 8-car, 100mph
Train 2	P24
Train 2 Type	Class 319, 8-car, 100mph
Movement	P35 - Up Fast Tonbridge Loop to Up Chatham Fast
Margin (seconds)	154
Ref. No.	JM_101
Location	Bickley Junction
Type	Converging
Train 1	F1
Train 1 Type	Class 4, Traction Type 92, 2360t, 75mph
Train 2	P35
Train 2 Type	Class 319, 8-car, 100mph
Movement	P35 - Up Fast Tonbridge Loop to Up Chatham Fast
Margin (seconds)	146



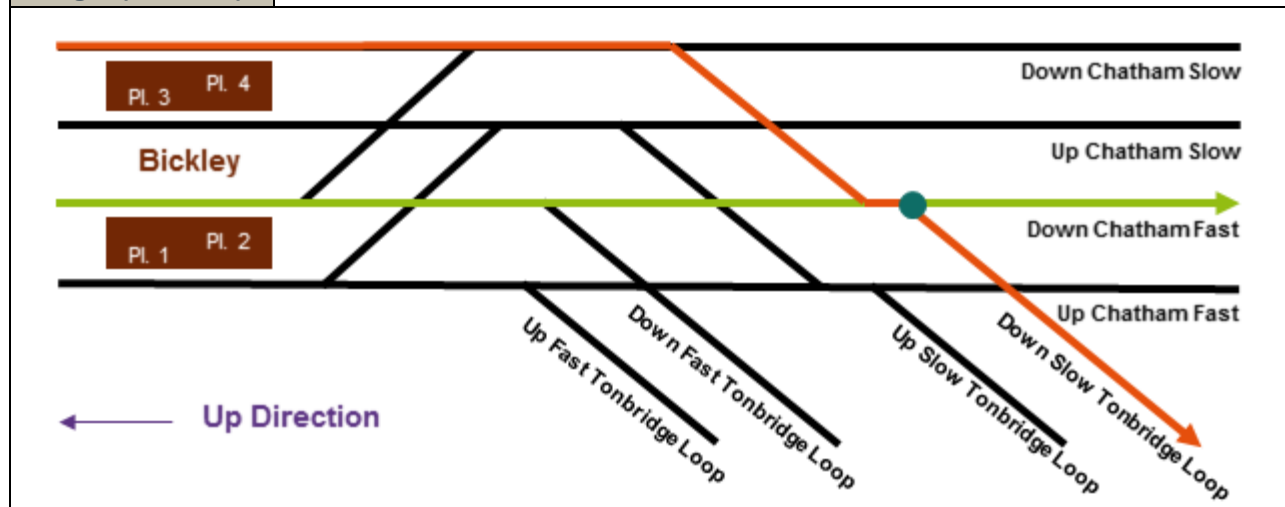
Ref. No.	JM_102
Location	Bickley Junction
Type	Crossing
Train 1	P32
Train 1 Type	Class 319, 4-car, 100mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P32 - Down Chatham Slow to Down Slow Tonbridge Loop, crossing Up Chatham Slow
Margin (seconds)	114



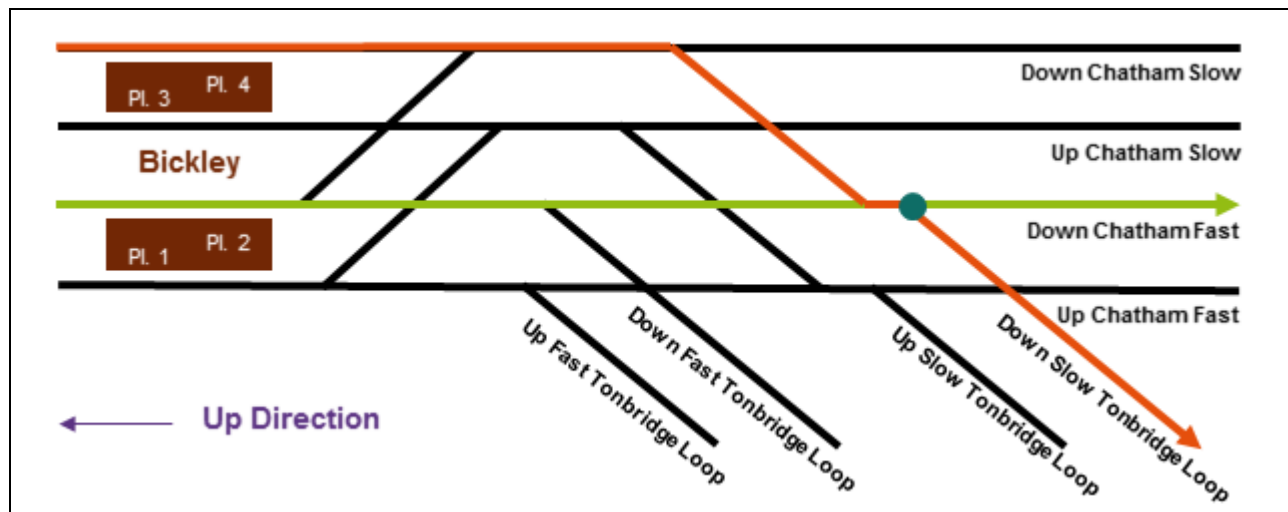
Ref. No.	JM_103
Location	Bickley Junction
Type	Crossing
Train 1	F9
Train 1 Type	Class 4, Traction Type 66, 1562t, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	F9 - Down Chatham Slow to Down Slow Tonbridge Loop, crossing Up Chatham Slow
Margin (seconds)	133



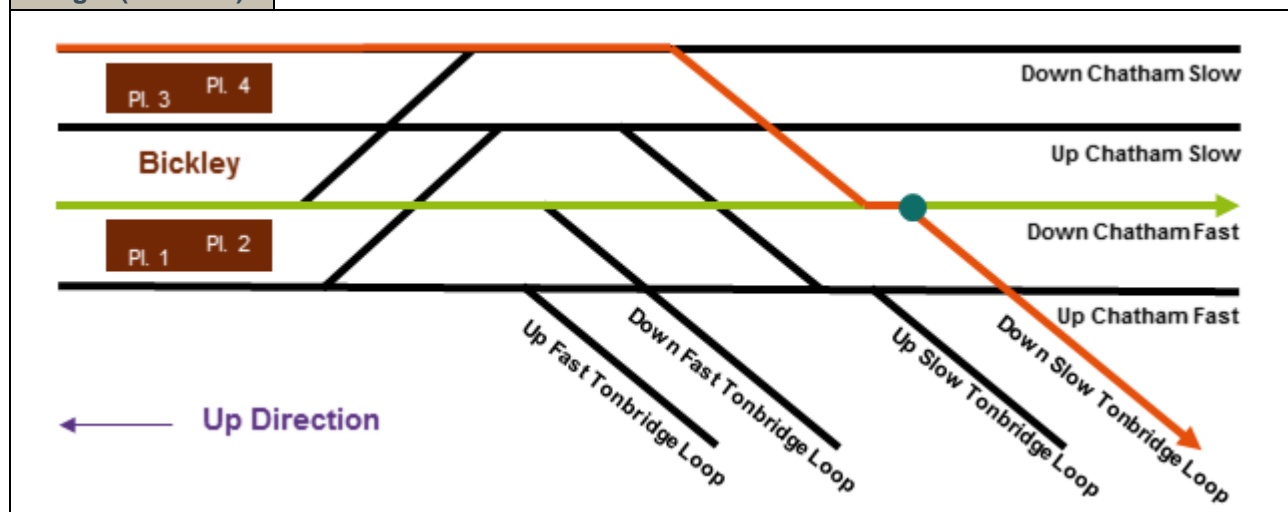
Ref. No.	JM_104
Location	Bickley Junction
Type	Crossing
Train 1	F9
Train 1 Type	Class 4, Traction Type 66, 1562t, 75mph
Train 2	F3
Train 2 Type	Class 6, Traction Type 92, 2360t, 60mph
Movement	F9 - Down Chatham Slow to Down Slow Tonbridge Loop, crossing Up Chatham Slow
Margin (seconds)	185



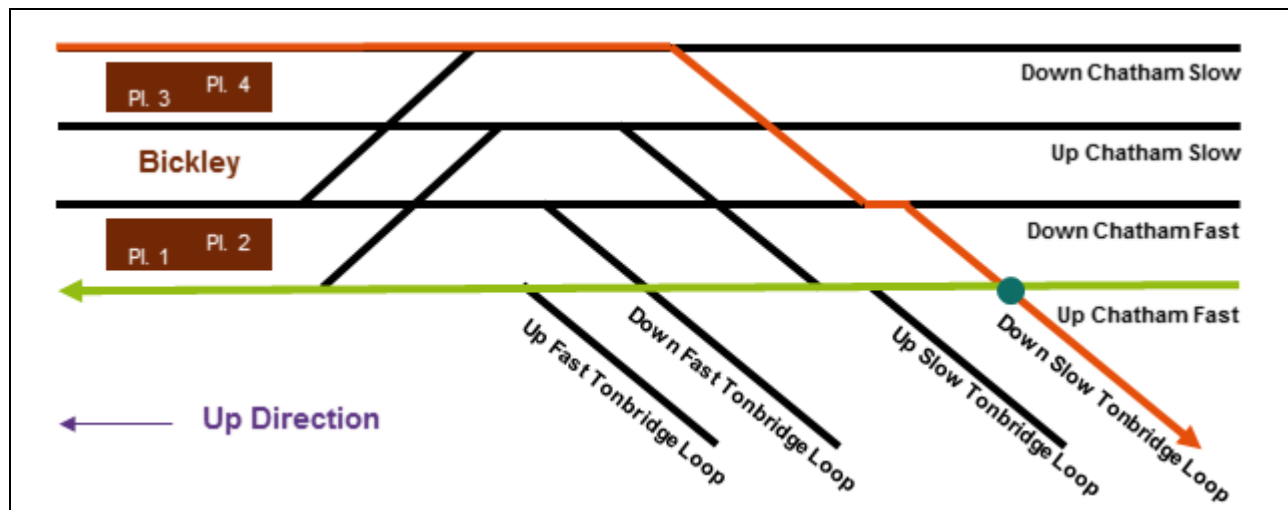
Ref. No.	JM_105
Location	Bickley Junction
Type	Crossing
Train 1	P32
Train 1 Type	Class 319, 4-car, 100mph
Train 2	P25
Train 2 Type	Class 319, 8-car, 100mph
Movement	P32 - Down Chatham Slow to Down Slow Tonbridge Loop, crossing Down Chatham Fast
Margin (seconds)	178



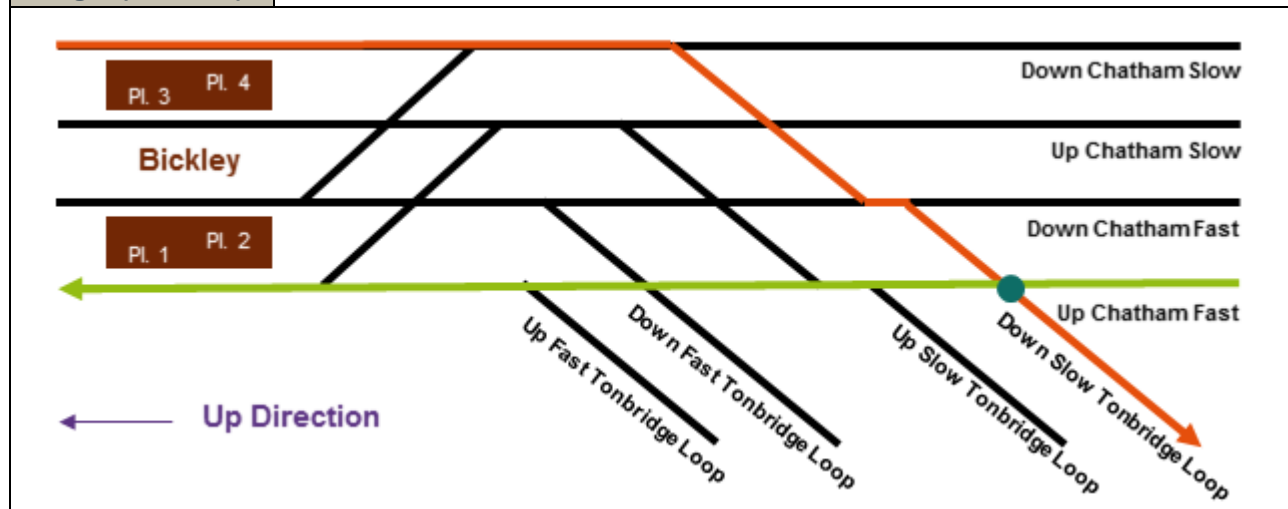
Ref. No.	JM_106
Location	Bickley Junction
Type	Crossing
Train 1	F9
Train 1 Type	Class 4, Traction Type 66, 1562t, 75mph
Train 2	P25
Train 2 Type	Class 319, 8-car, 100mph
Movement	F9 - Down Chatham Slow to Down Slow Tonbridge Loop, crossing Down Chatham Fast
Margin (seconds)	196



Ref. No.	JM_107
Location	Bickley Junction
Type	Crossing
Train 1	F9
Train 1 Type	Class 4, Traction Type 66, 1562t, 75mph
Train 2	F5
Train 2 Type	Class 4, Traction Type 92, 2360t, 75mph
Movement	F9 - Down Chatham Slow to Down Slow Tonbridge Loop, crossing Down Chatham Fast
Margin (seconds)	213

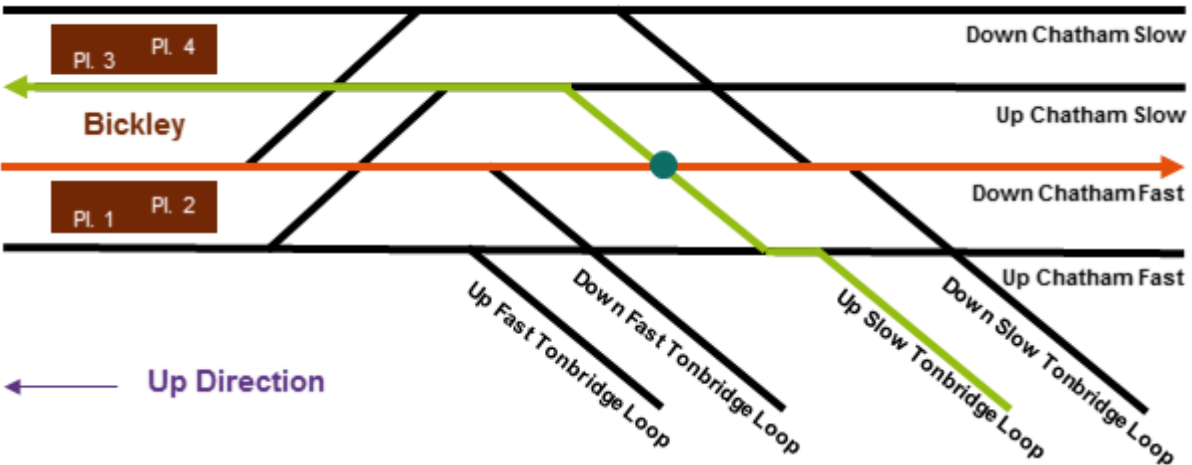
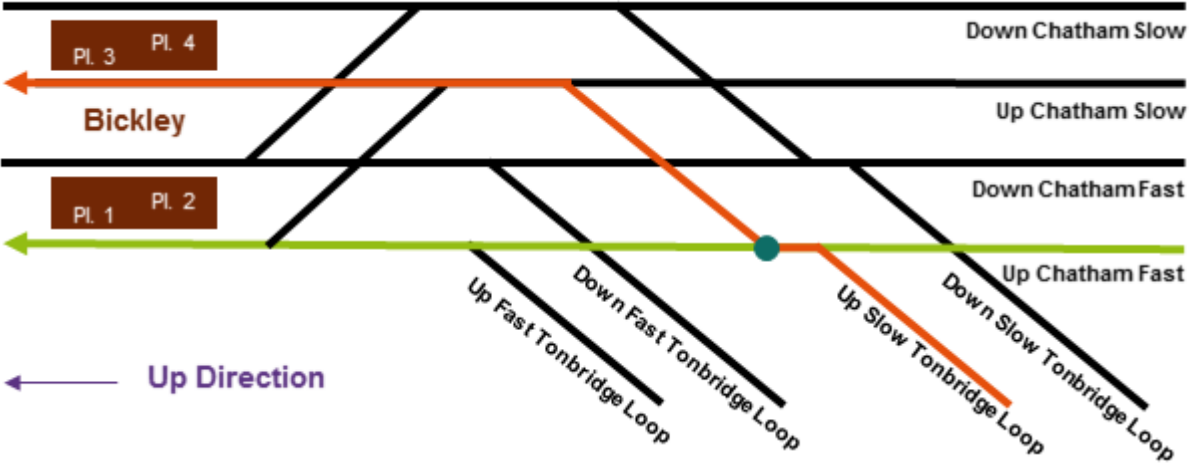


Ref. No.	JM_108
Location	Bickley Junction
Type	Crossing
Train 1	P32
Train 1 Type	Class 319, 4-car, 100mph
Train 2	P24
Train 2 Type	Class 319, 8-car, 100mph
Movement	P32 - Down Chatham Slow to Down Slow Tonbridge Loop, crossing Up Chatham Fast
Margin (seconds)	149



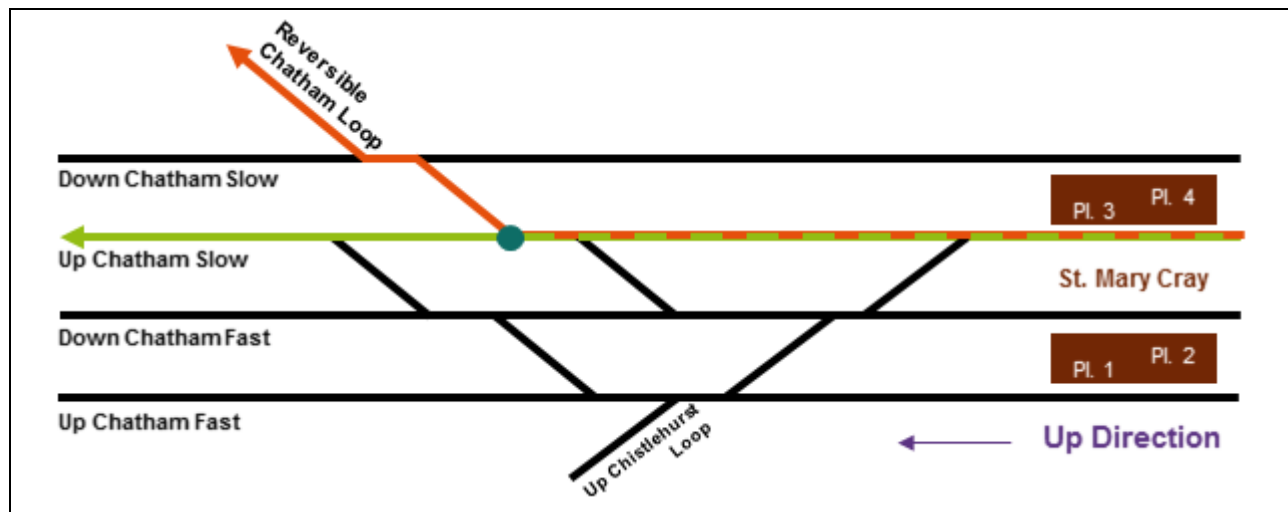
Ref. No.	JM_109
Location	Bickley Junction
Type	Crossing
Train 1	F9
Train 1 Type	Class 4, Traction Type 66, 1562t, 75mph
Train 2	P24
Train 2 Type	Class 319, 8-car, 100mph
Movement	F9 - Down Chatham Slow to Down Slow Tonbridge Loop, crossing Up Chatham Fast
Margin (seconds)	168

<p>Diagram illustrating the crossing at Bickley Junction for movement JM_110. The diagram shows the Up Direction (indicated by a green arrow) and the crossing point between Down Chatham Fast and Up Chatham Fast. The crossing is marked by a blue dot. The diagram also shows the Up Fast Tonbridge Loop and Down Fast Tonbridge Loop.</p>	
Ref. No.	JM_110
Location	Bickley Junction
Type	Crossing
Train 1	F9
Train 1 Type	Class 4, Traction Type 66, 1562t, 75mph
Train 2	F1
Train 2 Type	Class 4, Traction Type 92, 2360t, 75mph
Movement	F9 - Down Chatham Slow to Down Slow Tonbridge Loop, crossing Up Chatham Fast
Margin (seconds)	261
<p>Diagram illustrating the crossing at Bickley Junction for movement JM_111. The diagram shows the Up Direction (indicated by a green arrow) and the crossing point between Down Chatham Fast and Up Chatham Fast. The crossing is marked by a blue dot. The diagram also shows the Up Fast Tonbridge Loop and Down Fast Tonbridge Loop.</p>	
Ref. No.	JM_111
Location	Bickley Junction
Type	Crossing
Train 1	P33
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P25
Train 2 Type	Class 319, 8-car, 100mph
Movement	P33 - Up Slow Tonbridge Loop to Up Chatham Slow, crossing Down Chatham Fast
Margin (seconds)	160

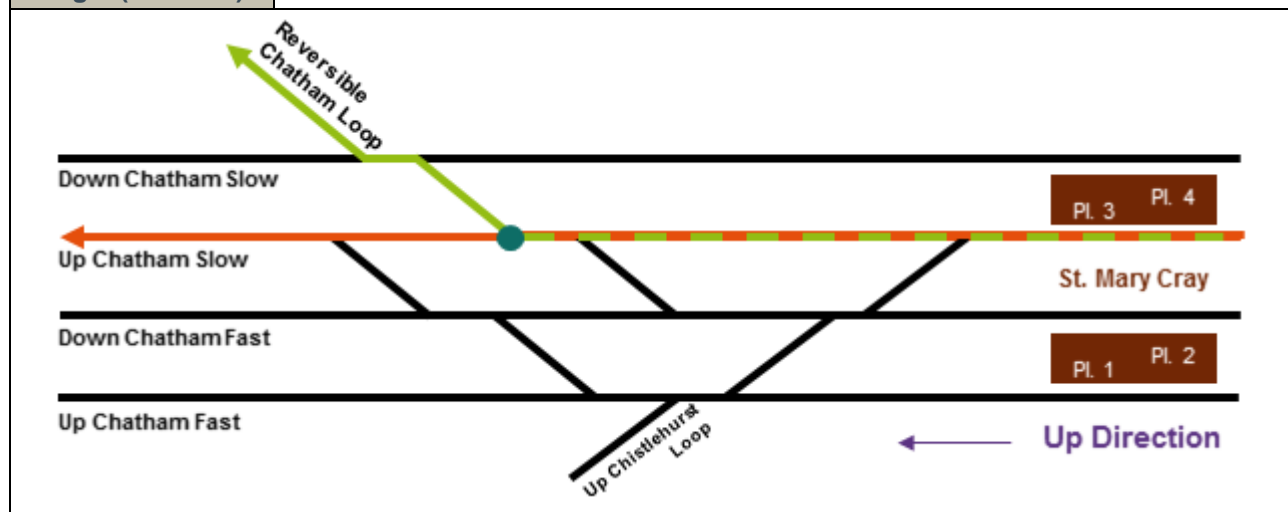
	
Ref. No.	JM_112
Location	Bickley Junction
Type	Crossing
Train 1	F5
Train 1 Type	Class 4, Traction Type 92, 2360t, 75mph
Train 2	P33
Train 2 Type	Class 465, 8-car, 75mph
Movement	P33 - Up Slow Tonbridge Loop to Up Chatham Slow, crossing Down Chatham Fast
Margin (seconds)	175
	
Ref. No.	JM_113
Location	Bickley Junction
Type	Crossing
Train 1	P33
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P24
Train 2 Type	Class 319, 8-car, 100mph
Movement	P33 - Up Slow Tonbridge Loop to Up Chatham Slow, crossing Down Chatham Fast
Margin (seconds)	128

Ref. No.	JM_114
Location	Bickley Junction
Type	Crossing
Train 1	F1
Train 1 Type	Class 4, Traction Type 92, 2360t, 75mph
Train 2	P33
Train 2 Type	Class 465, 8-car, 75mph
Movement	P33 - Up Slow Tonbridge Loop to Up Chatham Slow, crossing Down Chatham Fast
Margin (seconds)	153
Ref. No.	JM_115
Location	Bickley Junction
Type	Crossing
Train 1	P34
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P24
Train 2 Type	Class 319, 8-car, 100mph
Movement	P34 - Down Chatham Fast to Down Fast Tonbridge Loop, crossing Up Chatham Fast
Margin (seconds)	131

Ref. No.	JM_116
Location	Bickley Junction
Type	Crossing
Train 1	F10
Train 1 Type	Class 4, Traction Type 66, 1560t, 75mph
Train 2	P24
Train 2 Type	Class 319, 8-car, 100mph
Movement	F10 - Down Chatham Fast to Down Fast Tonbridge Loop, crossing Up Chatham Fast
Margin (seconds)	155
Ref. No.	JM_118
Location	Bickley Junction
Type	Crossing
Train 1	F11
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	F1
Train 2 Type	Class 4, Traction Type 92, 2360t, 75mph
Movement	F11 - Down Chatham Fast to Down Fast Tonbridge Loop, crossing Up Chatham Fast
Margin (seconds)	254

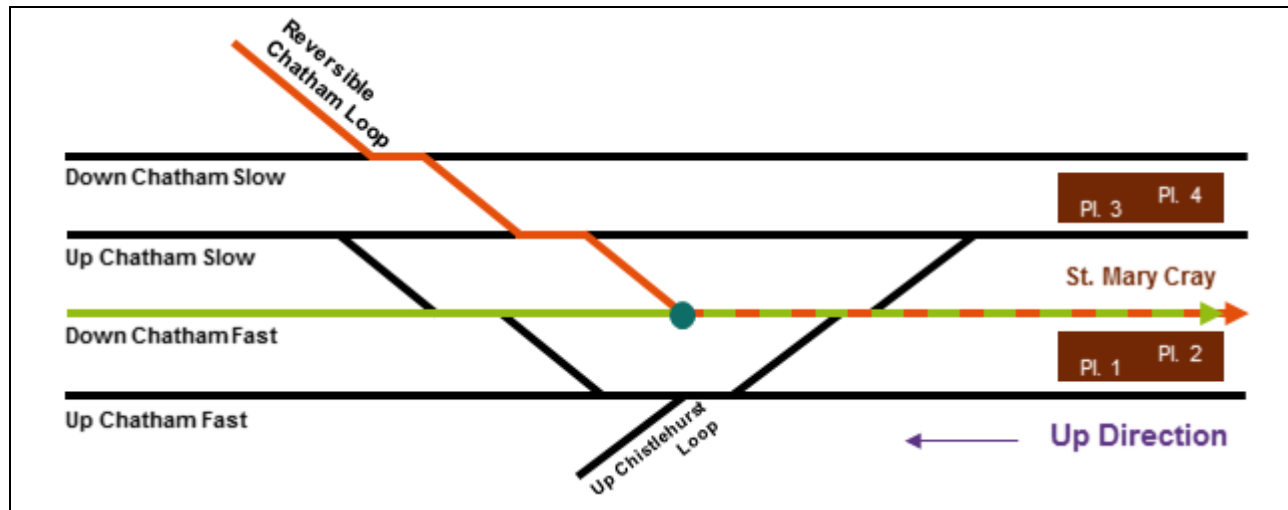


Ref. No.	JM_120
Location	St Mary Cray Junction
Type	Diverging
Train 1	P29
Train 1 Type	Class 465, 6-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P29 - Up Chatham Slow to Reversible Chatham Loop
Margin (seconds)	88

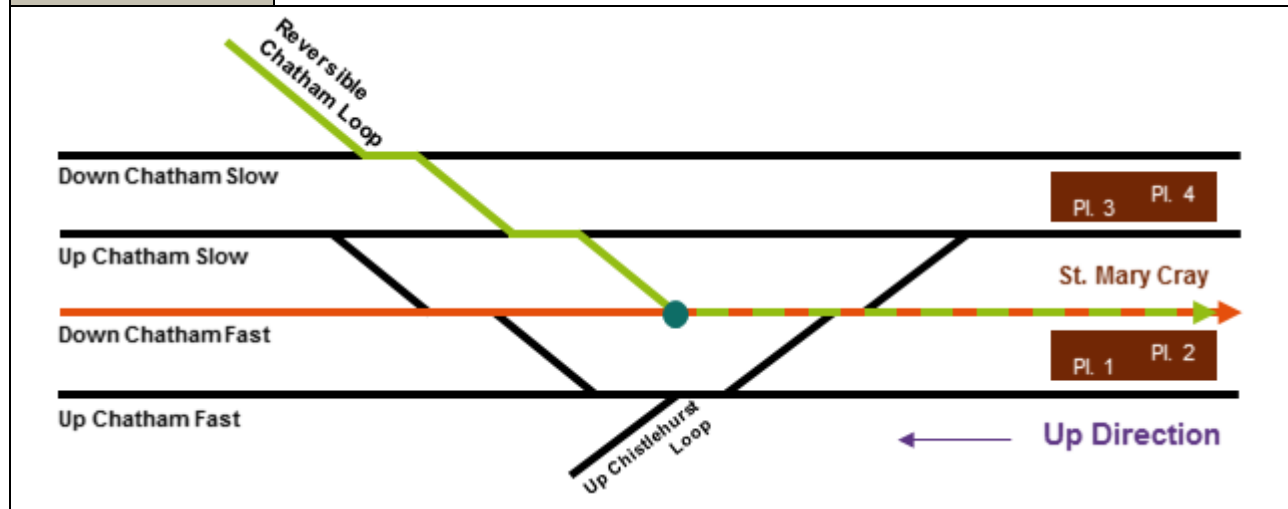


Ref. No.	JM_121
Location	St Mary Cray Junction
Type	Diverging
Train 1	F3
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	P29
Train 2 Type	Class 465, 6-car, 75mph
Movement	P29 - Up Chatham Slow to Reversible Chatham Loop
Margin (seconds)	110

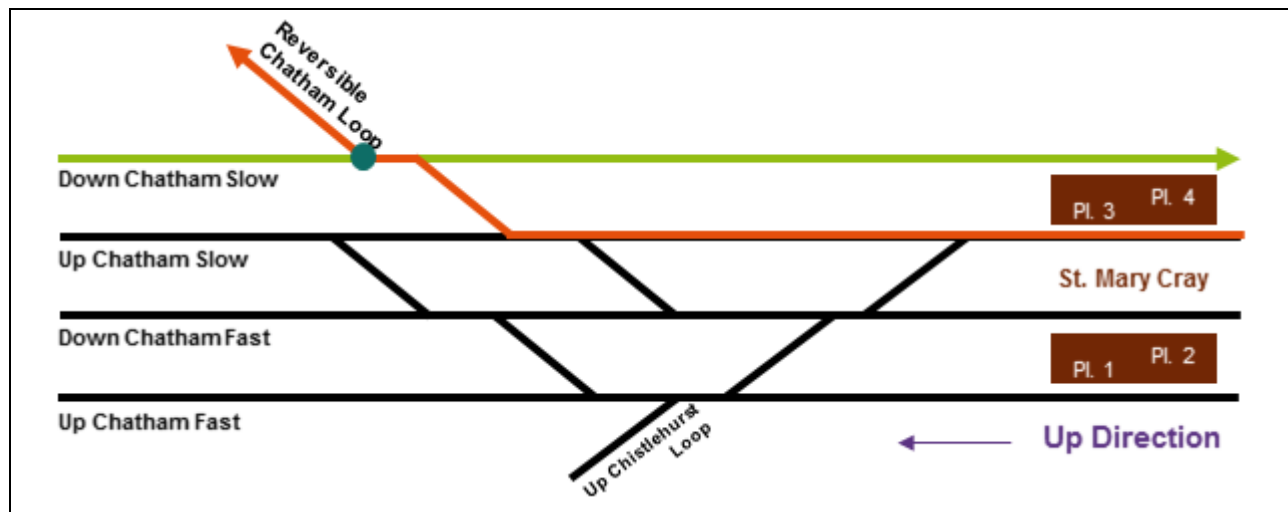
Ref. No.	JM_124
Location	St Mary Cray Junction
Type	Converging
Train 1	P28
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P28 - Reversible Chatham Loop to Down Chatham Slow
Margin (seconds)	151
Ref. No.	JM_125
Location	St Mary Cray Junction
Type	Converging
Train 1	F4
Train 1 Type	Class 4, Traction Type 66, 1770t, 75mph
Train 2	P28
Train 2 Type	Class 375, 12-car, 100mph
Movement	P28 - Reversible Chatham Loop to Down Chatham Slow
Margin (seconds)	142



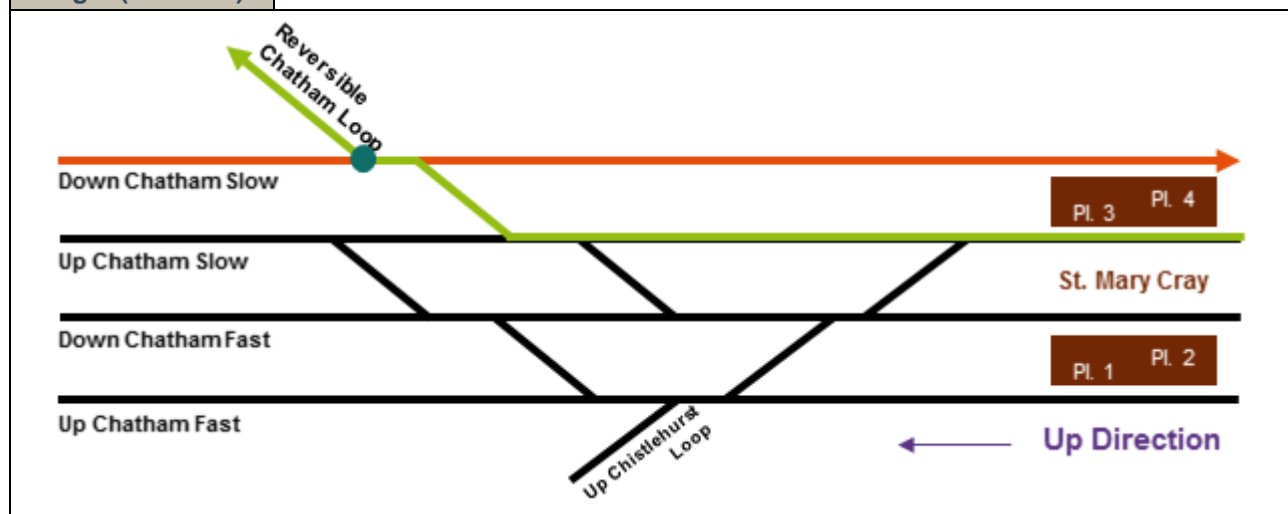
Ref. No.	JM_126
Location	St Mary Cray Junction
Type	Converging
Train 1	P30
Train 1 Type	Class 465, 10-car, 75mph
Train 2	P25
Train 2 Type	Class 319, 8-car, 100mph
Movement	P30 - Reversible Chatham loop to Down Chatham Fast
Margin (seconds)	213



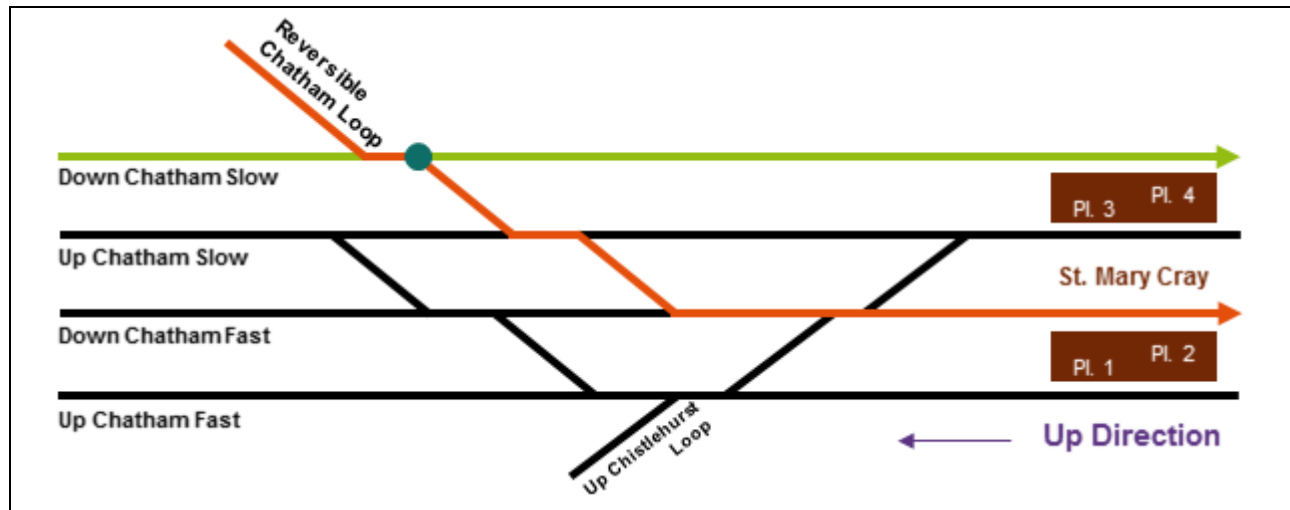
Ref. No.	JM_127
Location	St Mary Cray Junction
Type	Converging
Train 1	F5
Train 1 Type	Class 4, Traction Type 92, 2360t, 75mph
Train 2	P30
Train 2 Type	Class 465, 10-car, 75mph
Movement	P30 - Reversible Chatham loop to Down Chatham Fast
Margin (seconds)	123



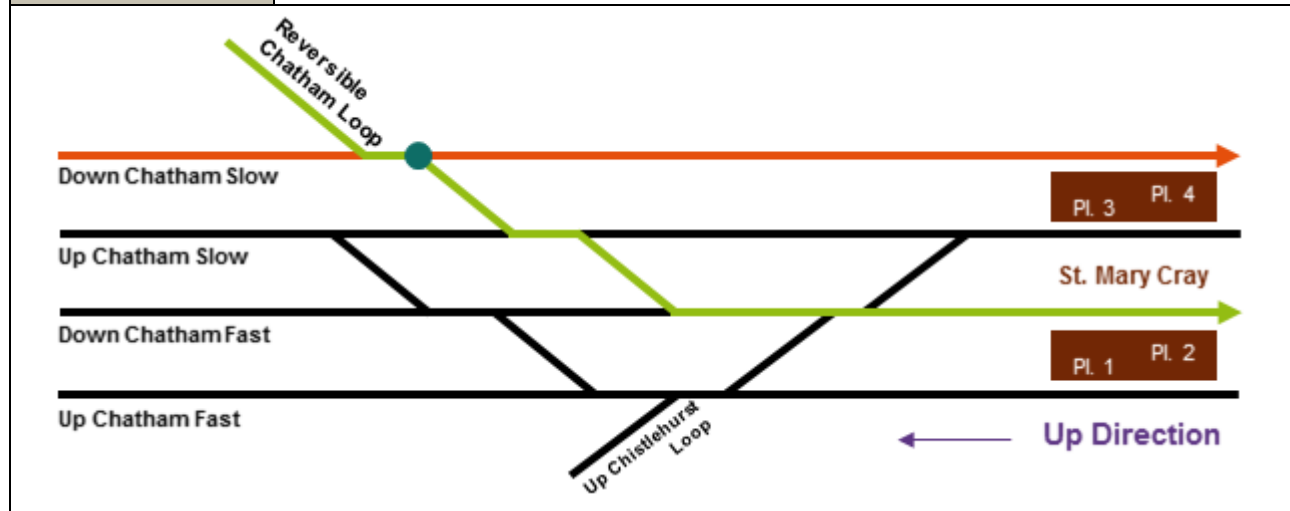
Ref. No.	JM_128
Location	St Mary Cray Junction
Type	Crossing
Train 1	P29
Train 1 Type	Class 465, 6-car, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P29 - Up Chatham Slow to Reversible Chatham Loop, crossing Down Chatham Slow
Margin (seconds)	124



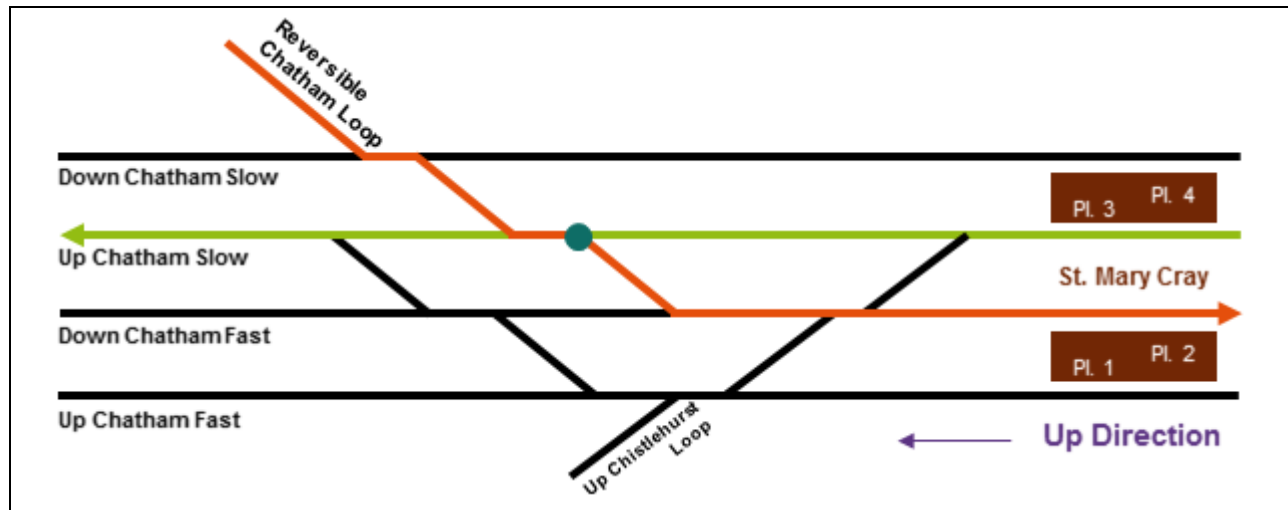
Ref. No.	JM_129
Location	St Mary Cray Junction
Type	Crossing
Train 1	F4
Train 1 Type	Class 4, Traction Type 66, 1770t, 75mph
Train 2	P29
Train 2 Type	Class 465, 6-car, 75mph
Movement	P29 - Up Chatham Slow to Reversible Chatham Loop, crossing Down Chatham Slow
Margin (seconds)	100



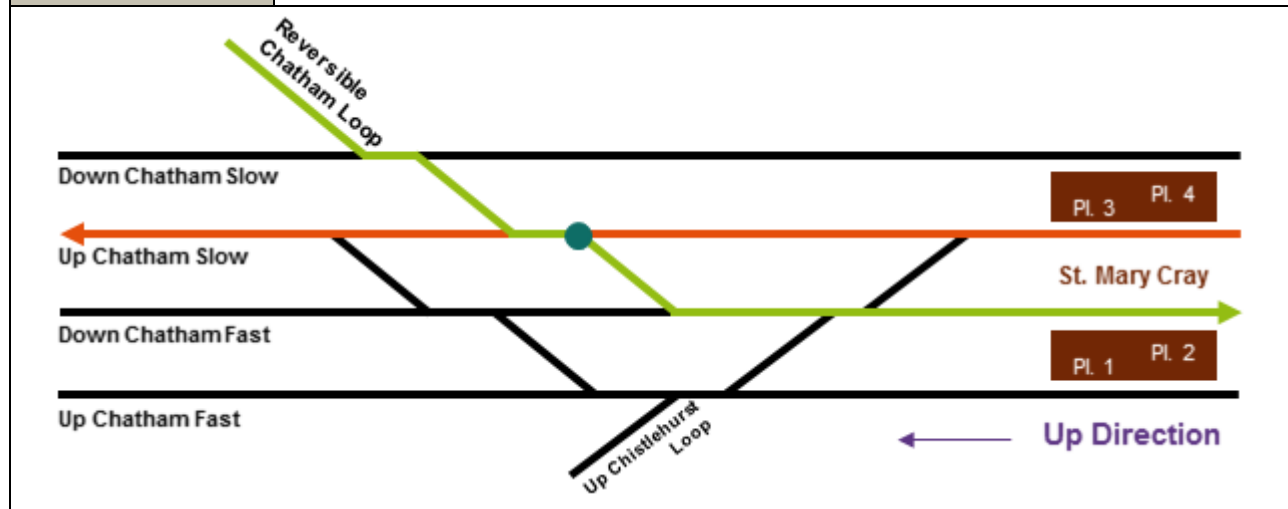
Ref. No.	JM_130
Location	St Mary Cray Junction
Type	Crossing
Train 1	P30
Train 1 Type	Class 465, 10-car, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P30 - Reversible Chatham loop to Down Chatham Fast, crossing Down Chatham Slow
Margin (seconds)	123



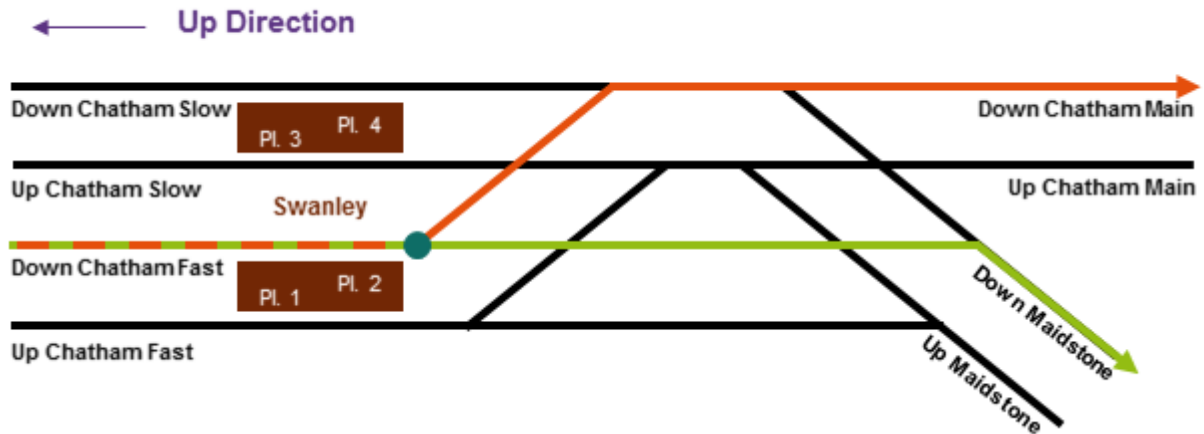
Ref. No.	JM_131
Location	St Mary Cray Junction
Type	Crossing
Train 1	F4
Train 1 Type	Class 4, Traction Type 66, 1770t, 75mph
Train 2	P30
Train 2 Type	Class 465, 10-car, 75mph
Movement	P30 - Reversible Chatham loop to Down Chatham Fast, crossing Down Chatham Slow
Margin (seconds)	100



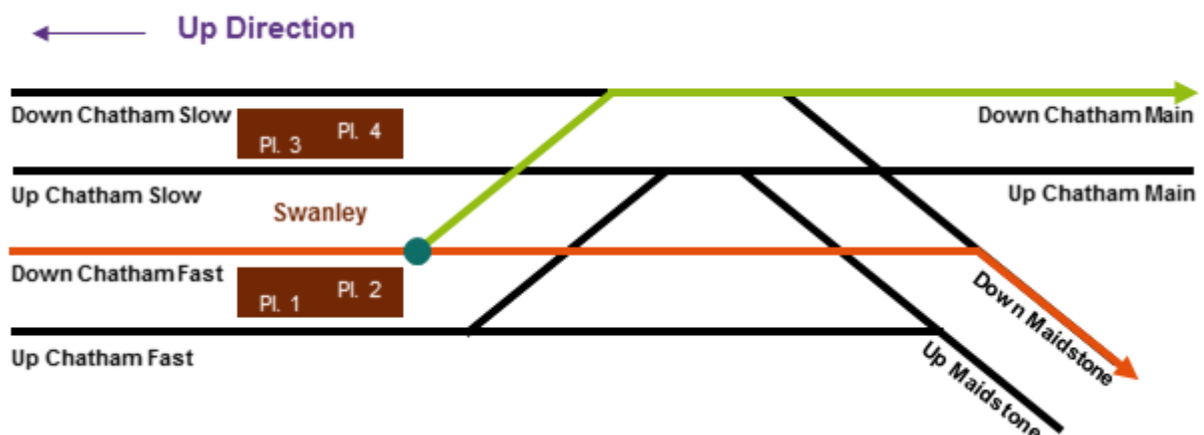
Ref. No.	JM_132
Location	St Mary Cray Junction
Type	Crossing
Train 1	P30
Train 1 Type	Class 465, 10-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P30 - Reversible Chatham loop to Down Chatham Fast, crossing Up Chatham Slow
Margin (seconds)	109



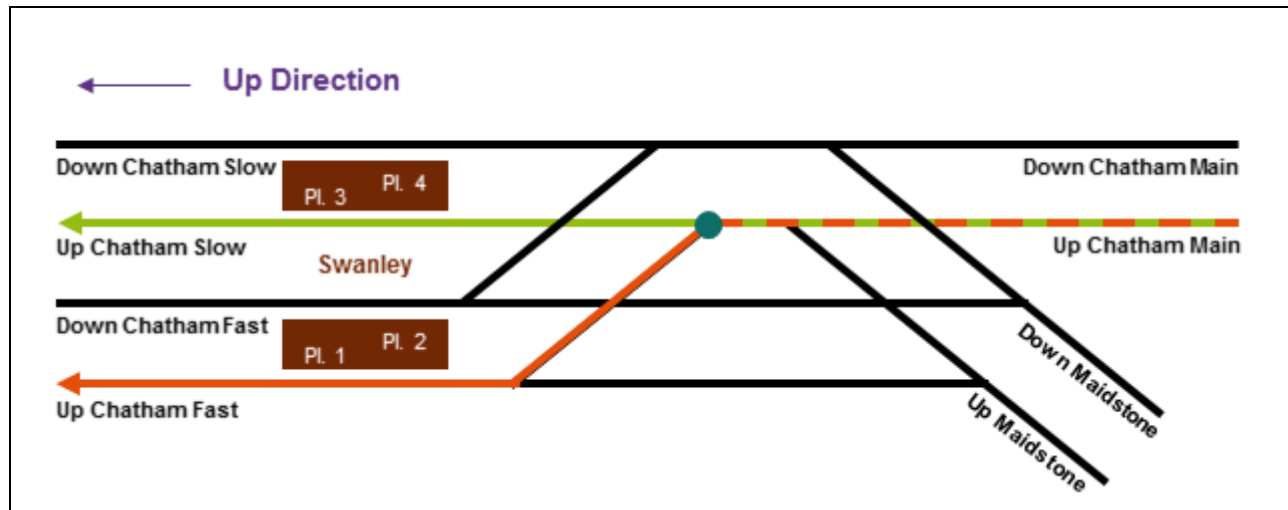
Ref. No.	JM_133
Location	St Mary Cray Junction
Type	Crossing
Train 1	F3
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	P30
Train 2 Type	Class 465, 10-car, 75mph
Movement	P30 - Reversible Chatham loop to Down Chatham Fast, crossing Up Chatham Slow
Margin (seconds)	98



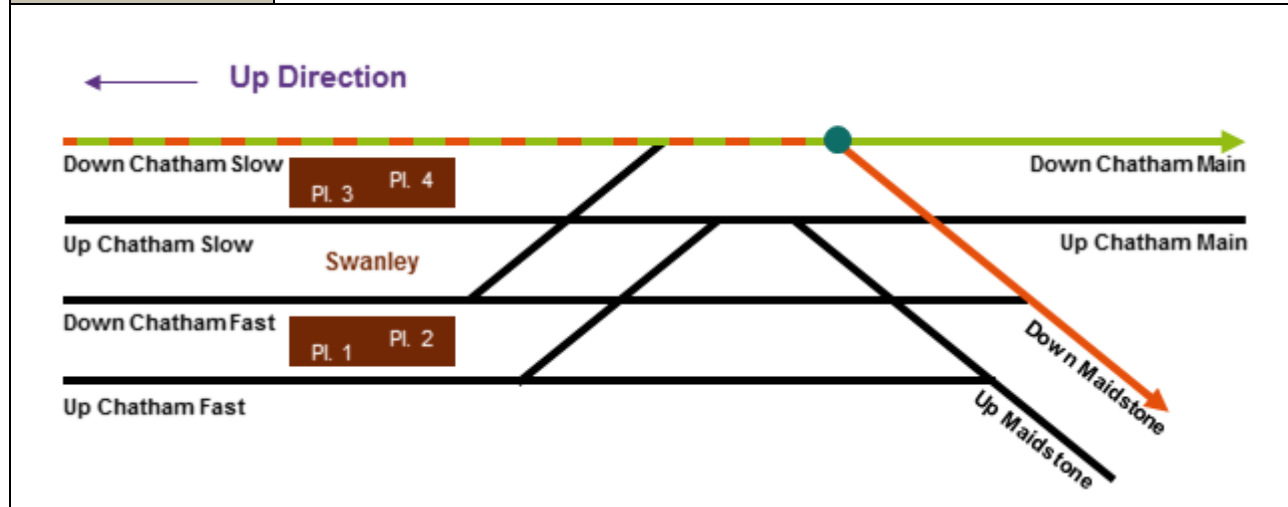
Ref. No.	JM_134
Location	Swanley
Type	Diverging
Train 1	P13
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P25
Train 2 Type	Class 319, 8-car, 100mph
Movement	P13 - Down Chatham Fast to Down Chatham Main
Margin (seconds)	143



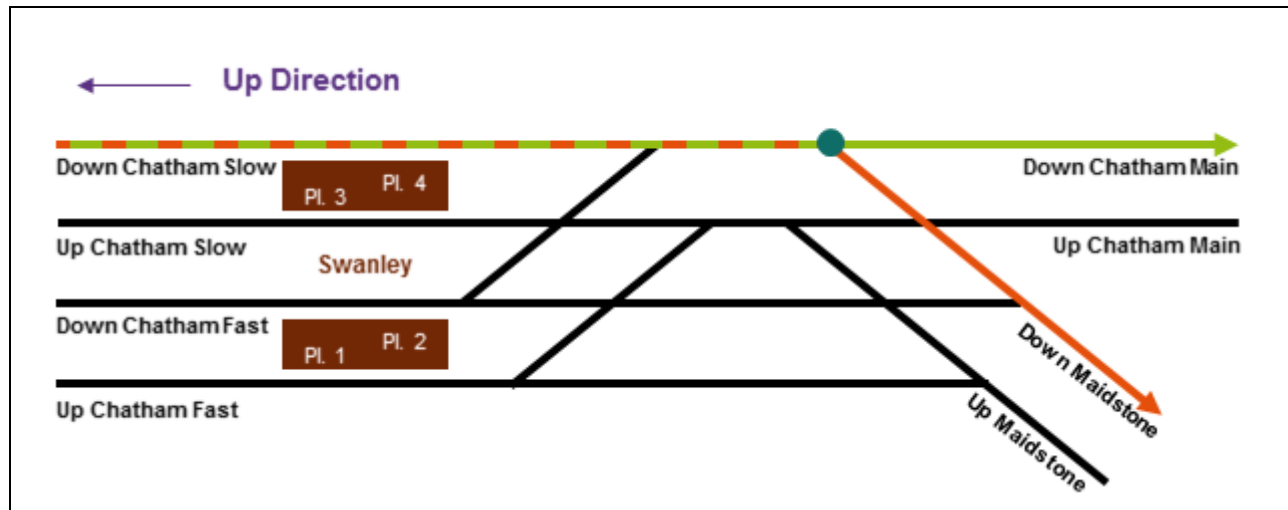
Ref. No.	JM_135
Location	Swanley
Type	Diverging
Train 1	F5
Train 1 Type	Class 4, Traction Type 92, 2360t, 75mph
Train 2	P13
Train 2 Type	Class 465, 8-car, 75mph
Movement	P13 - Down Chatham Fast to Down Chatham Main
Margin (seconds)	176



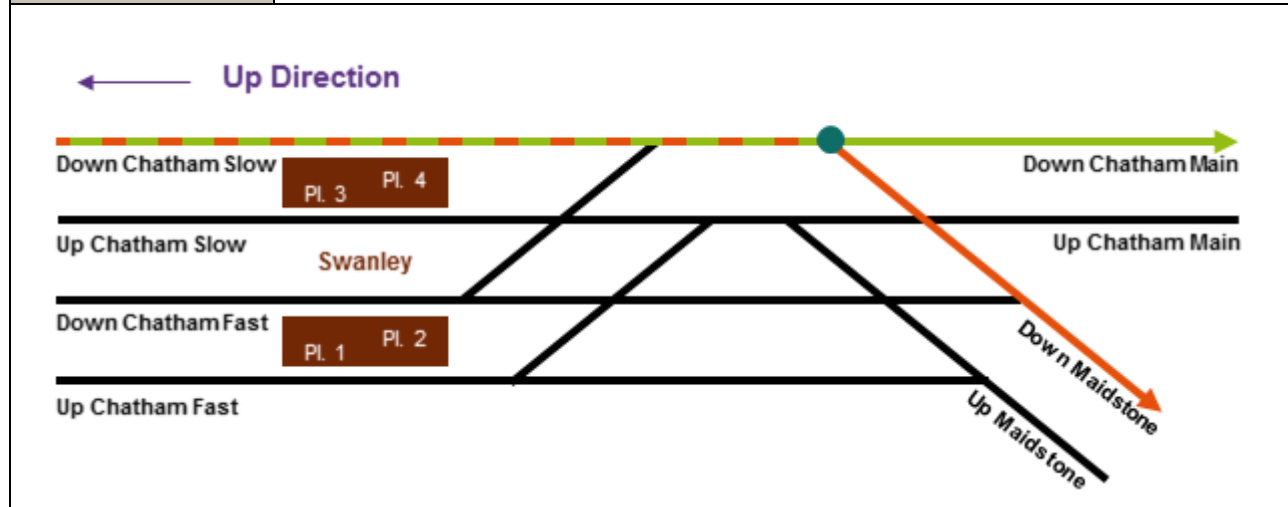
Ref. No.	JM_136
Location	Swanley
Type	Diverging
Train 1	P23
Train 1 Type	Class 465, 10-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P23 - Up Chatham Main to Up Chatham Fast
Margin (seconds)	76



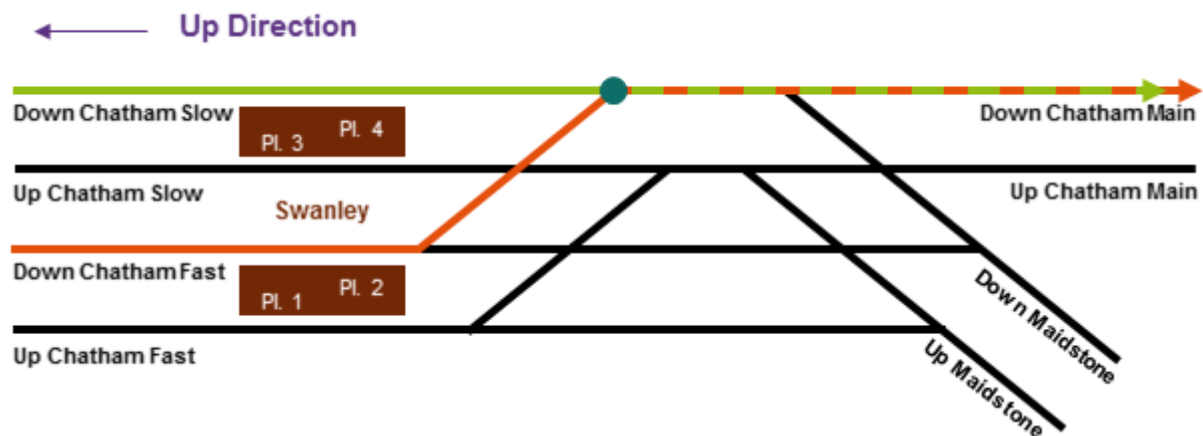
Ref. No.	JM_137
Location	Swanley
Type	Diverging
Train 1	P27
Train 1 Type	Class 465, 6-car, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P27 - Down Chatham Slow to Down Maidstone
Margin (seconds)	112



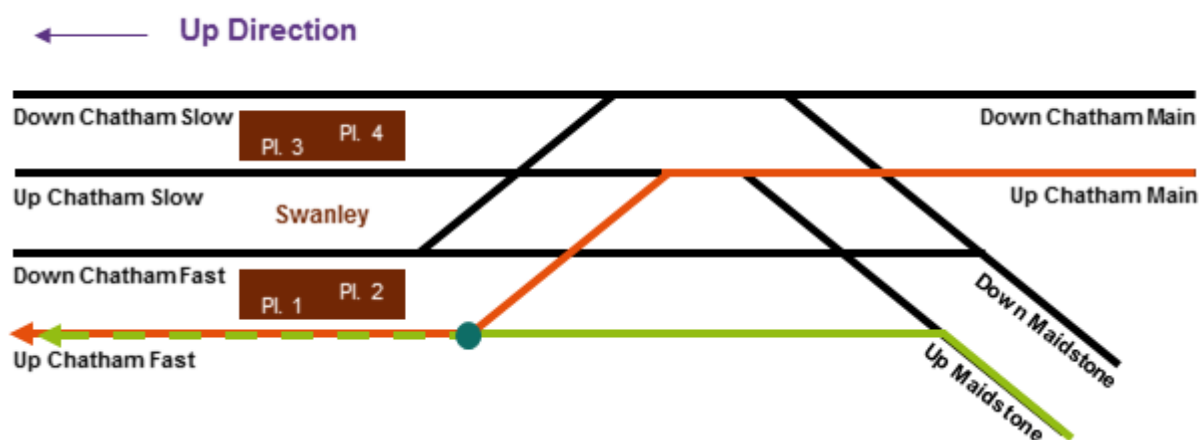
Ref. No.	JM_138
Location	Swanley
Type	Diverging
Train 1	F4
Train 1 Type	Class 4, Traction Type 66, 1770t, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	F4 - Down Chatham Slow to Down Maidstone
Margin (seconds)	165



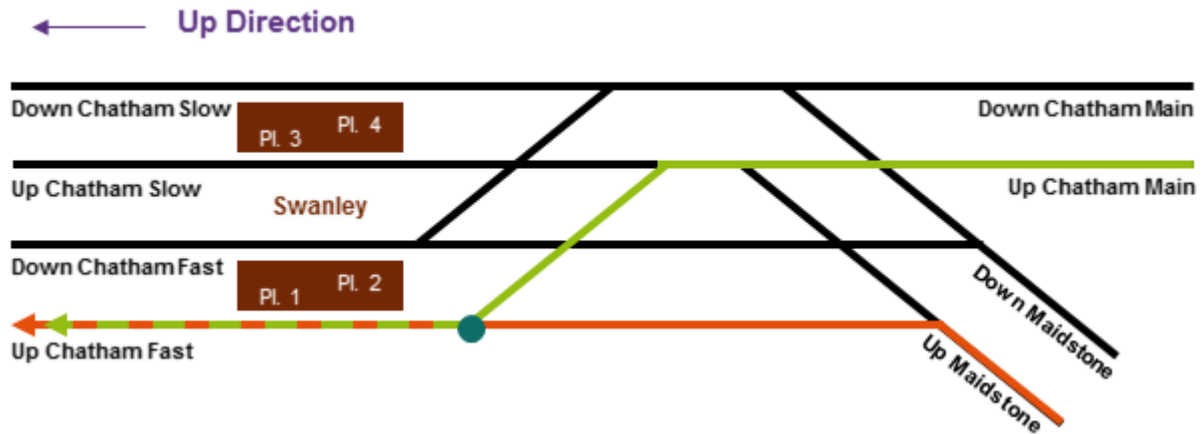
Ref. No.	JM_139
Location	Swanley
Type	Diverging
Train 1	F6
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	F6 - Down Chatham Slow to Down Maidstone
Margin (seconds)	186



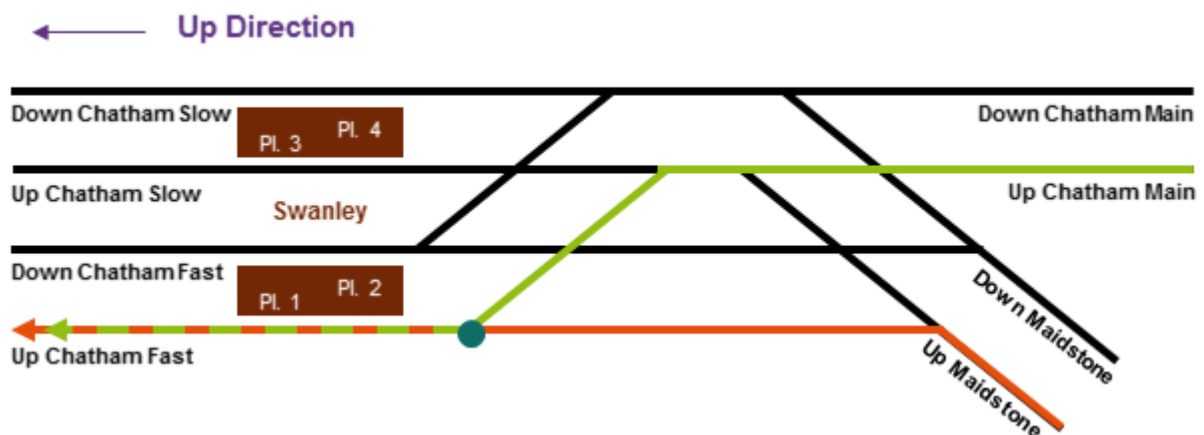
Ref. No.	JM_140
Location	Swanley
Type	Converging
Train 1	P13
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P13 - Down Chatham Fast to Down Chatham Main
Margin (seconds)	168



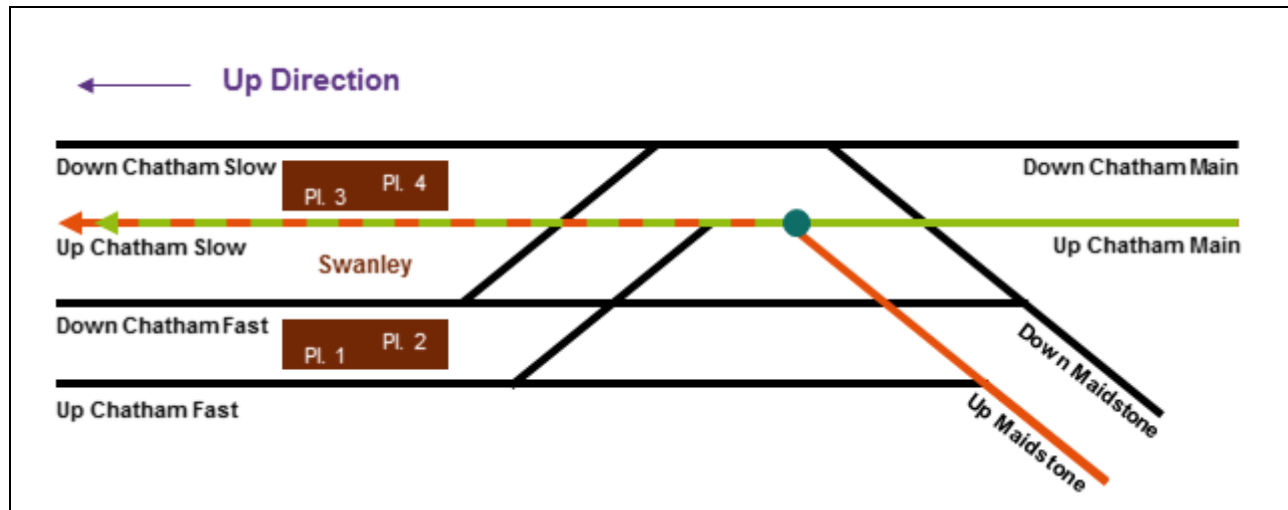
Ref. No.	JM_141
Location	Swanley
Type	Converging
Train 1	P23
Train 1 Type	Class 465, 10-car, 75mph
Train 2	P24
Train 2 Type	Class 319, 8-car, 100mph
Movement	P23 - Up Chatham Main to Up Chatham Fast
Margin (seconds)	177



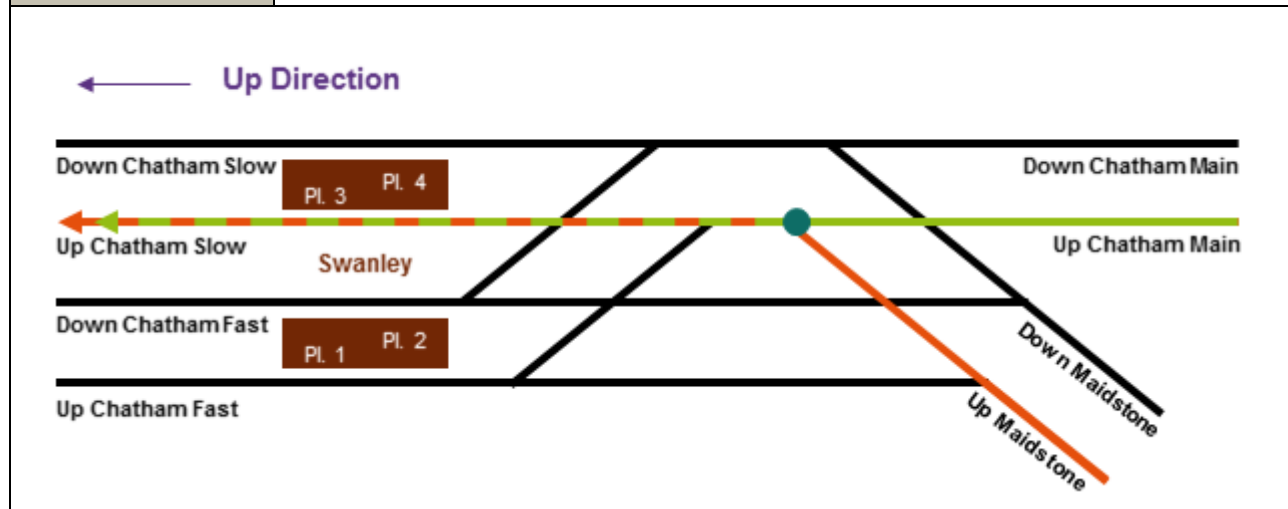
Ref. No.	JM_142
Location	Swanley
Type	Converging
Train 1	F1
Train 1 Type	Class 4, Traction Type 92, 2360t, 75mph
Train 2	P23
Train 2 Type	Class 465, 10-car, 75mph
Movement	P23 - Up Chatham Main to Up Chatham Fast
Margin (seconds)	247



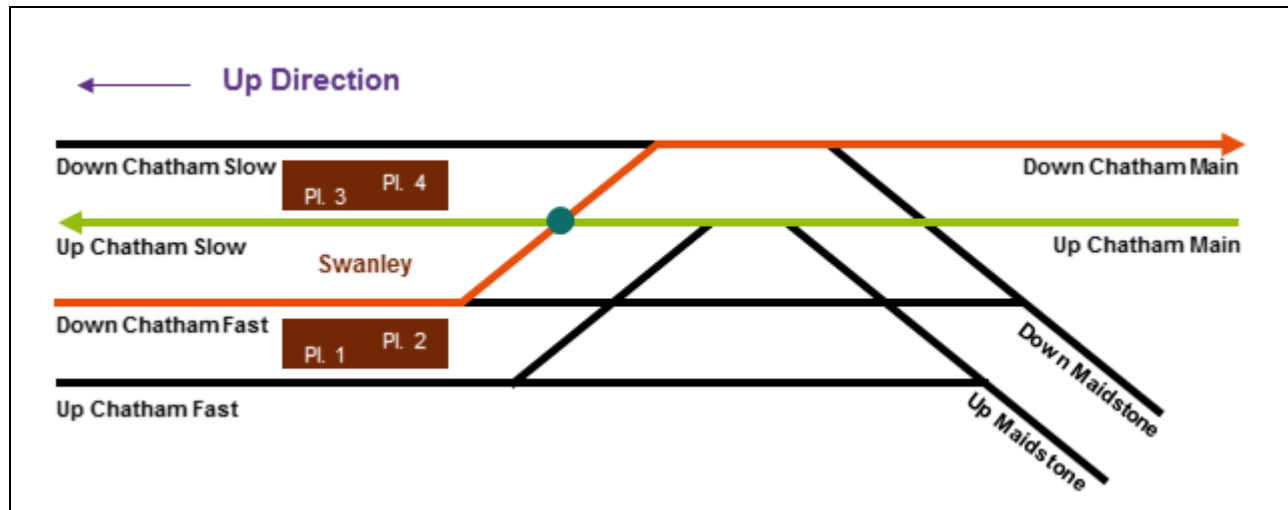
Ref. No.	JM_143
Location	Swanley
Type	Converging
Train 1	F2
Train 1 Type	Class 6, Traction Type 66, 1495t, 60mph
Train 2	P23
Train 2 Type	Class 465, 10-car, 75mph
Movement	P23 - Up Chatham Main to Up Chatham Fast
Margin (seconds)	237



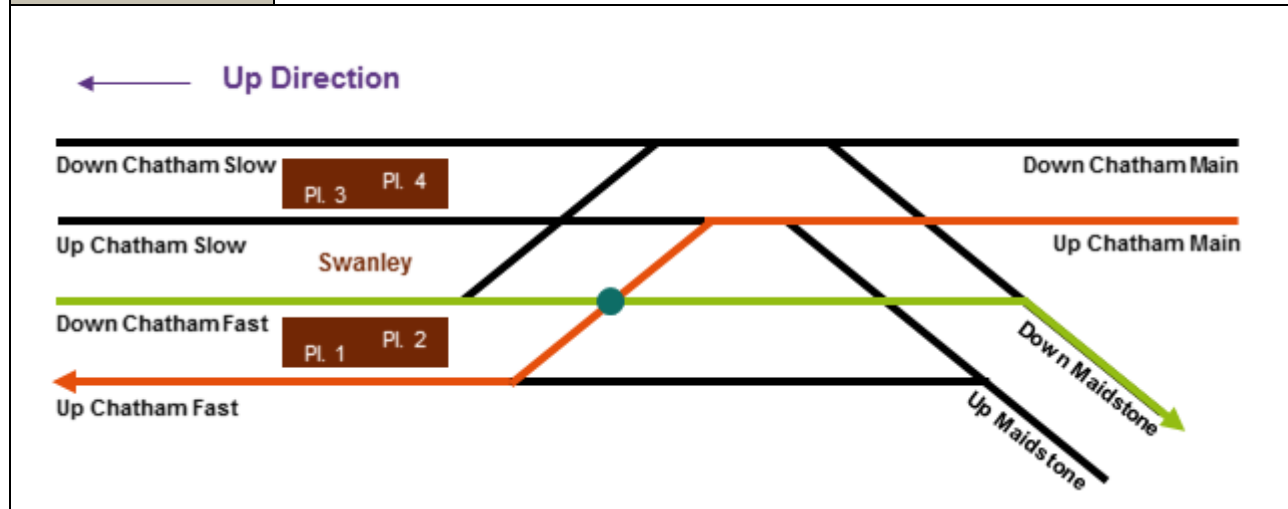
Ref. No.	JM_144
Location	Swanley
Type	Converging
Train 1	P26
Train 1 Type	Class 465, 6-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P26 - Up Maidstone to Up Chatham Slow
Margin (seconds)	172



Ref. No.	JM_145
Location	Swanley
Type	Converging
Train 1	F3
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	F3 - Up Maidstone to Up Chatham Slow
Margin (seconds)	185

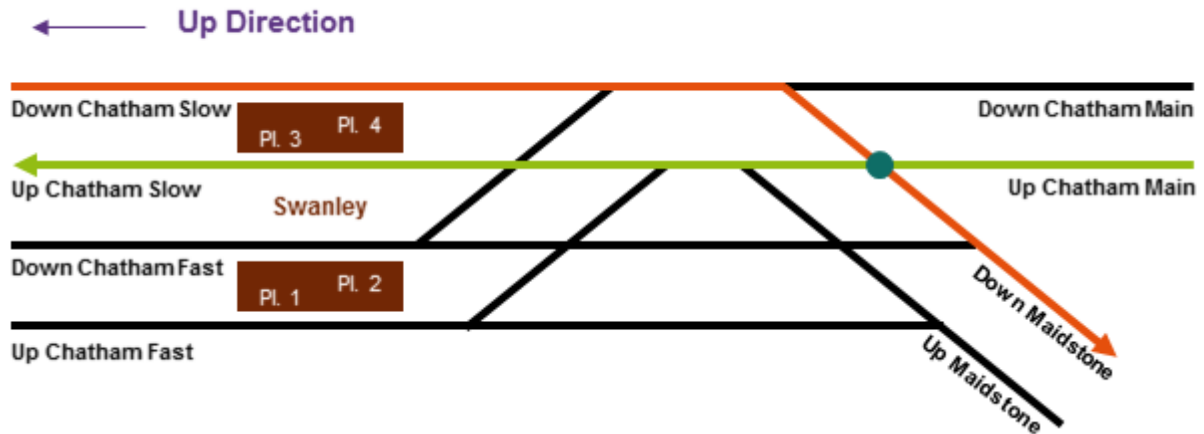


Ref. No.	JM_146
Location	Swanley
Type	Crossing
Train 1	P13
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P13 - Down Chatham Fast to Down Chatham Main, crossing Up Chatham Fast
Margin (seconds)	134

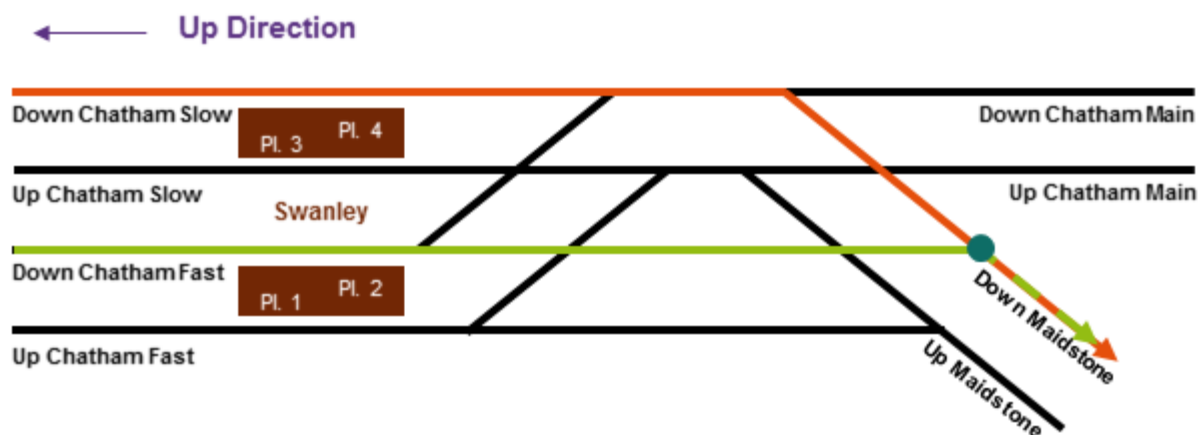


Ref. No.	JM_147
Location	Swanley
Type	Crossing
Train 1	P23
Train 1 Type	Class 465, 10-car, 75mph
Train 2	P25
Train 2 Type	Class 319, 8-car, 100mph
Movement	P23 - Up Chatham Main to Up Chatham Fast, crossing Down Chatham Fast
Margin (seconds)	94

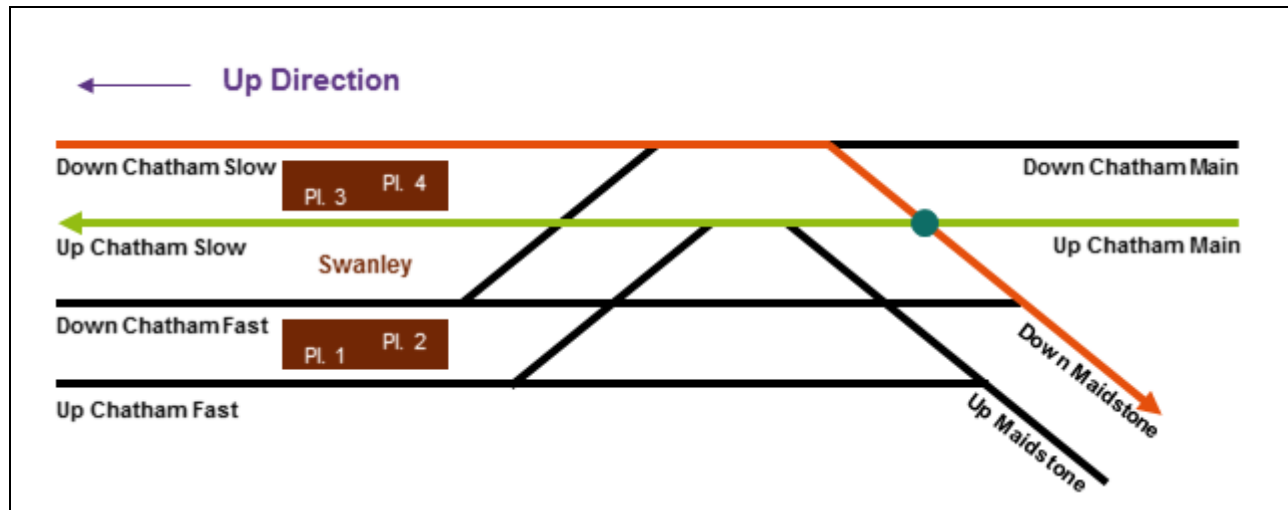
<p>← Up Direction</p> <p>Down Chatham Slow (Pl. 3, Pl. 4)</p> <p>Up Chatham Slow (Swanley)</p> <p>Down Chatham Fast (Pl. 1, Pl. 2)</p> <p>Up Chatham Fast</p> <p>Down Chatham Main</p> <p>Up Chatham Main</p> <p>Down Maidstone</p> <p>Up Maidstone</p>	
Ref. No.	JM_148
Location	Swanley
Type	Crossing
Train 1	F3
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	P25
Train 2 Type	Class 319, 8-car, 100mph
Movement	F3 - Up Maidstone to Up Chatham Slow, crossing Down Chatham Slow
Margin (seconds)	158
<p>← Up Direction</p> <p>Down Chatham Slow (Pl. 3, Pl. 4)</p> <p>Up Chatham Slow (Swanley)</p> <p>Down Chatham Fast (Pl. 1, Pl. 2)</p> <p>Up Chatham Fast</p> <p>Down Chatham Main</p> <p>Up Chatham Main</p> <p>Down Maidstone</p> <p>Up Maidstone</p>	
Ref. No.	JM_149
Location	Swanley
Type	Crossing
Train 1	P26
Train 1 Type	Class 465, 6-car, 75mph
Train 2	P25
Train 2 Type	Class 319, 8-car, 100mph
Movement	P26 - Up Maidstone to Up Chatham Slow, crossing Down Chatham Fast
Margin (seconds)	87



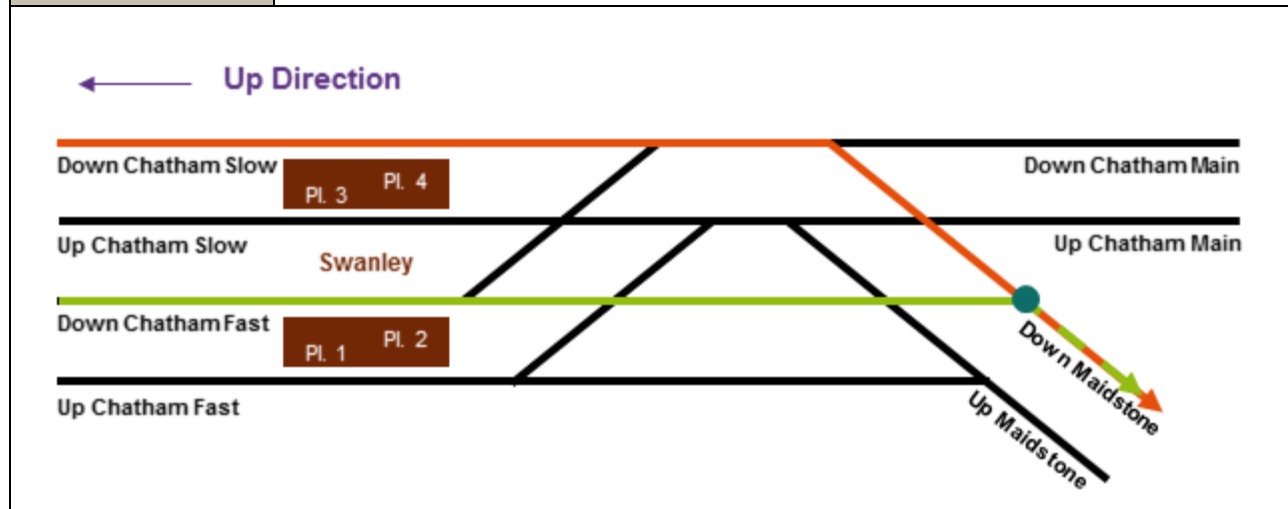
Ref. No.	JM_150
Location	Swanley
Type	Crossing
Train 1	P27
Train 1 Type	Class 465, 6-car, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P27 - Down Chatham Slow to Down Maidstone
Margin (seconds)	141



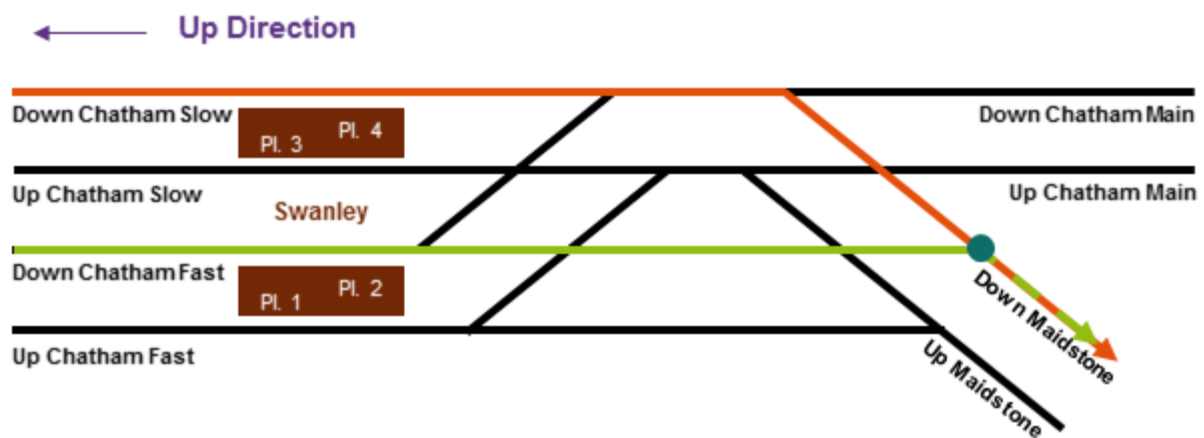
Ref. No.	JM_151
Location	Swanley
Type	Converging
Train 1	P27
Train 1 Type	Class 465, 6-car, 75mph
Train 2	P30
Train 2 Type	Class 319, 8-car, 100mph
Movement	P27 - Down Chatham Slow to Down Maidstone
Margin (seconds)	170



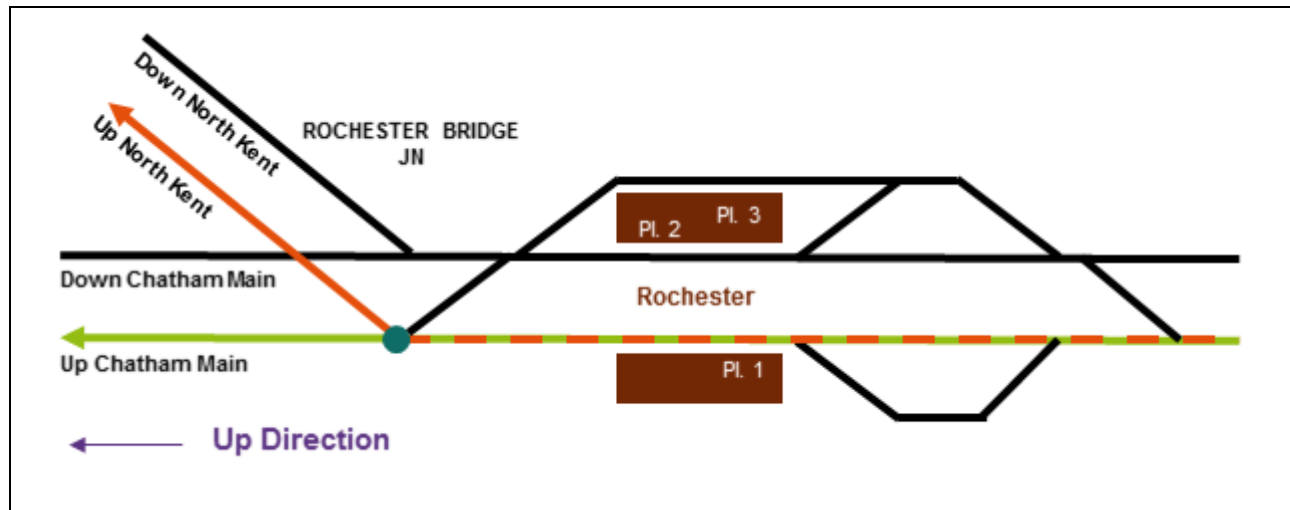
Ref. No.	JM_152
Location	Swanley
Type	Crossing
Train 1	F4
Train 1 Type	Class 4, Traction Type 66, 1770t, 75mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	F4 - Down Chatham Slow to Down Maidstone, crossing Up Chatham Slow
Margin (seconds)	196



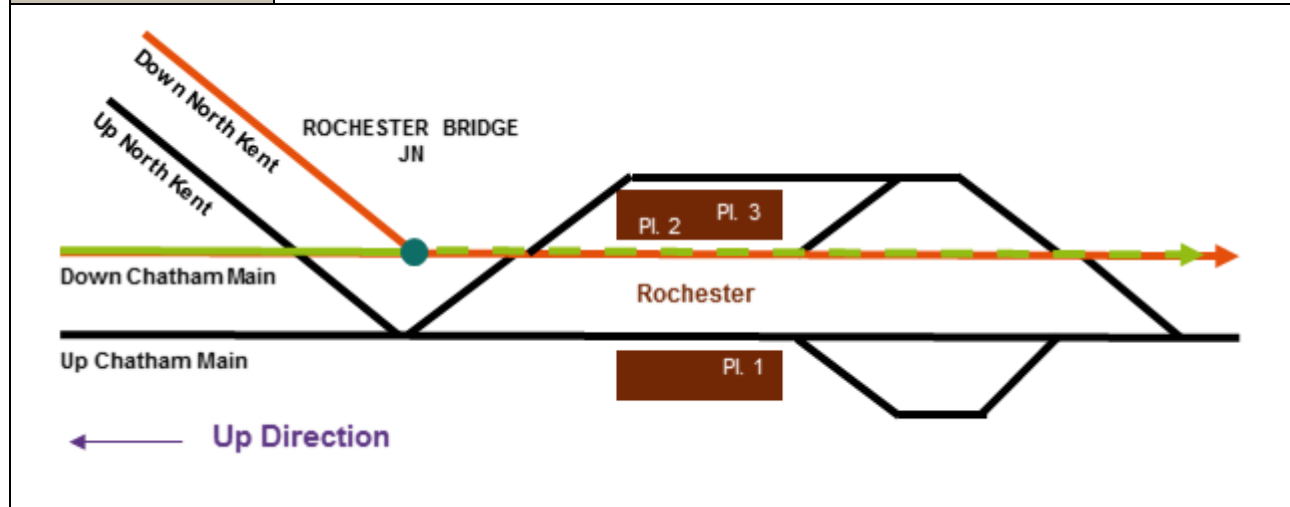
Ref. No.	JM_153
Location	Swanley
Type	Converging
Train 1	F4
Train 1 Type	Class 4, Traction Type 66, 1770t, 75mph
Train 2	P30
Train 2 Type	Class 319, 8-car, 100mph
Movement	F4 - Down Chatham Slow to Down Maidstone, crossing Up Chatham Slow
Margin (seconds)	202



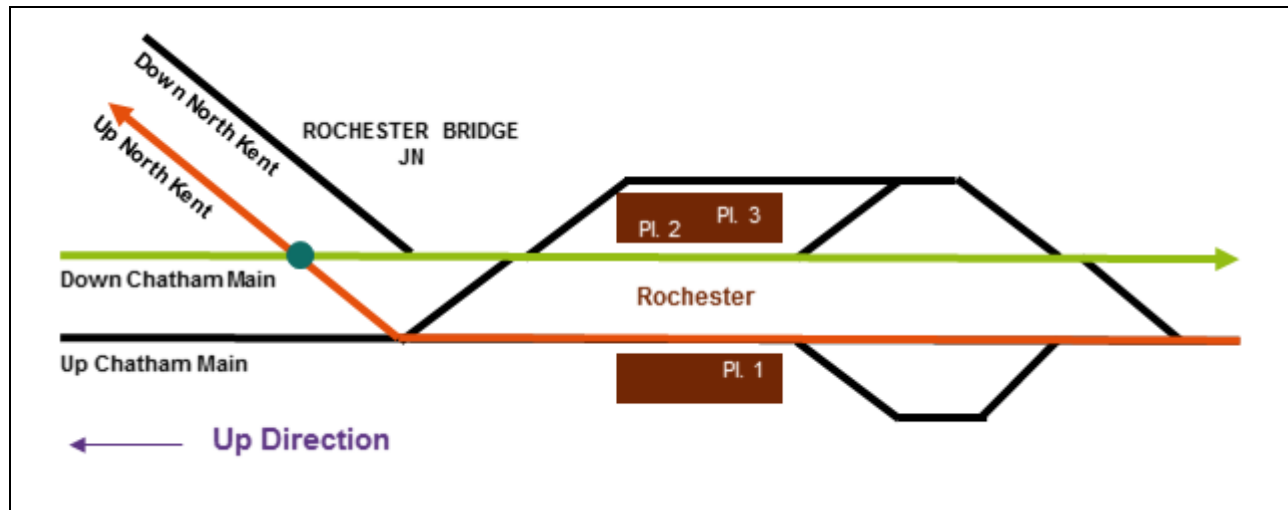
Ref. No.	JM_155
Location	Swanley
Type	Converging
Train 1	F6
Train 1 Type	Class 6, Traction Type 92, 2360t, 60mph
Train 2	P30
Train 2 Type	Class 319, 8-car, 100mph
Movement	F6 - Down Chatham Slow to Down Maidstone
Margin (seconds)	219



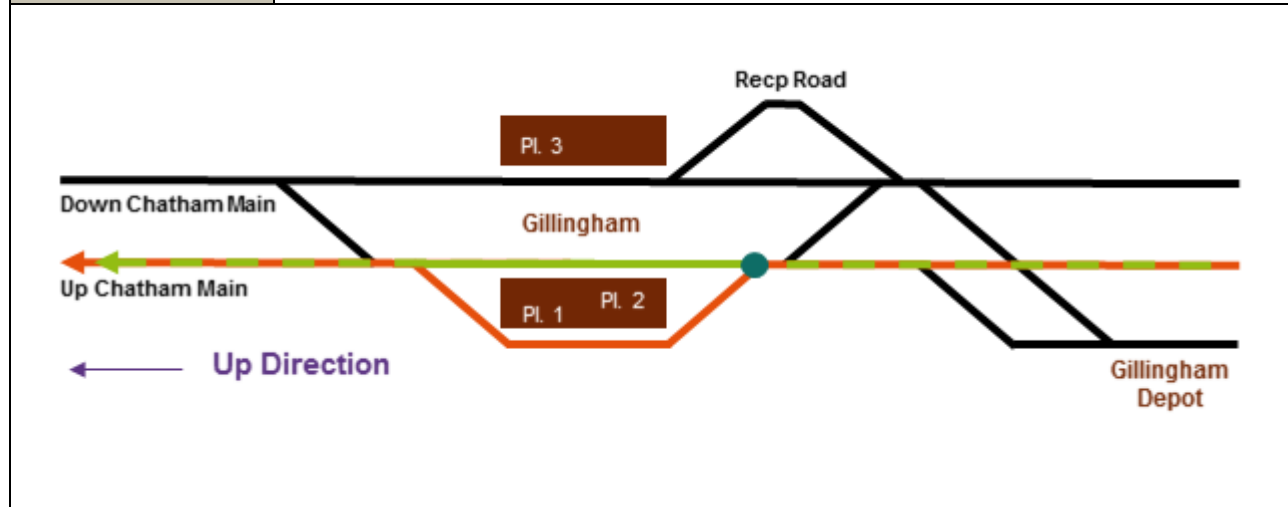
Ref. No.	JM_156
Location	Rochester Bridge Junction
Type	Diverging
Train 1	P03
Train 1 Type	Class 395, 6-car, 140mph
Train 2	P01
Train 2 Type	Class 375, 12-car, 100mph
Movement	P03 - Up Chatham Main to Up North Kent
Margin (seconds)	139



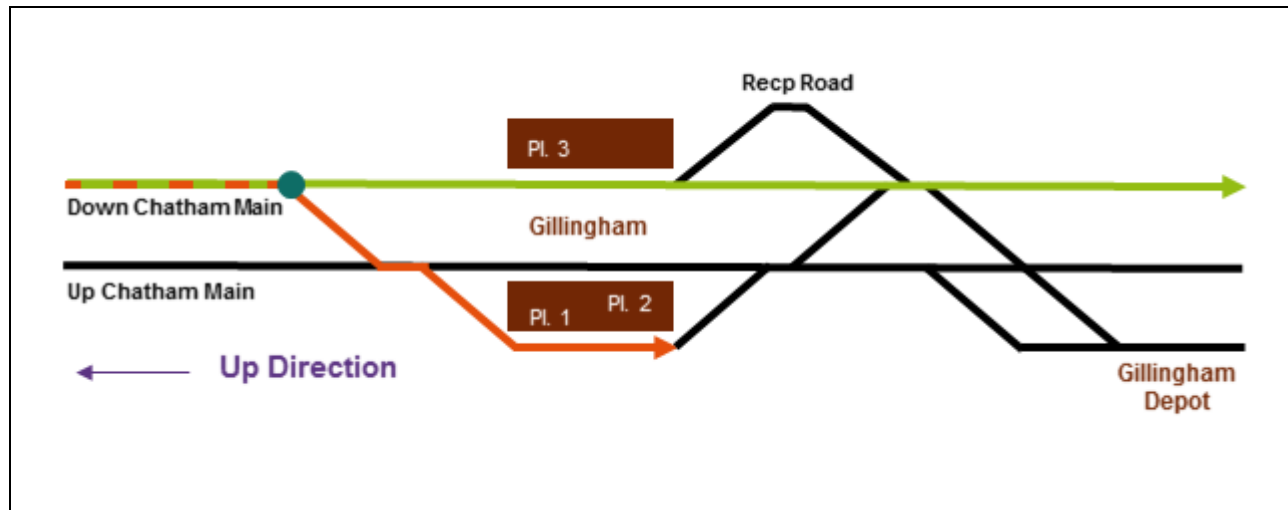
Ref. No.	JM_157
Location	Rochester Bridge Junction
Type	Converging
Train 1	P04
Train 1 Type	Class 395, 6-car, 140mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P04 - Down North Kent to Down Chatham Main
Margin (seconds)	170



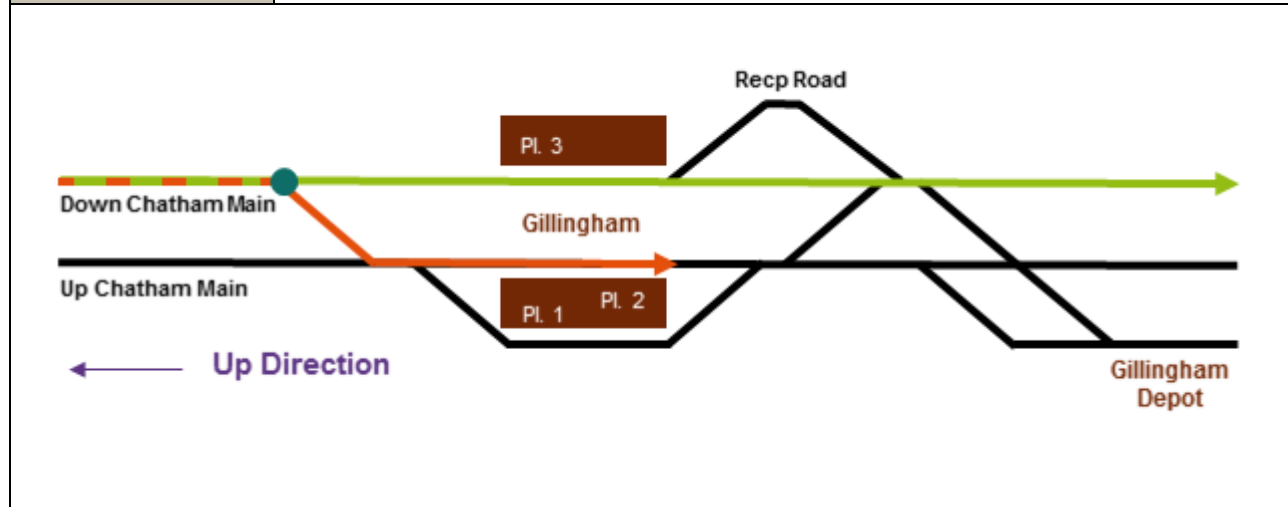
Ref. No.	JM_158
Location	Rochester Bridge Junction
Type	Crossing
Train 1	P03
Train 1 Type	Class 395, 6-car, 140mph
Train 2	P02
Train 2 Type	Class 375, 12-car, 100mph
Movement	P03 - Up Chatham Main to Up North Kent, crossing Down Chatham Main
Margin (seconds)	208



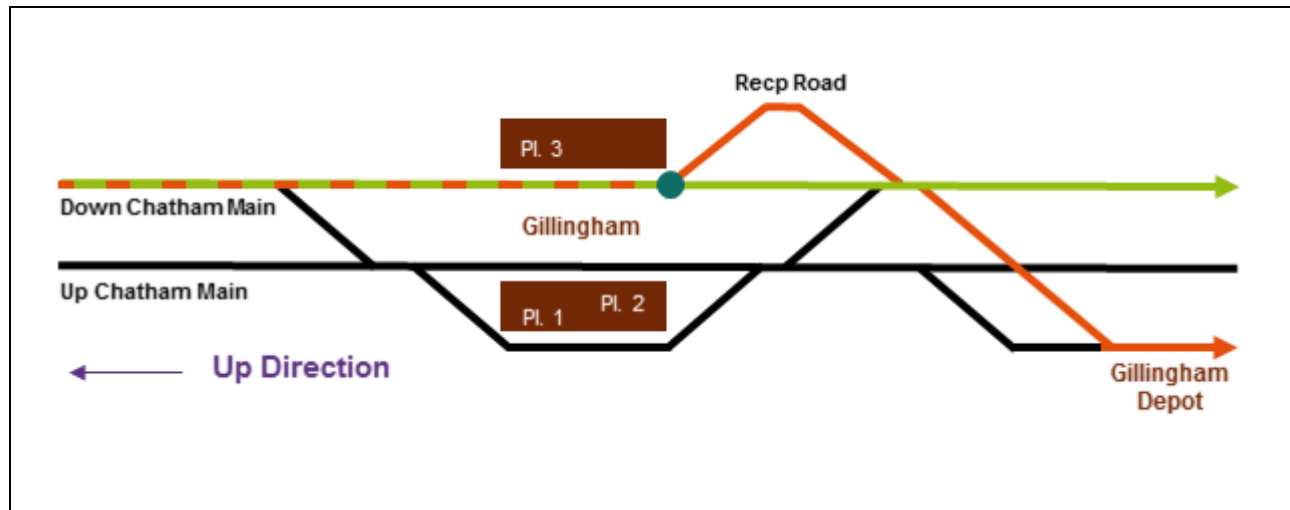
Ref. No.	JM_163
Location	Gillingham
Type	Diverging
Train 1	P19
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P19 - Up Chatham Main to Platform 1
Margin (seconds)	148



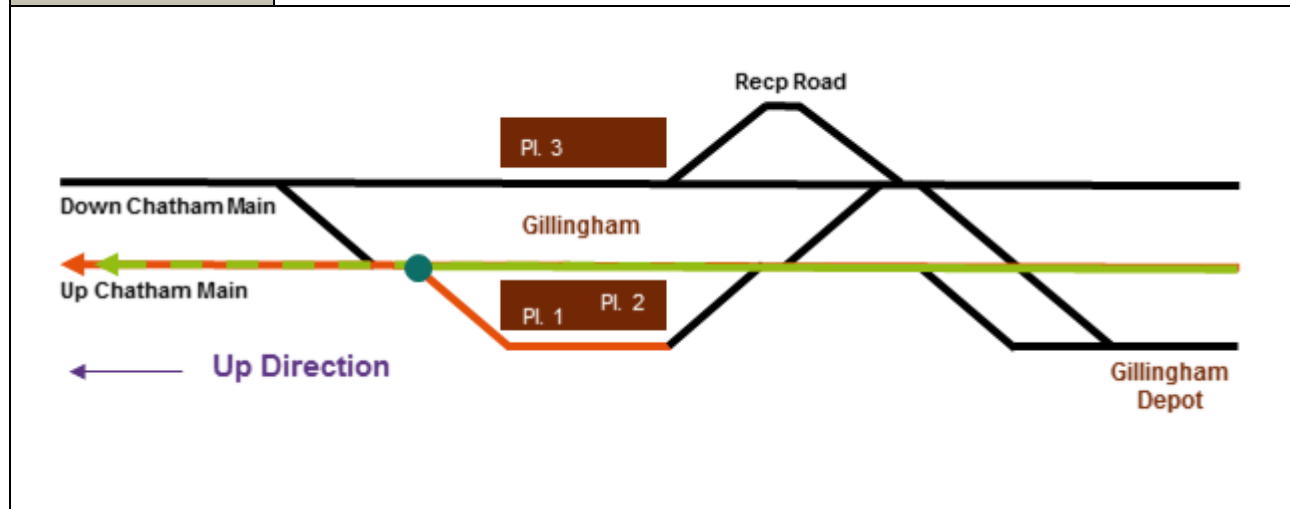
Ref. No.	JM_164
Location	Gillingham
Type	Diverging
Train 1	P15
Train 1 Type	Class 465, 10-car, 75mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P15 - Down Chatham Main to Platform 1
Margin (seconds)	147



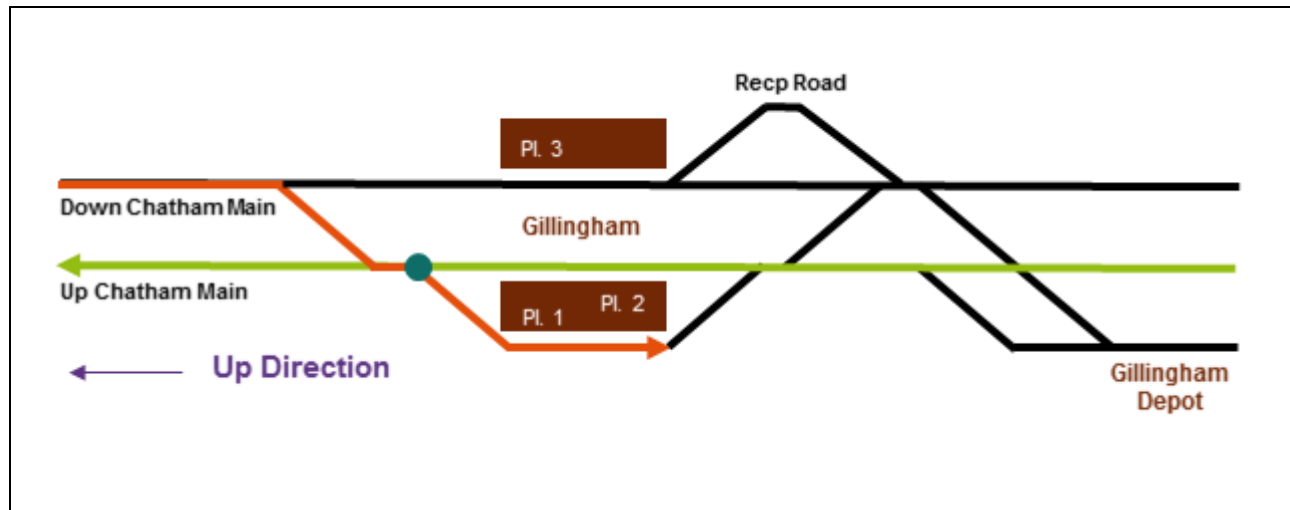
Ref. No.	JM_165
Location	Gillingham
Type	Diverging
Train 1	P17
Train 1 Type	Class 465, 10-car, 75mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P17 - Down Chatham Main to Platform 2
Margin (seconds)	151



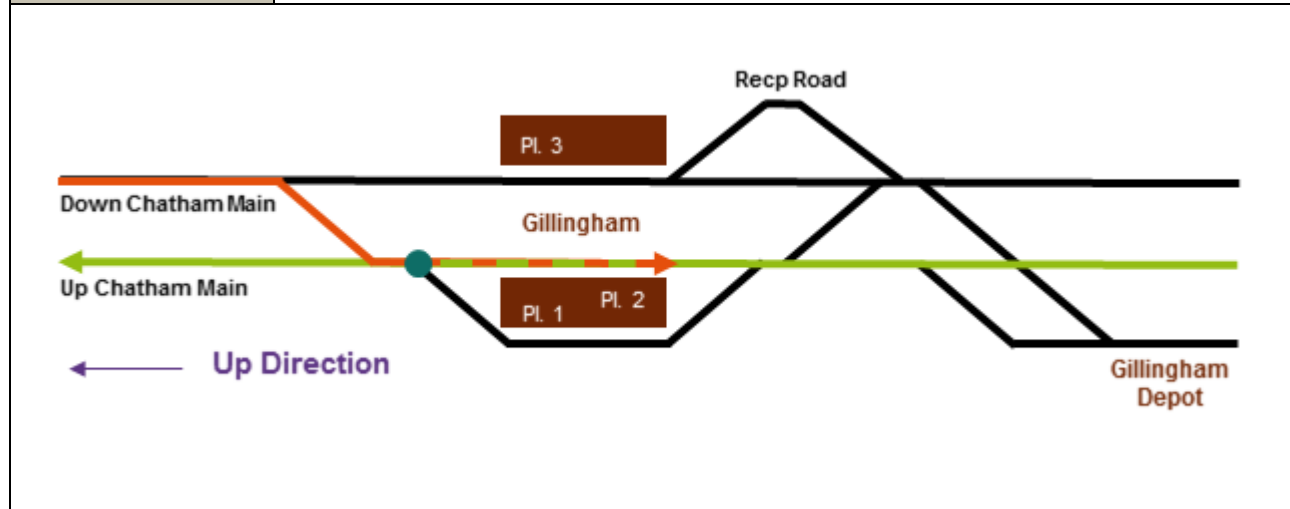
Ref. No.	JM_166
Location	Gillingham
Type	Diverging
Train 1	P20
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P20 - Down Chatham Main to Recp Road
Margin (seconds)	222



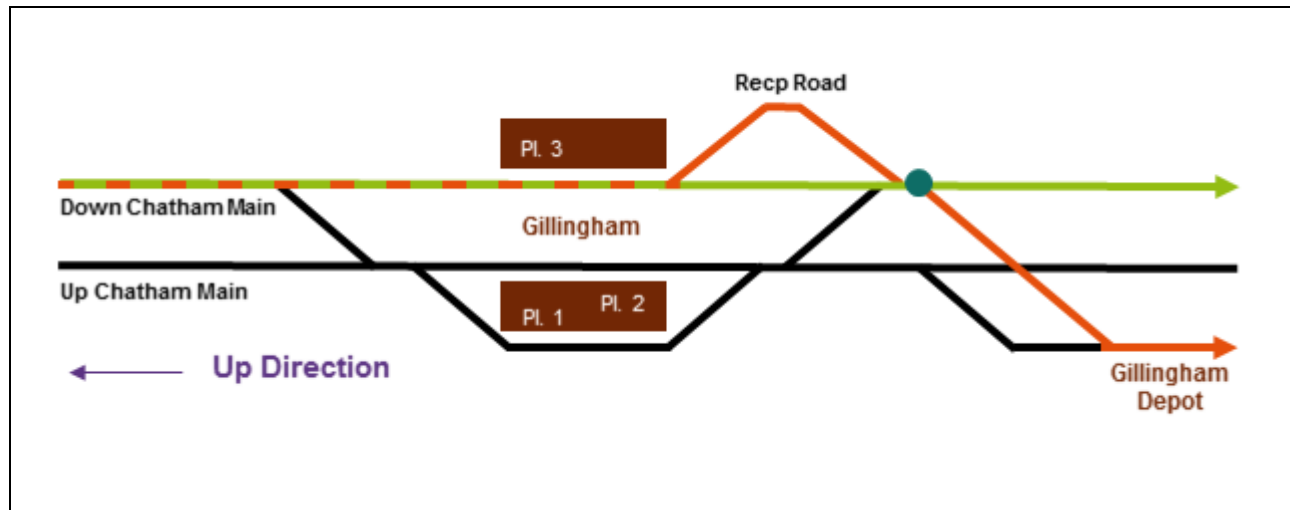
Ref. No.	JM_167
Location	Gillingham
Type	Converging
Train 1	P16
Train 1 Type	Class 465, 10-car, 75mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P16 - Platform 1 to Up Chatham Main
Margin (seconds)	201



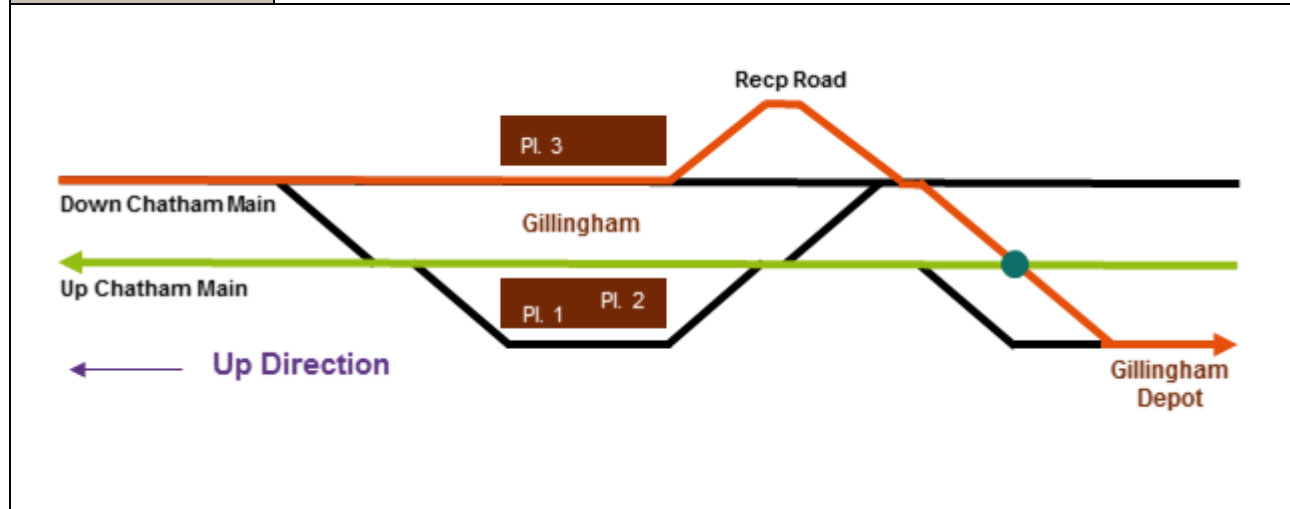
Ref. No.	JM_168
Location	Gillingham
Type	Crossing
Train 1	P15
Train 1 Type	Class 465, 10-car, 75mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P15 - Down Chatham Main to Platform 1, crossing Up Chatham Main
Margin (seconds)	79



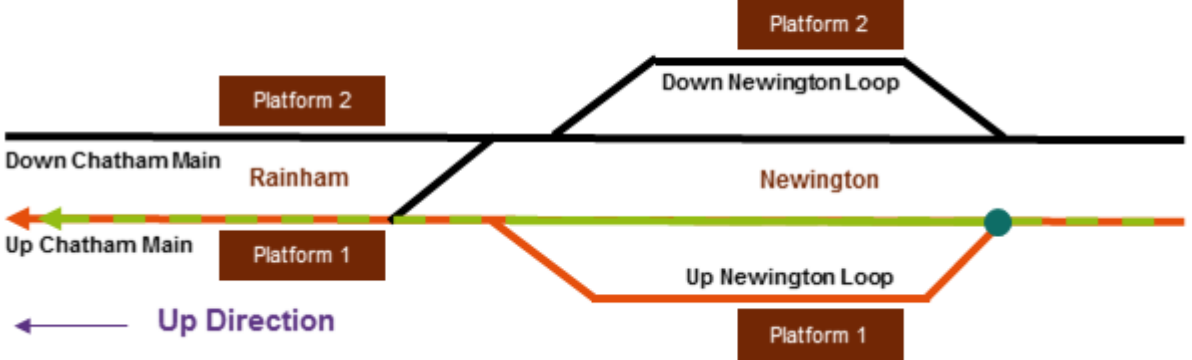
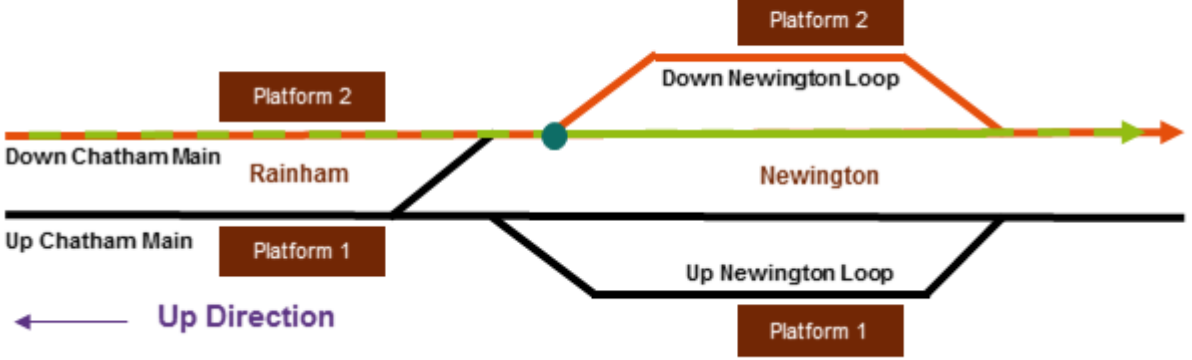
Ref. No.	JM_169
Location	Gillingham
Type	Crossing
Train 1	P17
Train 1 Type	Class 465, 10-car, 75mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P17 - Down Chatham to Platform 2, Terminates at PL.2
Margin (seconds)	206



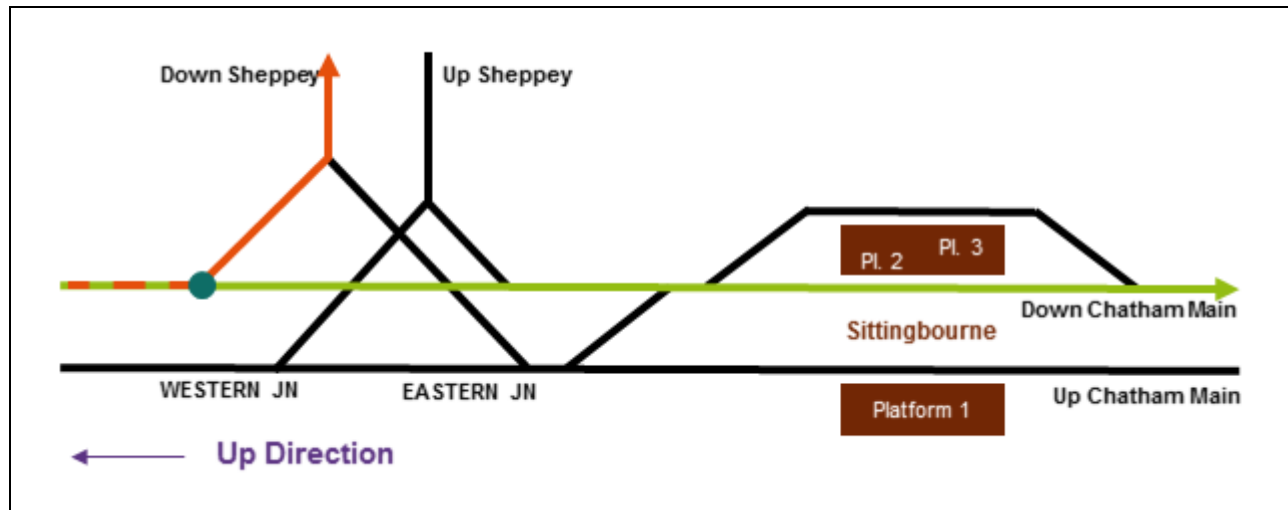
Ref. No.	JM_170
Location	Gillingham
Type	Crossing
Train 1	P20
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P20 - Recp Road to E.M.U.D, crossing Down Chatham Main
Margin (seconds)	222



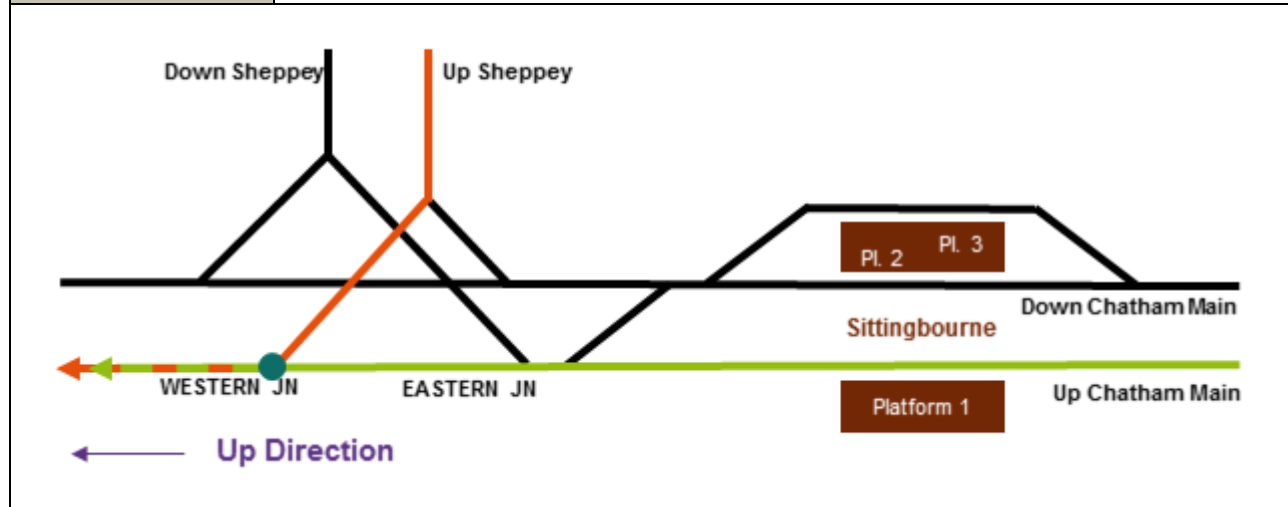
Ref. No.	JM_171
Location	Gillingham
Type	Crossing
Train 1	P20
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P20 - Recp Road to E.M.U.D, crossing Up Chatham Main
Margin (seconds)	227

	
Ref. No.	JM_172
Location	Newington
Type	Diverging
Train 1	P14
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P14 - Up Chatham Main to Up Newington Loop
Margin (seconds)	221
	
Ref. No.	JM_173
Location	Newington
Type	Diverging
Train 1	P02
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P02 - Down Chatham Main to Down Newington Loop
Margin (seconds)	177

Ref. No.	JM_174
Location	Newington
Type	Converging
Train 1	P02
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P02 - Down Newington Loop to Down Chatham Main
Margin (seconds)	202
Ref. No.	JM_175
Location	Newington
Type	Converging
Train 1	P14
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P14 - Up Newington Loop to Up Chatham Main
Margin (seconds)	187



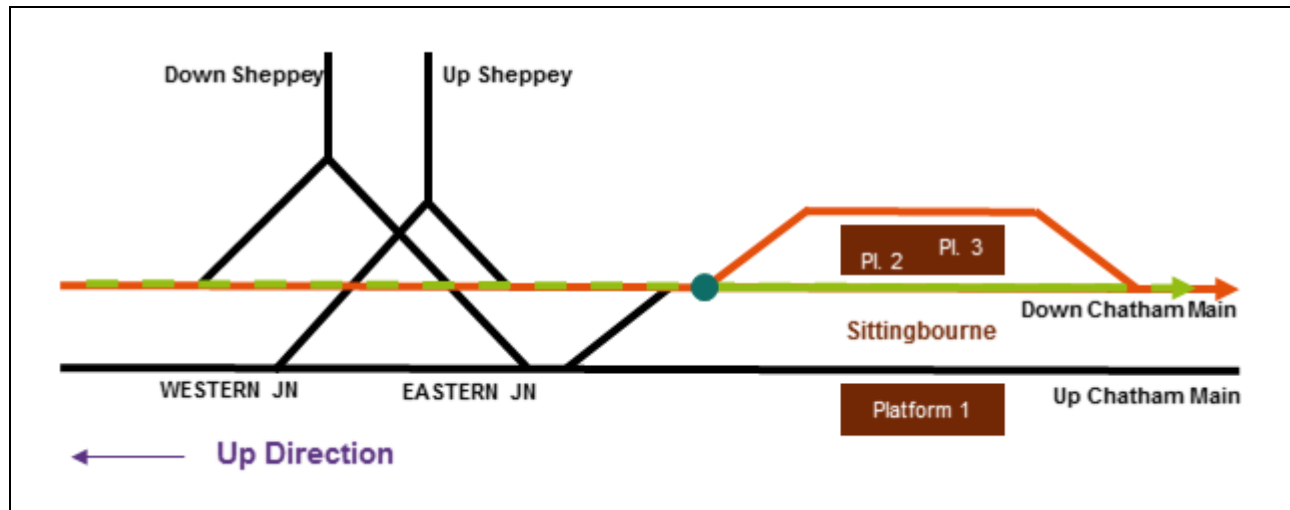
Ref. No.	JM_176
Location	Sittingbourne Western Junction
Type	Diverging
Train 1	P13
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P13 - Down Chatham Main to Down Sheppey Spur
Margin (seconds)	134



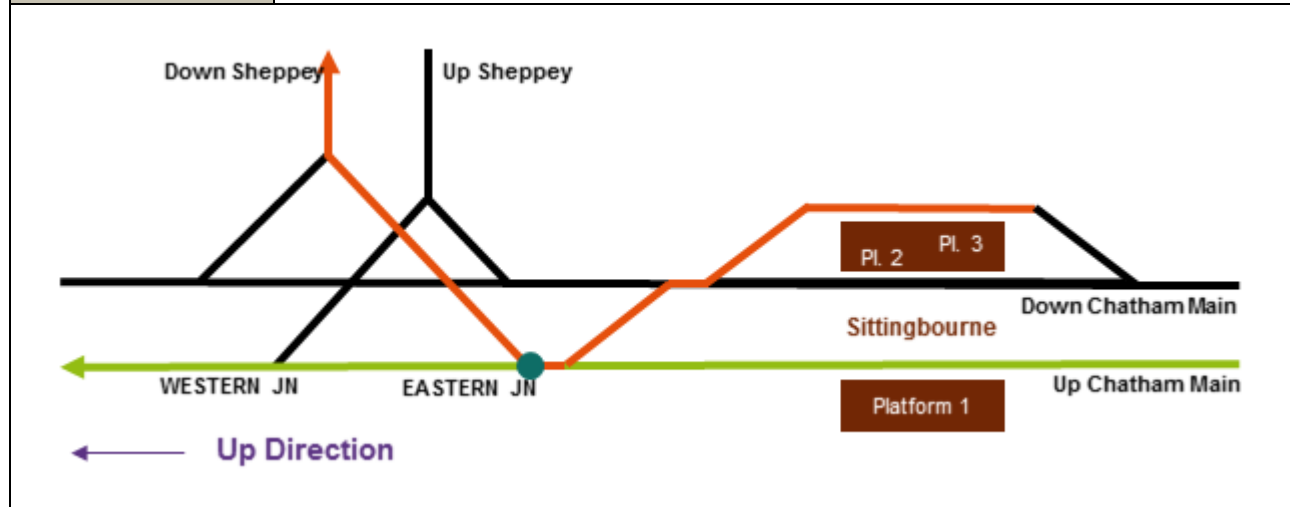
Ref. No.	JM_177
Location	Sittingbourne Western Junction
Type	Converging
Train 1	P12
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P12 - Up Sheppey Spur to Up Chatham Main
Margin (seconds)	229

Ref. No.	JM_178
Location	Sittingbourne Western Junction
Type	Crossing
Train 1	P12
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P12 - Up Sheppey Spur to Up Chatham Main, crossing Down Chatham Main
Margin (seconds)	133
Ref. No.	JM_179
Location	Sittingbourne Eastern Junction
Type	Diverging
Train 1	P09
Train 1 Type	Class 466, 2-car, 75mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P09 - Up Chatham Main to Down Sheppey
Margin (seconds)	165

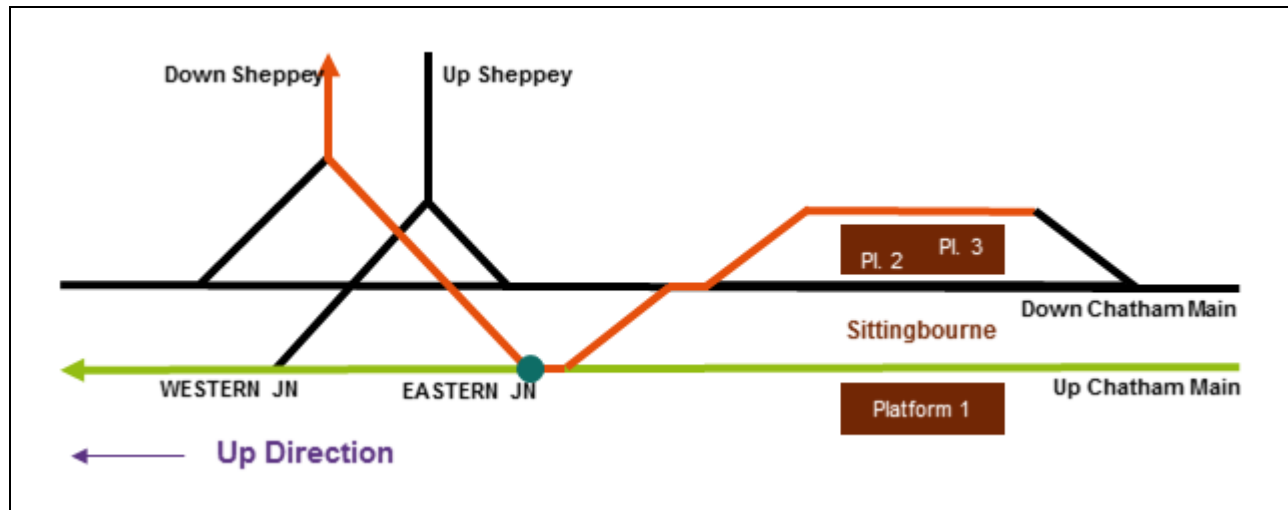
Ref. No.	JM_180
Location	Sittingbourne Eastern Junction
Type	Converging
Train 1	P11
Train 1 Type	Class 466, 2-car, 75mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P11 - Up Sheppey to Down Chatham Main
Margin (seconds)	175
Ref. No.	JM_181
Location	Sittingbourne Eastern Junction
Type	Crossing
Train 1	P09
Train 1 Type	Class 466, 2-car, 75mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P09 - Up Chatham Main to Down Sheppey, crossing Down Chatham Main
Margin (seconds)	150



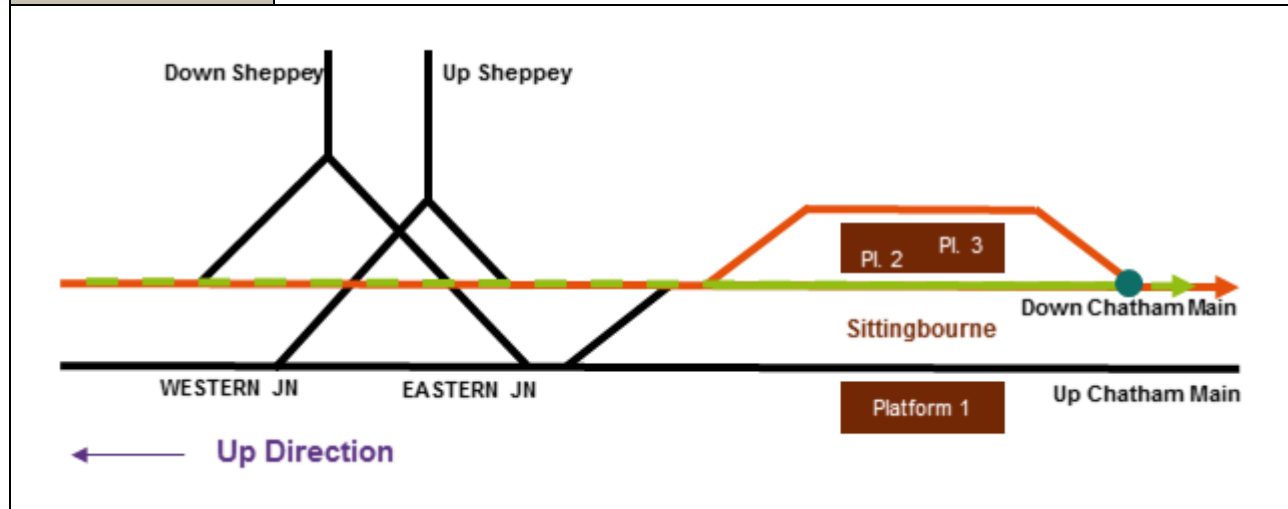
Ref. No.	JM_182
Location	Sittingbourne
Type	Diverging
Train 1	P10
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P10 - Down Chatham Main to Platform 3
Margin (seconds)	129



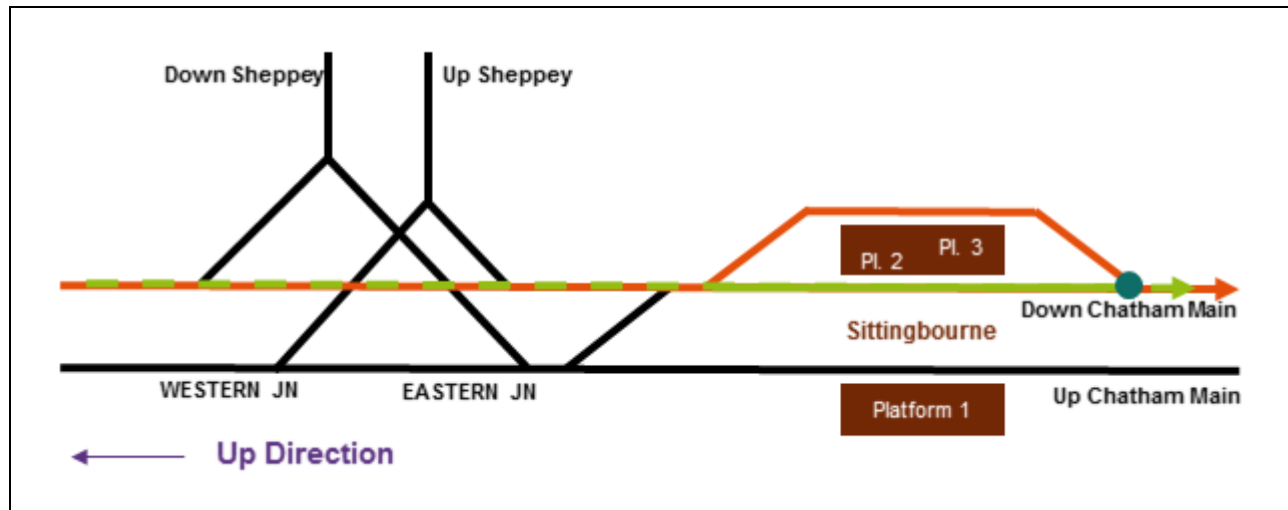
Ref. No.	JM_183
Location	Sittingbourne
Type	Converging
Train 1	P09
Train 1 Type	Class 466, 2-car, 75mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P09 - Platform 3 to Up Chatham Main
Margin (seconds)	205



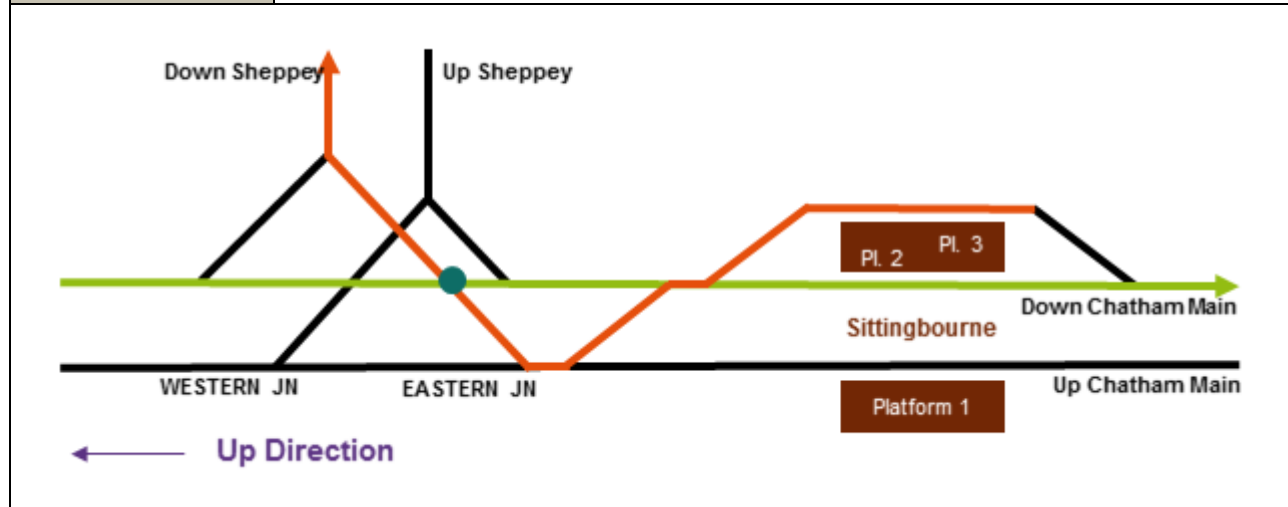
Ref. No.	JM_183A
Location	Sittingbourne
Type	Converging
Train 1	P09
Train 1 Type	Class 466, 2-car, 75mph
Train 2	P06A
Train 2 Type	Class 395, 6-car, 140mph
Movement	P09 - Platform 3 to Up Chatham Main
Margin (seconds)	182



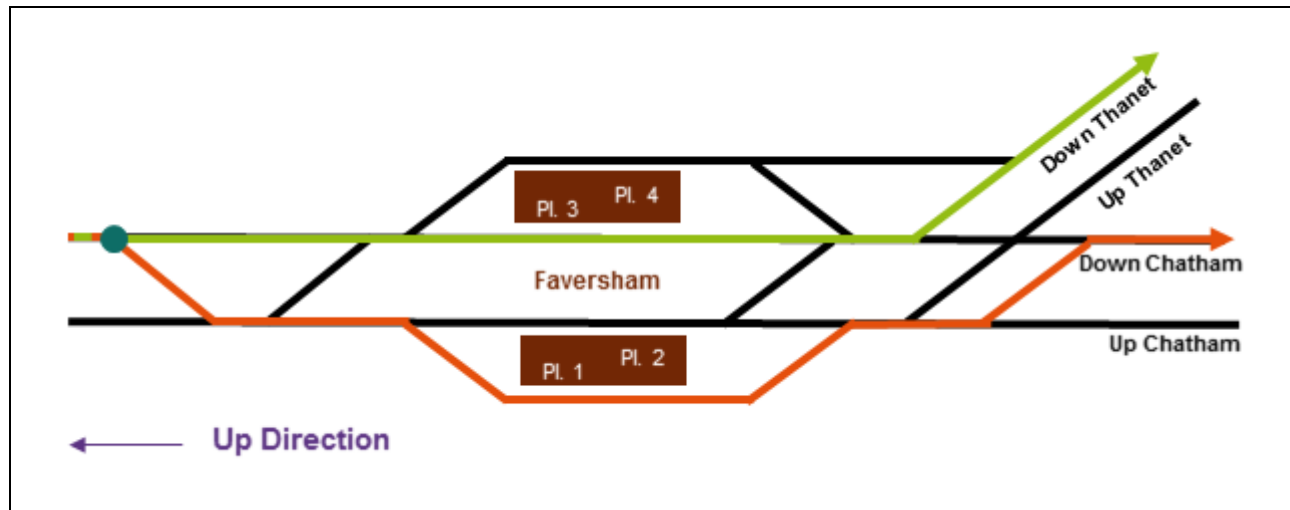
Ref. No.	JM_184
Location	Sittingbourne
Type	Converging
Train 1	P10
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P10 - Platform 3 to Down Chatham Main
Margin (seconds)	235



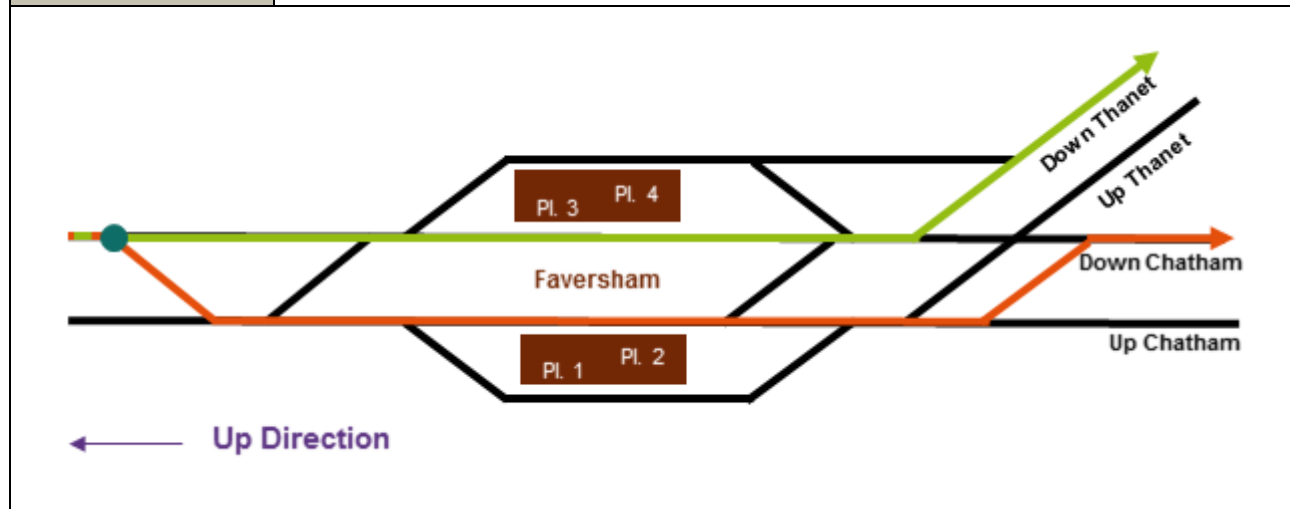
Ref. No.	JM_184A
Location	Sittingbourne
Type	Converging
Train 1	P10
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P05A
Train 2 Type	Class 395, 6-car, 140mph
Movement	P10 - Platform 3 to Down Chatham Main
Margin (seconds)	204



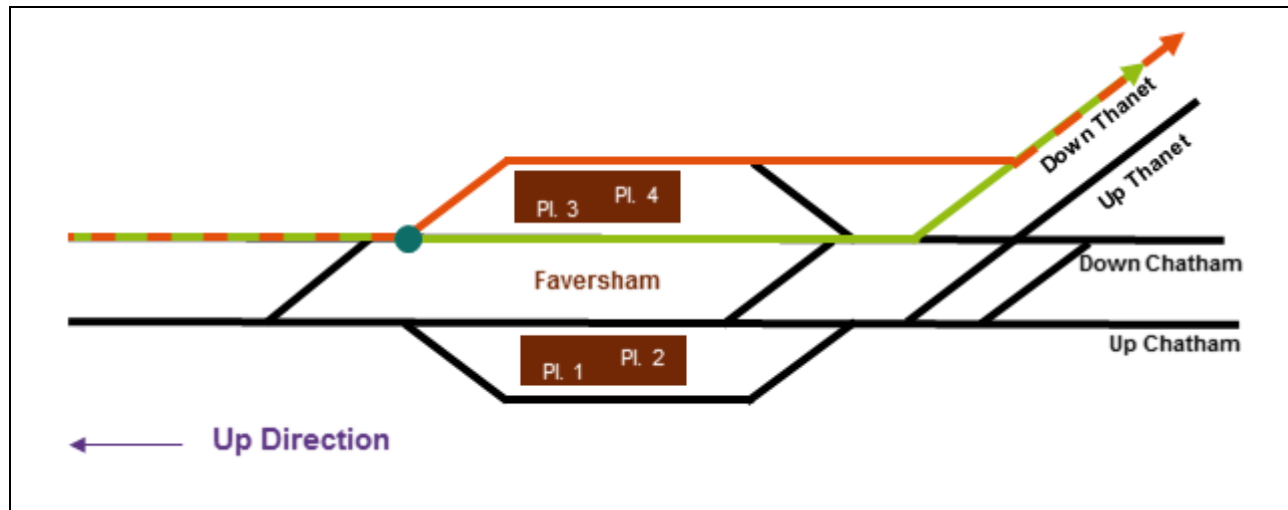
Ref. No.	JM_185
Location	Sittingbourne
Type	Crossing
Train 1	P09
Train 1 Type	Class 466, 2-car, 75mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P09 - Platform 3 to Up Chatham Main, crossing Down Chatham Main
Margin (seconds)	204



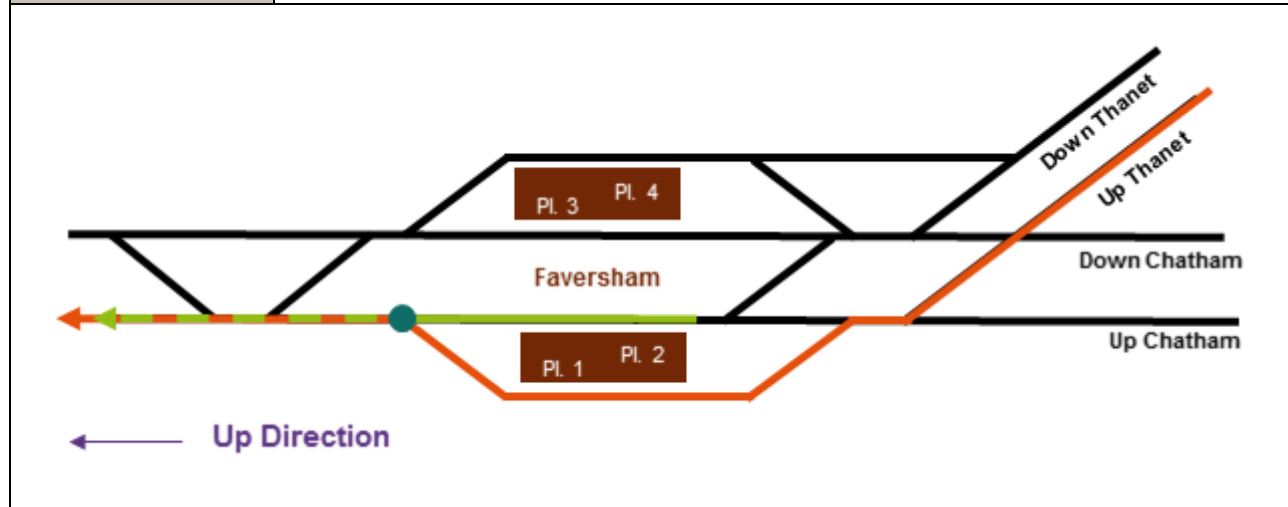
Ref. No.	JM_186
Location	Faversham
Type	Diverging
Train 1	P08
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P08 - Down Chatham Main to Platform 1
Margin (seconds)	100



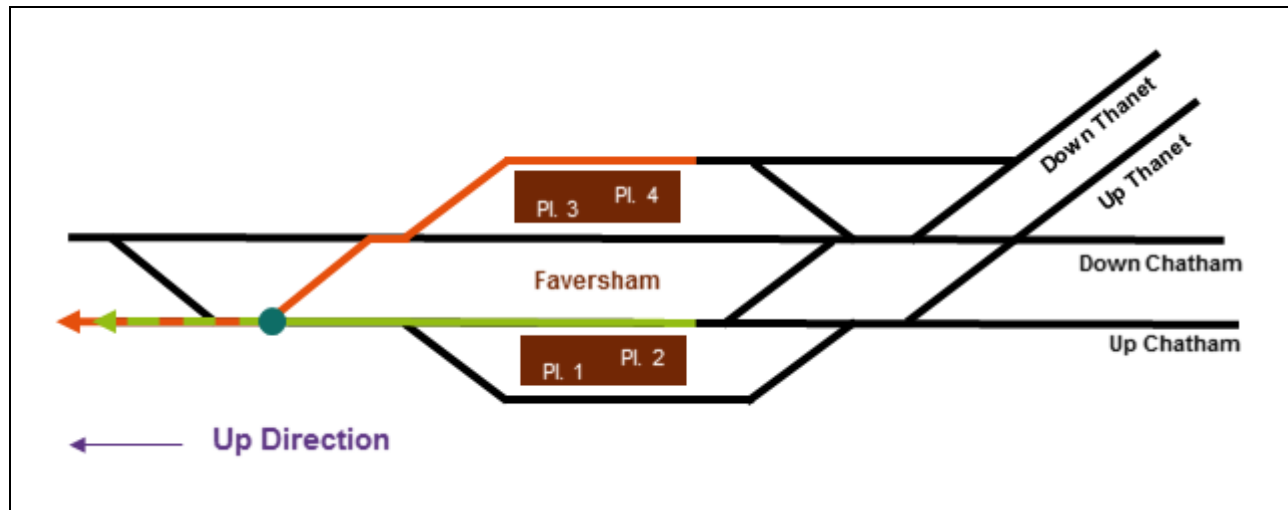
Ref. No.	JM_187
Location	Faversham
Type	Diverging
Train 1	P07
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P07 - Down Chatham Main to Platform 2
Margin (seconds)	119



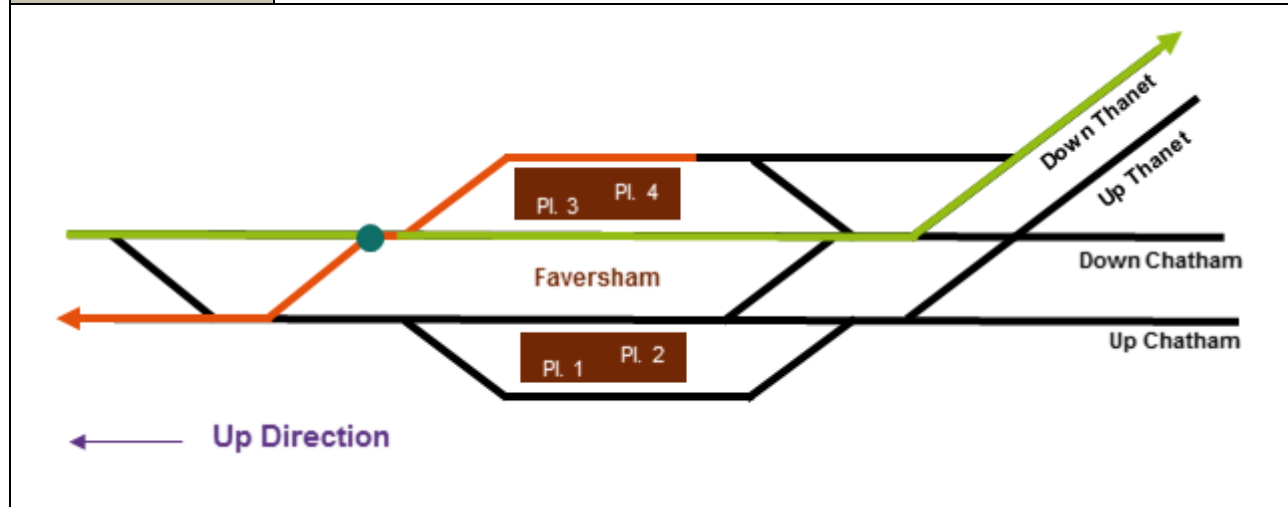
Ref. No.	JM_188
Location	Faversham
Type	Diverging
Train 1	P04
Train 1 Type	Class 395, 6-car, 140mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P04 - Down Chatham Main to Platform 4
Margin (seconds)	127



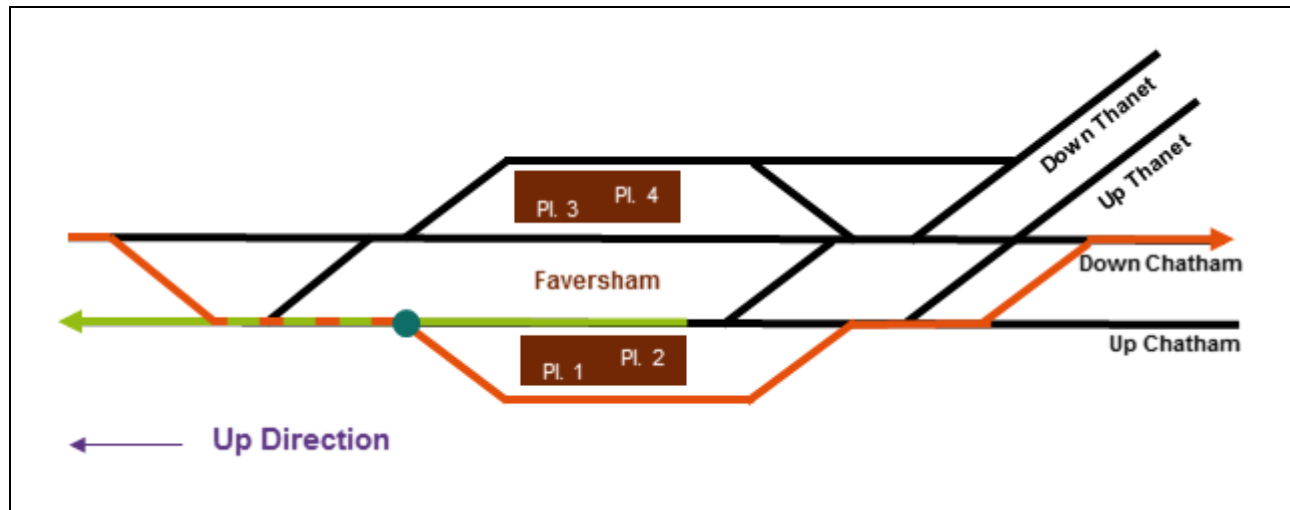
Ref. No.	JM_189
Location	Faversham
Type	Converging
Train 1	P01
Train 1 Type	Class 375, 12-car, 100mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P01 - Platform 1 to Up Chatham Main
Margin (seconds)	62



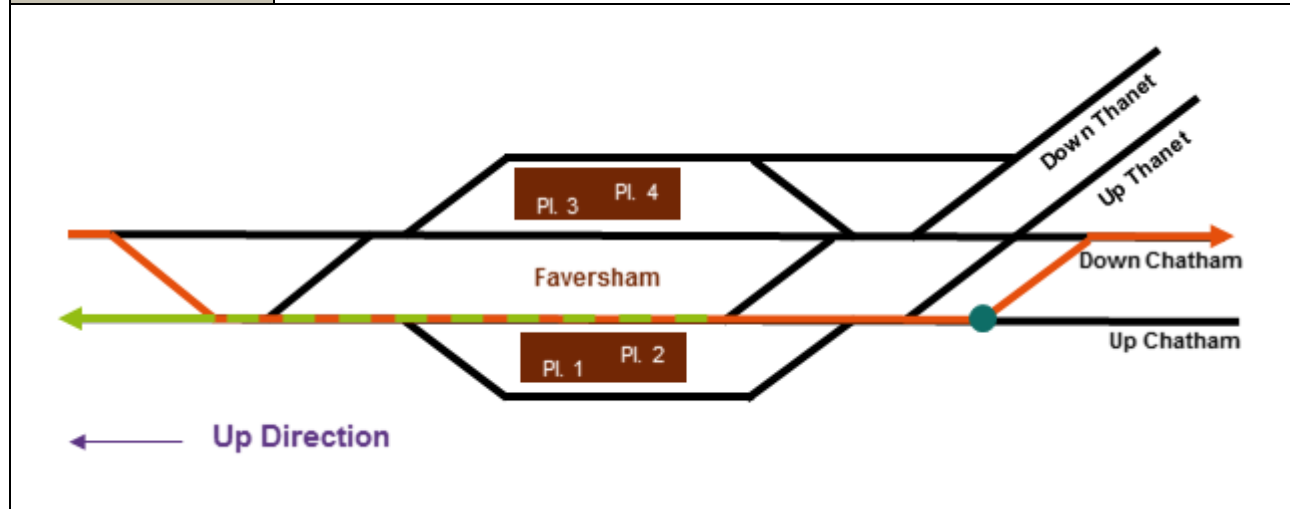
Ref. No.	JM_190
Location	Faversham
Type	Converging
Train 1	P03
Train 1 Type	Class 395, 6-car, 140mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P03 - Platform 4 to Up Chatham Main
Margin (seconds)	76



Ref. No.	JM_191
Location	Faversham
Type	Crossing
Train 1	P03
Train 1 Type	Class 395, 6-car, 140mph
Train 2	P05
Train 2 Type	Class 395, 6-car, 140mph
Movement	P03 - Platform 4 to Up Chatham Main, crossing Down Chatham Main
Margin (seconds)	237



Ref. No.	JM_192
Location	Faversham
Type	Crossing
Train 1	P08
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P08 - Down Chatham Main to Platform 1, crossing Up Chatham main
Margin (seconds)	-73



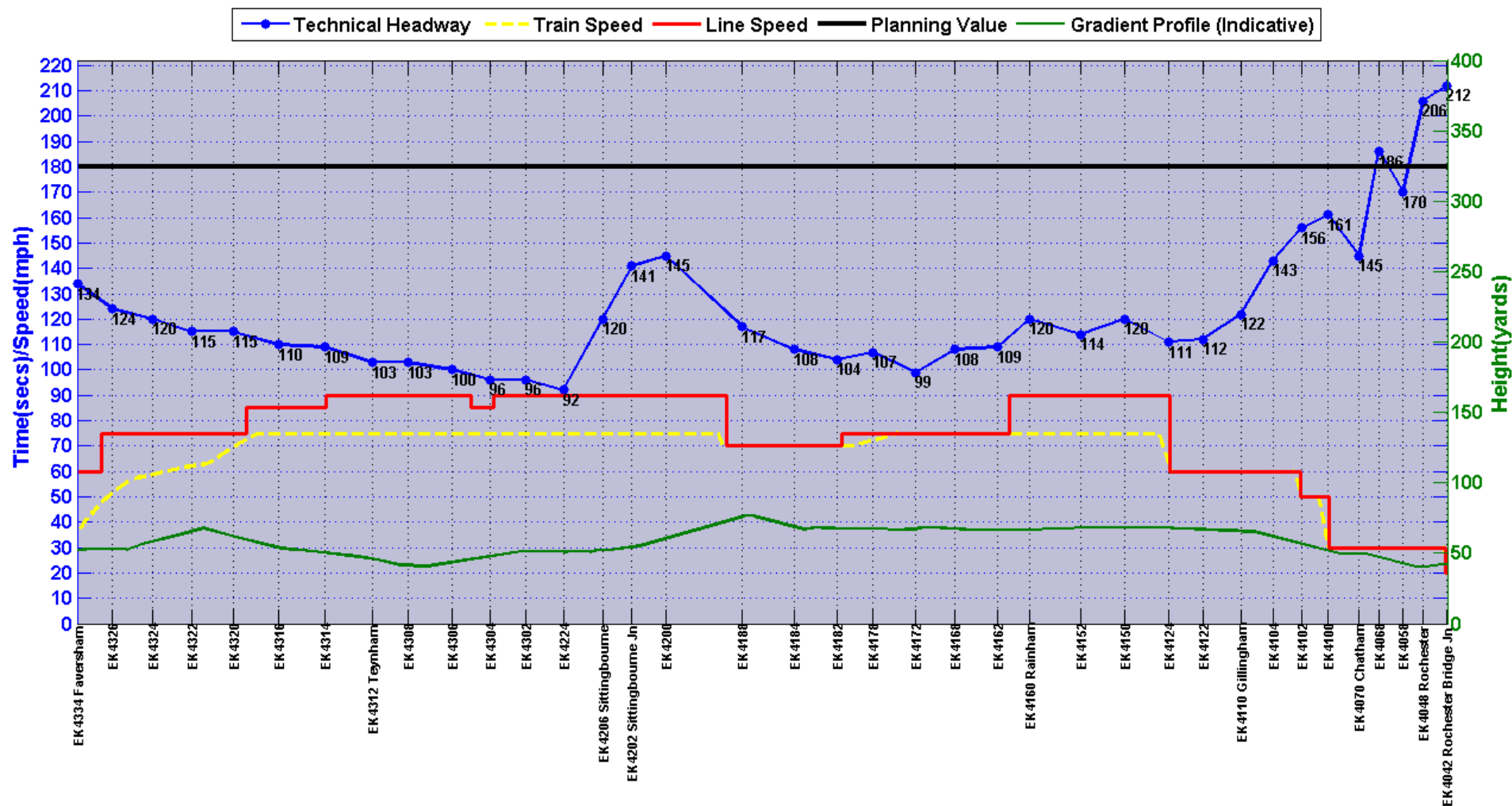
Ref. No.	JM_193
Location	Faversham
Type	Crossing
Train 1	P07
Train 1 Type	Class 465, 8-car, 75mph
Train 2	P06
Train 2 Type	Class 395, 6-car, 140mph
Movement	P07 - Stopping at Platform 2, P06 starts on Platform 2
Margin (seconds)	-25

3.4. ECS Moves

There are two ECS moves simulations in the specification. These graphs were generated using the SAT tool, and the longest formation of each stock type is used, which in this case is a 12-car formation.

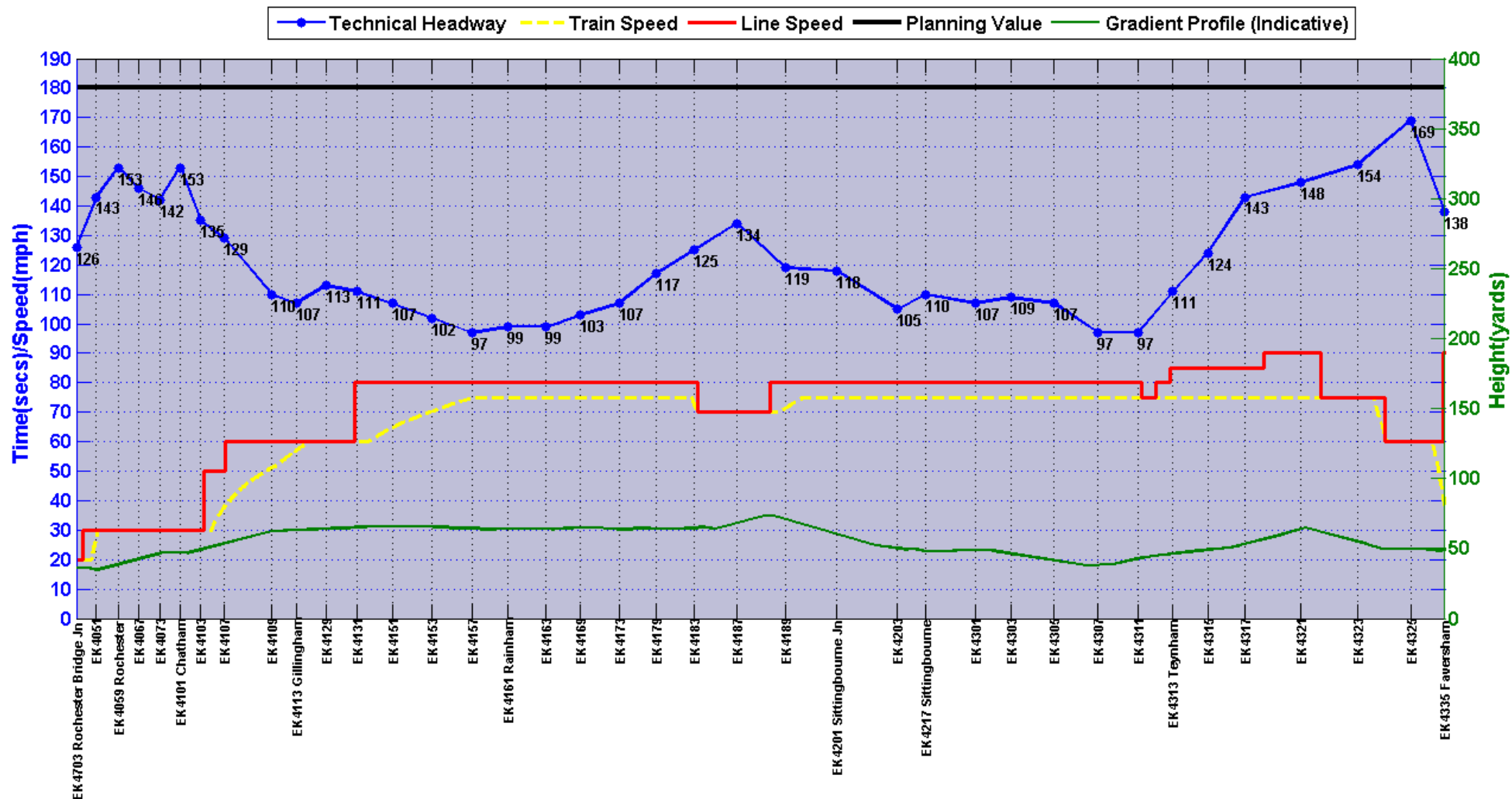
Rep. Headcode	Train Type	No. of cars	Max speed (mph)	From	To
5Y**	465	12	75	Faversham	Rochester Bridge Jn

Figure 3-128 ECS Move Up Faversham to Rochester Bridge Jn



Rep. Headcode	Train Type	No. of cars	Max speed (mph)	From	To
5Y**	465	12	75	Rochester Bridge Jn	Faversham

Figure 3-129 ECS Move Down Rochester Bridge Jn to Faversham



3.5. Platform Reoccupation

Platform reoccupations are modelled as restricted headways. One train following another with stopping patterns as specified in Appendix A. A full list of scenarios run as part of this study is shown in Appendix D.

Table 3-5 shows the scenario which were not run due to an error on the SAT tool.

Table 3-5 Unresolved Platform Occupation simulations

Ref No.	Location	Train 1	Train 2	Platform	Notes
PO_23	Beckenham Junction	P38	P38	4	Both trains depart at bay platform
PO_24	Beckenham Junction	P39	P39	4	Both trains arrive at bay platform
PO_54	Rochester	P22	P22	3	Both trains depart at bay platform
PO_56	Rochester	P21	P21	3	Both trains arrive at bay platform
PO_62	Gillingham	P17	P17	2	Both trains terminate at Gillingham
PO_78	Faversham	P06	P06	2	Both trains originates from Faversham
PO_79	Faversham	P03	P03	4	Both trains originates from Faversham

Outside the specification, additional platform reoccupation studies were also carried out at Swanley and terminating stations for information. These are shown in Table 3-7.

The headway values in Table 3-6 and Table 3-7 include any added dwell time, as outlined in Section 2.7.

Table 3-6 Platform Reoccupation Headways

Ref No.	Location	Train 1	Train 2	Platform	Added Dwell	Headway (sec)
PO_1	Wandsworth Road	P48	P50	2	Y	221
PO_2	Wandsworth Road	P49	P51	1	Y	239
PO_3	Clapham High Street	P48	P50	2	Y	291
PO_4	Clapham High Street	P49	P51	1	Y	220
PO_5	Brixton	P33	P33	1	Y	248
PO_6	Brixton	P34	P44	2	N	160
PO_7	Herne Hill	P33	P41	1	Y	226
PO_8	Herne Hill	P35	P38	2	N	179
PO_9	Herne Hill	P34	P34	3	Y	210
PO_10	Herne Hill	P39	P44	4	Y	244
PO_11	West Dulwich	P33	P35	1	Y	222
PO_12	West Dulwich	P34	P39	2	N	200
PO_13	Sydenham Hall	P33	P35	1	Y	290
PO_14	Sydenham Hall	P34	P39	2	Y	236
PO_15	Penge East	P33	P35	1	Y	251
PO_16	Penge East	P34	P39	2	N	202
PO_17	Kent House	P35	P35	1	Y	251
PO_18	Kent House	P33	P38	2	N	180
PO_19	Kent House	P34	P44	3	Y	201
PO_20	Kent House	P39	P39	4	Y	219
PO_21	Beckenham Junction	P33	P35	2	N	196
PO_22	Beckenham Junction	P34	P44	3	Y	225
PO_25	Shortlands	P24	P35	1	Y	282
PO_26	Shortlands	P34	P44	2	N	183
PO_27	Shortlands	P33	P33	3	Y	261
PO_28	Shortlands	P07	P07	4	N	147
PO_29	Bromley South	P24	P35	1	Y	256
PO_30	Bromley South	P34	P44	2	N	222
PO_31	Bromley South	P01	P12	3	N	170
PO_32	Bromley South	P02	P07	4	N	226
PO_33	Bickley	P24	P35	1	N	162
PO_34	Bickley	P34	P44	2	Y	284
PO_35	Bickley	P33	P33	3	N	191
PO_36	Bickley	P07	P07	4	Y	279
PO_37	St Mary Cray	P23	P24	1	N	183
PO_38	St Mary Cray	P13	P25	2	N	179
PO_39	St Mary Cray	P12	P22	3	N	188
PO_40	St Mary Cray	P08	P21	4	N	184
PO_41	Swanley	P21	P21	4	N	191
PO_42	Swanley	P13	P13	2	N	178
PO_43	Swanley	P22	P22	3	N	192

Ref No.	Location	Train 1	Train 2	Platform	Added Dwell	Headway (sec)
PO_44	Swanley	P08	P08	4	N	191
PO_45	Farningham Road	P22	P23	1	N	212
PO_46	Farningham Road	P07	P08	2	N	199
PO_47	Longfield	P01	P12	1	N	228
PO_48	Longfield	P02	P07	2	N	184
PO_49	Meopham	P01	P12	1	Y	282
PO_50	Meopham	P02	P07	2	N	219
PO_51	Sole Street	P12	P23	1	N	176
PO_52	Sole Street	P07	P08	2	Y	251
PO_53	Rochester	P01	P03	1	N	205
PO_55	Rochester	P02	P04	2	N	156
PO_57	Chatham	P01	P03	1	N	182
PO_58	Chatham	P02	P04	2	N	224
PO_59	Gillingham	P16	P16	1	N	70
PO_60	Gillingham	P15	P15	1	N	226
PO_61	Gillingham	P01	P03	2	N	200
PO_63	Gillingham	P02	P04	3	N	184
PO_64	Rainham	P01	P03	1	N	173
PO_65	Rainham	P02	P04	2	N	200
PO_66	Newington	P14	P14	1	N	246
PO_67	Newington	P02	P02	2	N	187
PO_68	Sittingbourne	P01	P03	1	N	160
PO_69	Sittingbourne	P02	P04	2	N	189
PO_70	Sittingbourne	P10	P11	3	N	169
PO_71	Teynham	P01	P19	1	N	186
PO_72	Teynham	P08	P08	2	N	175
PO_73	Faversham	P08	P08	1	N	259
PO_74	Faversham	P07	P07	2	N	214
PO_75	Faversham	P02	P10	3	N	188
PO_76	Faversham	P04	P04	4	N	259
PO_77	Faversham	P01	P14	1	N	235

Table 3-7 Additional Platform Reoccupation simulations

Location	Train 1	Train 2	Platform	Added Dwell	Headway (sec)
Beckenham Jn	P38	P39	4	Y	300
Faversham	P01	P08	1 (Western side)	N	288
Faversham	P08	P01	1 (Eastern side)	N	220
Faversham	P06	P07	2	N	243
Faversham	P03	P04	4	N	291
Gillingham	P16	P15	1	N	258
Rochester	P22	P21	3	N	289
Swanley	P23	P23	1	N	210
Swanley	P24	P24	1	N	187
Swanley	P23	P24	1	N	177
Swanley	P24	P23	1	N	220

3.6. Victoria Station

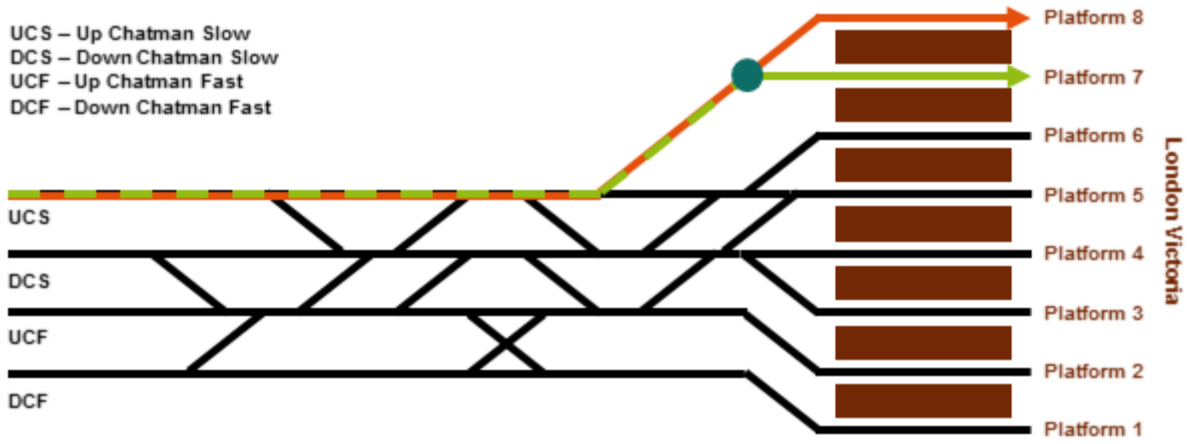
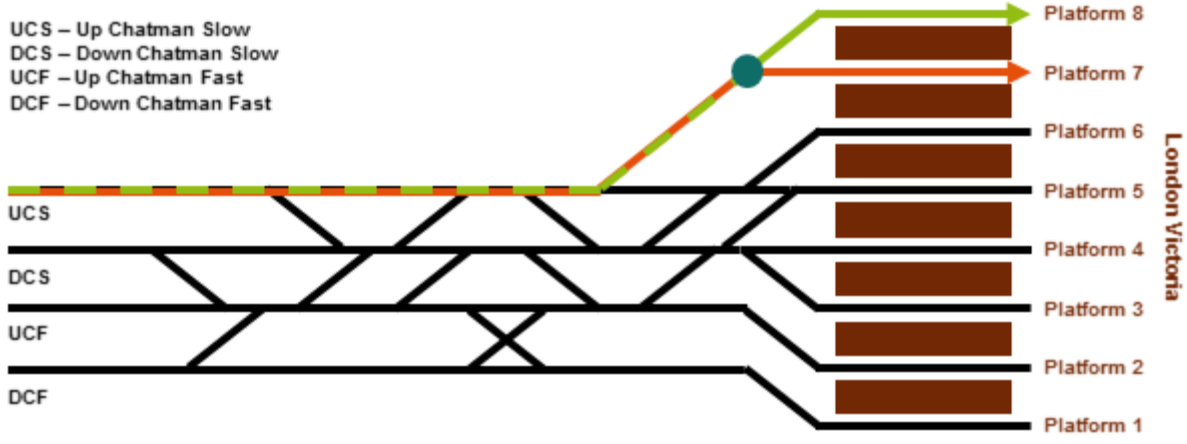
This section address the sub specification of SE6 routes on movements around Victoria Station. An additional 31 trains were modelled to simulate train routes between the Chatham lines and the eight platforms in Victoria Station (Eastern).

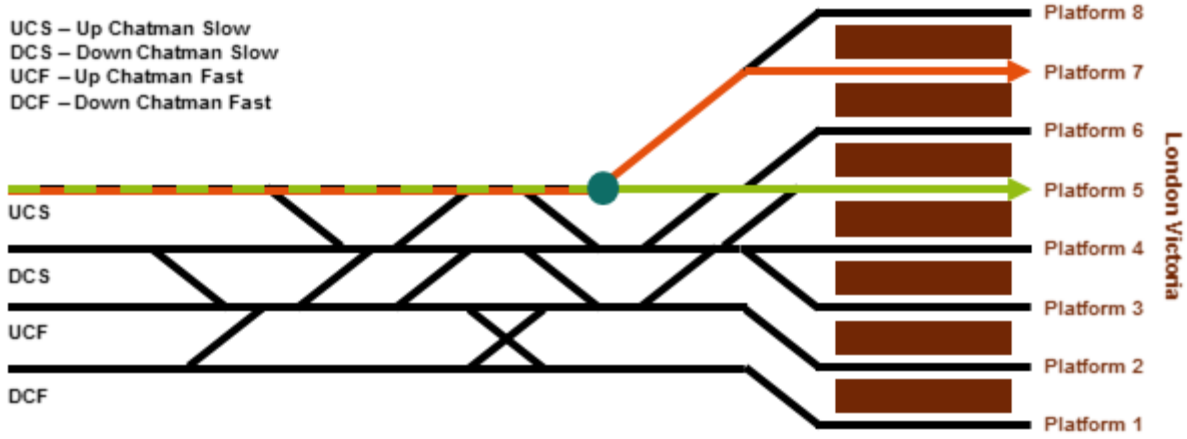
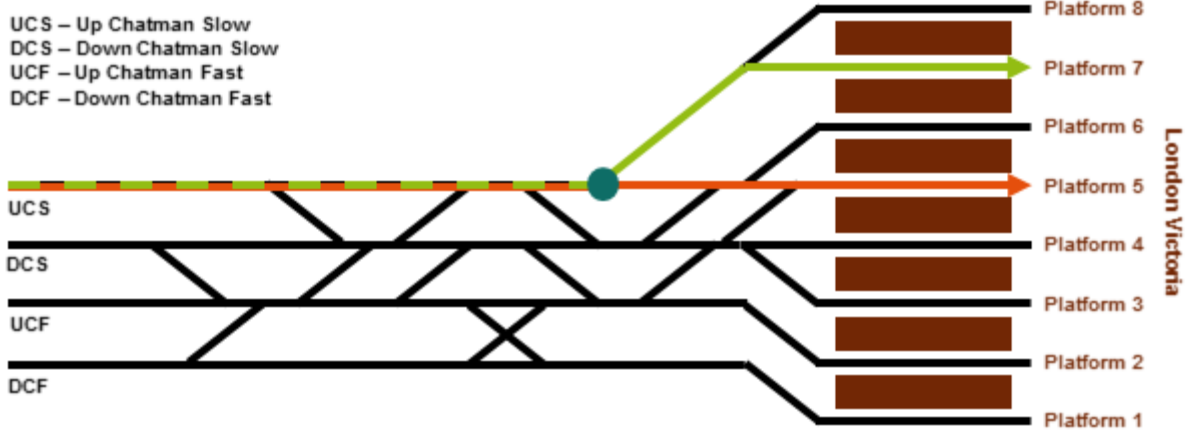
Table 3-8 Trains modelled as part of Victoria sub-specification

Train Number	Train Type	No. of cars	Route
P01	375	12	Up Chatham Slow to Pl.2
P02	375	12	Up Chatham Slow to Pl.3
P03	375	12	Up Chatham Slow to Pl.4
P04	375	12	Up Chatham Slow to Pl.5
P05	375	12	Up Chatham Slow to Pl.6
P06	375	12	Up Chatham Slow to Pl.7
P07	375	12	Up Chatham Slow to Pl.8
P08	375	12	Up Chatham Fast to Pl.1
P09	375	12	Up Chatham Fast to Pl.2
P10	375	12	Up Chatham Fast to Pl.3
P11	375	12	Up Chatham Fast to Pl.4
P12	375	12	Up Chatham Fast to Pl.5
P13	375	12	Up Chatham Fast to Pl.6
P14	375	12	Up Chatham Fast to Pl.7
P15	375	12	Up Chatham Fast to Pl.8
P16	375	12	Pl.1 to Down Chatham Fast
P17	375	12	Pl.2 to Down Chatham Fast
P18	375	12	Pl.3 to Down Chatham Fast
P19	375	12	Pl.4 to Down Chatham Fast
P20	375	12	Pl.5 to Down Chatham Fast
P21	375	12	Pl.6 to Down Chatham Fast
P22	375	12	Pl.7 to Down Chatham Fast
P23	375	12	Pl.8 to Down Chatham Fast
P24	375	12	Pl.1 to Down Chatham Slow
P25	375	12	Pl.2 to Down Chatham Slow
P26	375	12	Pl.3 to Down Chatham Slow
P27	375	12	Pl.4 to Down Chatham Slow
P28	375	12	Pl.5 to Down Chatham Slow
P29	375	12	Pl.6 to Down Chatham Slow
P30	375	12	Pl.7 to Down Chatham Slow
P31	375	12	Pl.8 to Down Chatham Slow

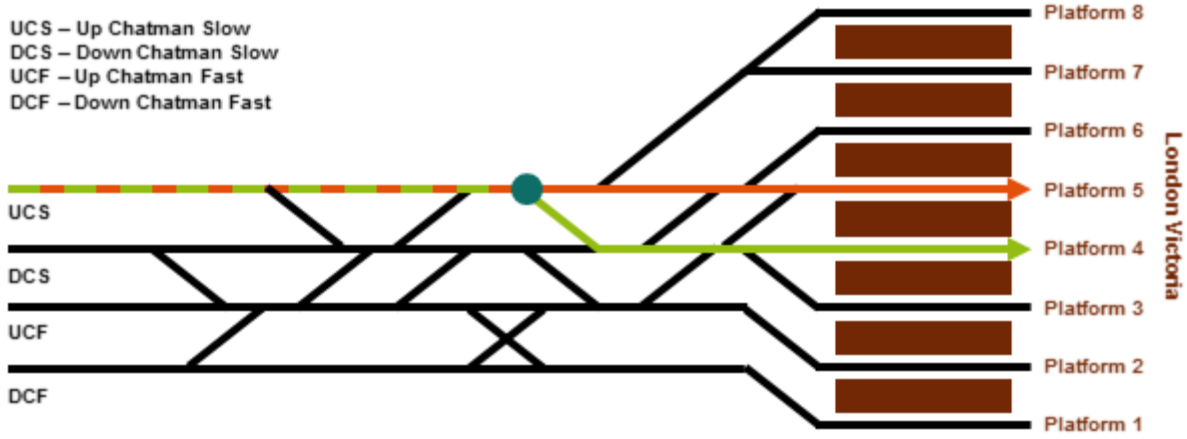
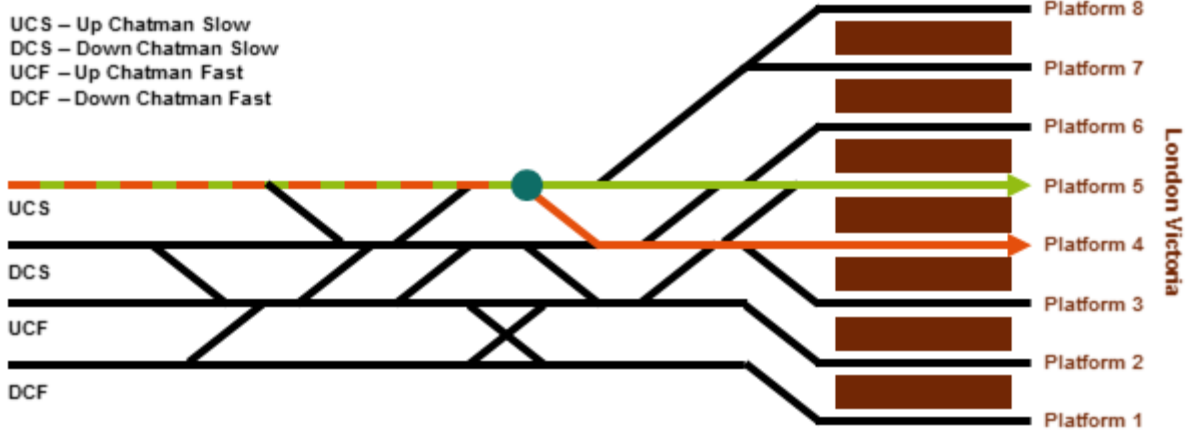
3.6.1. Junction Margin

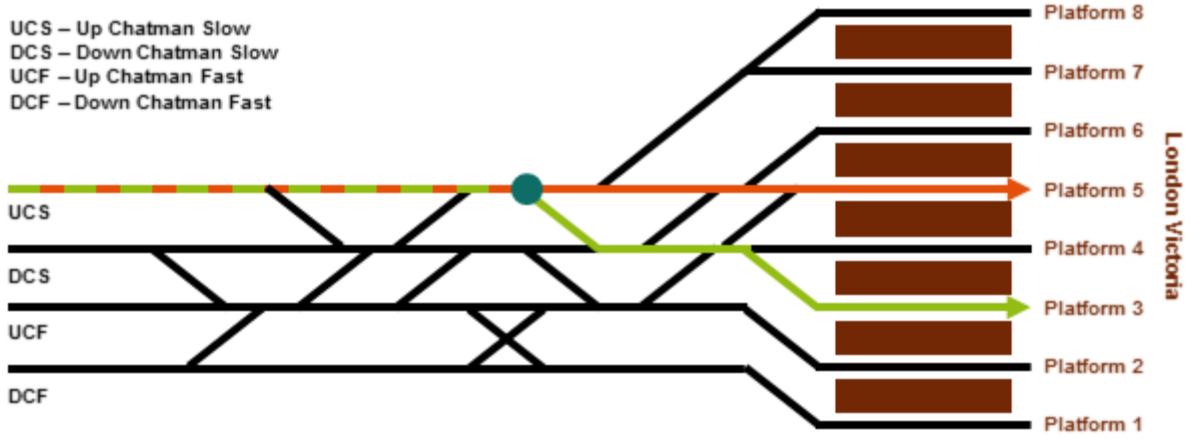
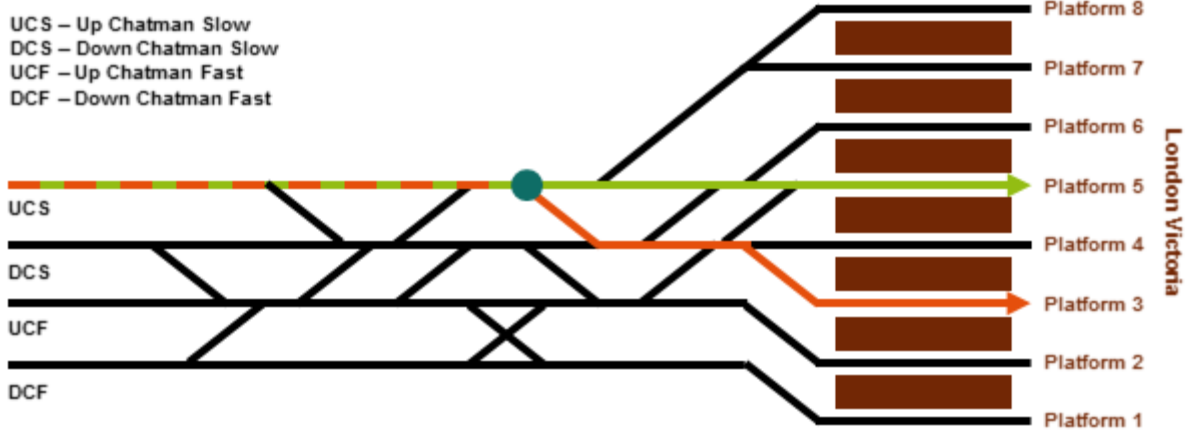
This section shows the junction margin around the different train interactions. A full list of scenarios specified can be found in Appendix E.

	
Ref. No.	JM_V1
Type	Diverging
Train 1	P07
Train 1 Movement	Up Chatham Slow to Pl.8
Train 2	P06
Train 2 Movement	Up Chatham Slow to Pl.7
Margin (seconds)	140
	
Ref. No.	JM_V2
Type	Diverging
Train 1	P06
Train 1 Movement	Up Chatham Slow to Pl.7
Train 2	P07
Train 2 Movement	Up Chatham Slow to Pl.8
Margin (seconds)	140

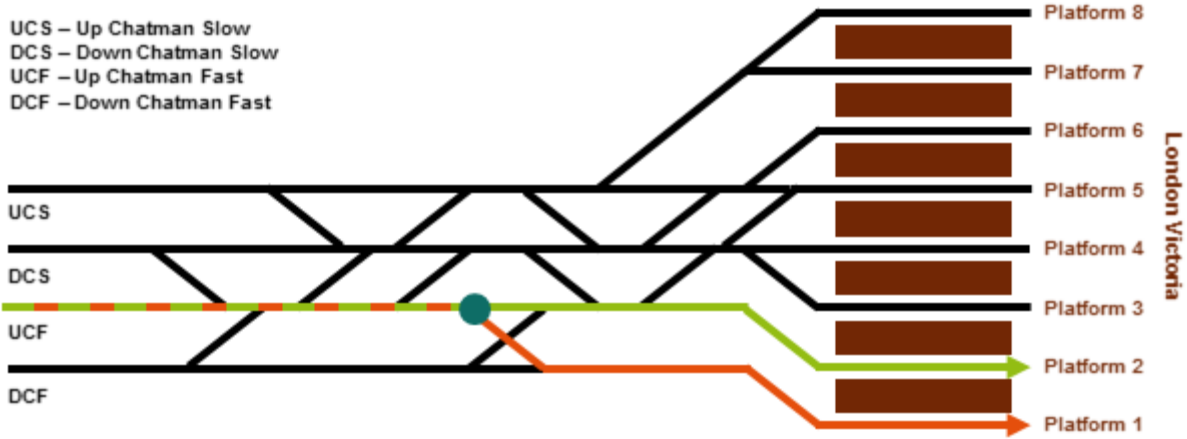
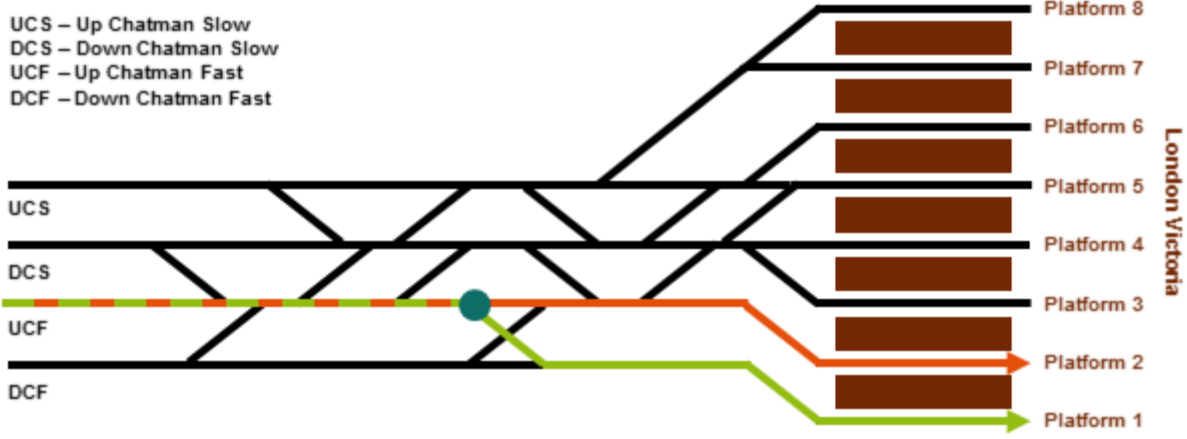
	
Ref. No.	JM_V3
Type	Diverging
Train 1	P06
Train 1 Movement	Up Chatham Slow to Pl.7
Train 2	P04
Train 2 Movement	Up Chatham Slow to Pl.5
Margin (seconds)	140
	
Ref. No.	JM_V4
Type	Diverging
Train 1	P04
Train 1 Movement	Up Chatham Slow to Pl.5
Train 2	P06
Train 2 Movement	Up Chatham Slow to Pl.7
Margin (seconds)	144

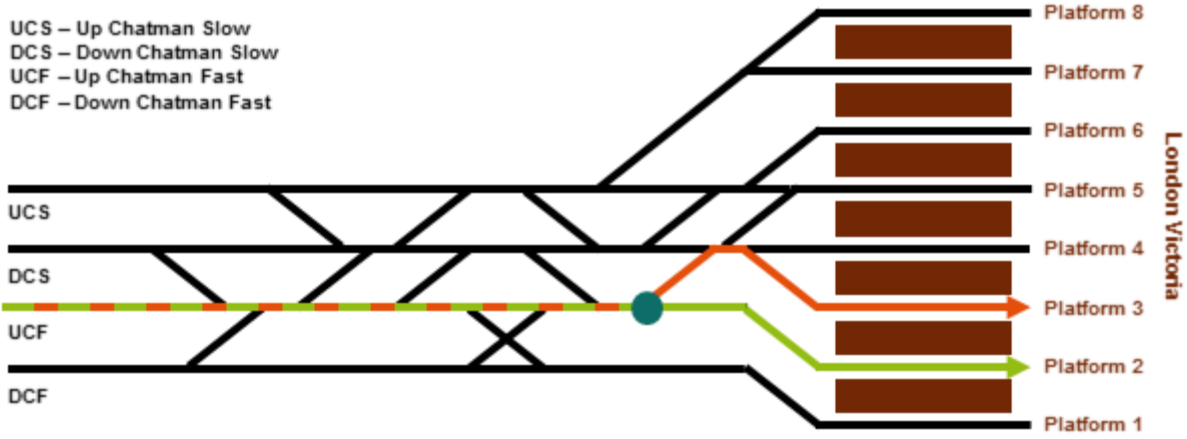
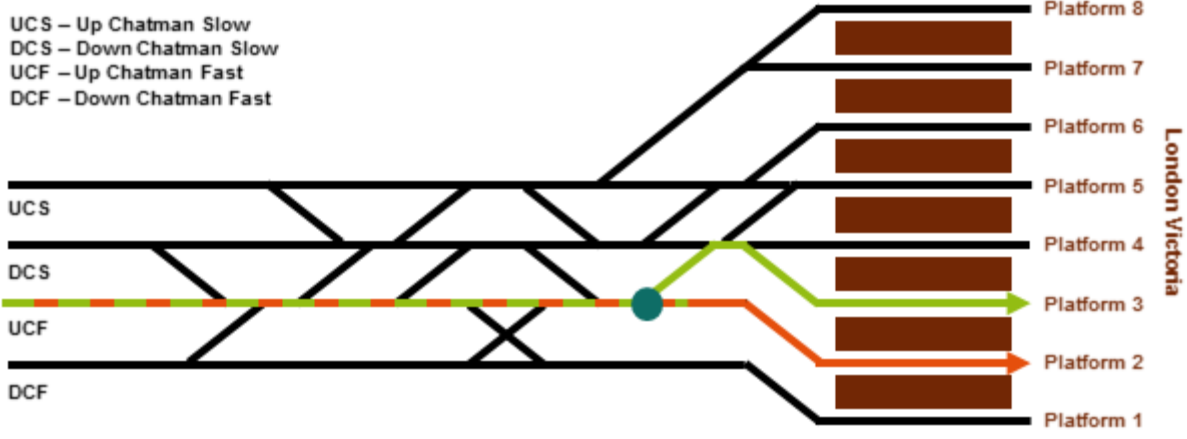
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V5
Type	Diverging
Train 1	P05
Train 1 Movement	Up Chatham Slow to Pl.6
Train 2	P04
Train 2 Movement	Up Chatham Slow to Pl.5
Margin (seconds)	147
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V6
Type	Diverging
Train 1	P04
Train 1 Movement	Up Chatham Slow to Pl.5
Train 2	P05
Train 2 Movement	Up Chatham Slow to Pl.6
Margin (seconds)	144

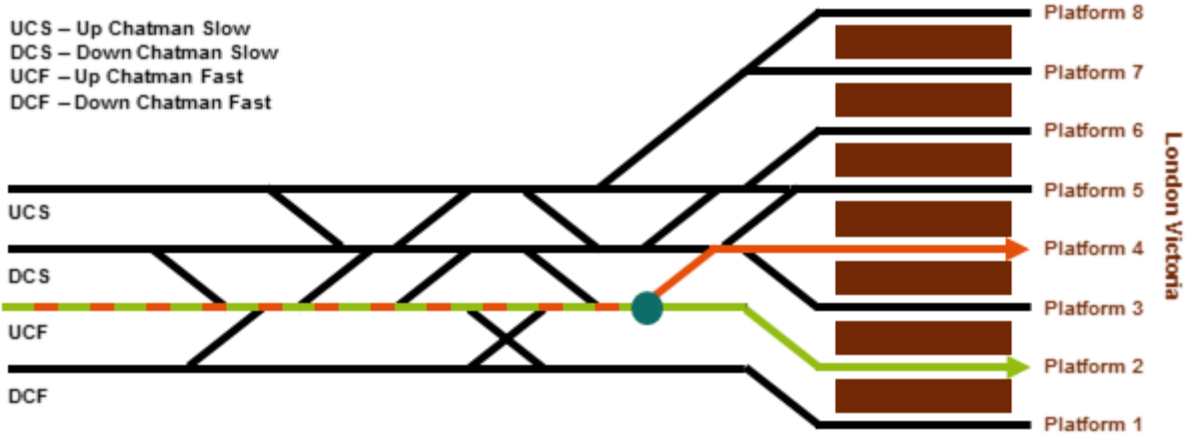
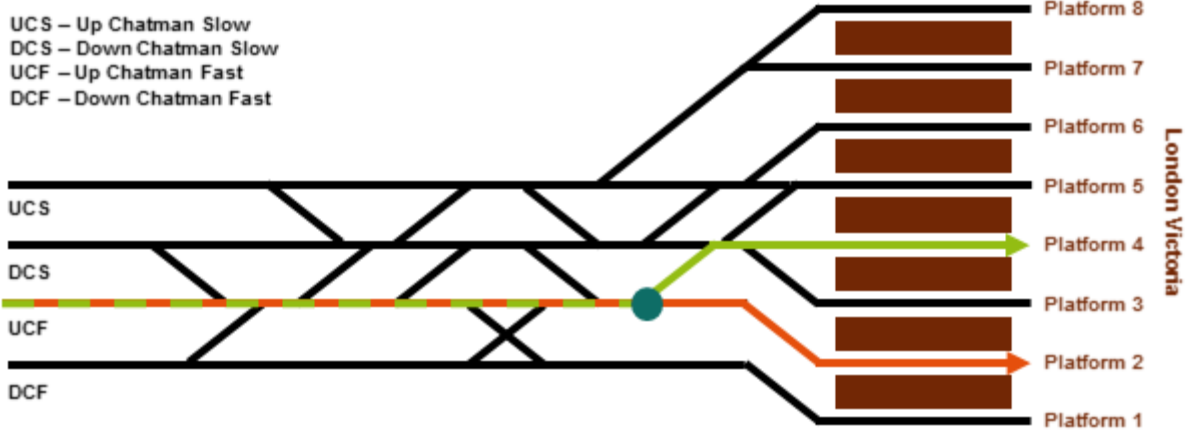
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V7
Type	Diverging
Train 1	P04
Train 1 Movement	Up Chatham Slow to Pl.5
Train 2	P03
Train 2 Movement	Up Chatham Slow to Pl.4
Margin (seconds)	128
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V8
Type	Diverging
Train 1	P03
Train 1 Movement	Up Chatham Slow to Pl.4
Train 2	P04
Train 2 Movement	Up Chatham Slow to Pl.5
Margin (seconds)	131

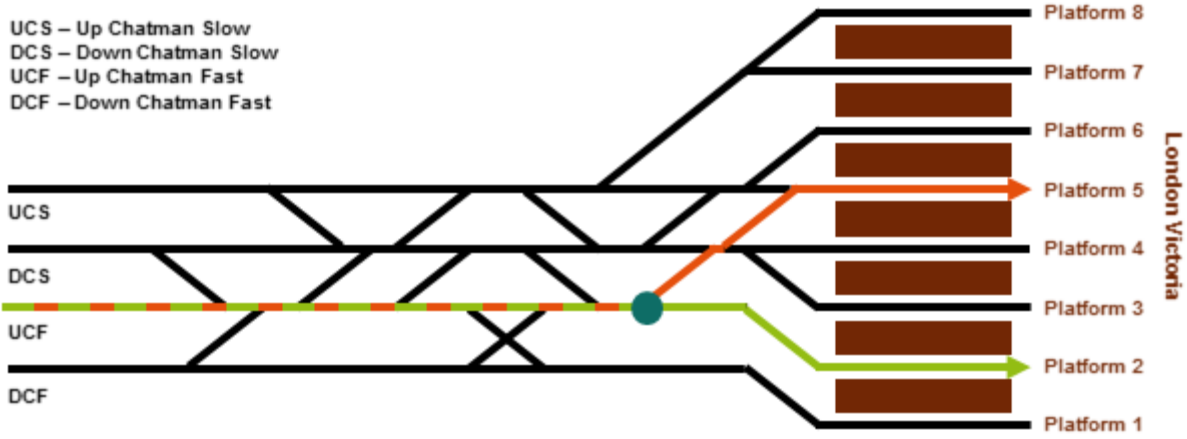
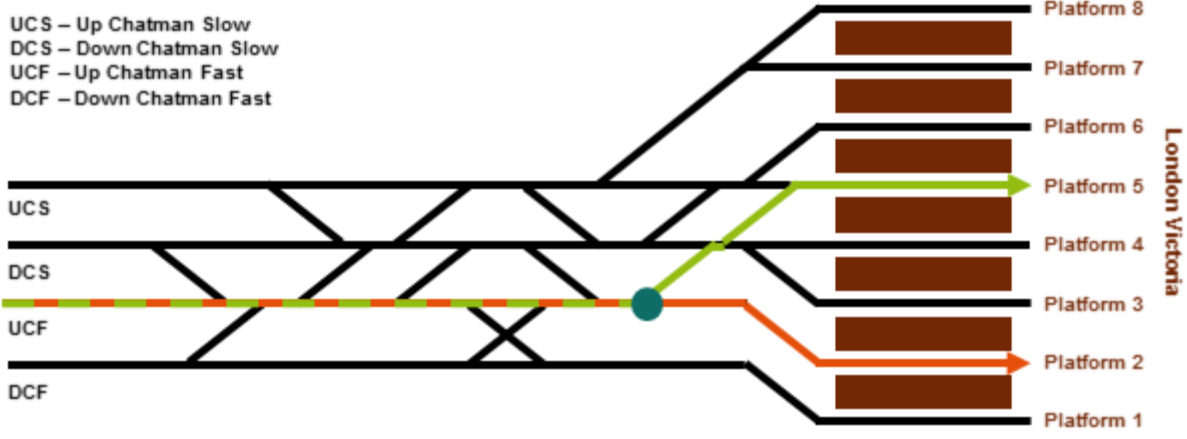
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V9
Type	Diverging
Train 1	P04
Train 1 Movement	Up Chatham Slow to Pl.5
Train 2	P02
Train 2 Movement	Up Chatham Slow to Pl.3
Margin (seconds)	128
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V10
Type	Diverging
Train 1	P02
Train 1 Movement	Up Chatham Slow to Pl.3
Train 2	P04
Train 2 Movement	Up Chatham Slow to Pl.5
Margin (seconds)	131

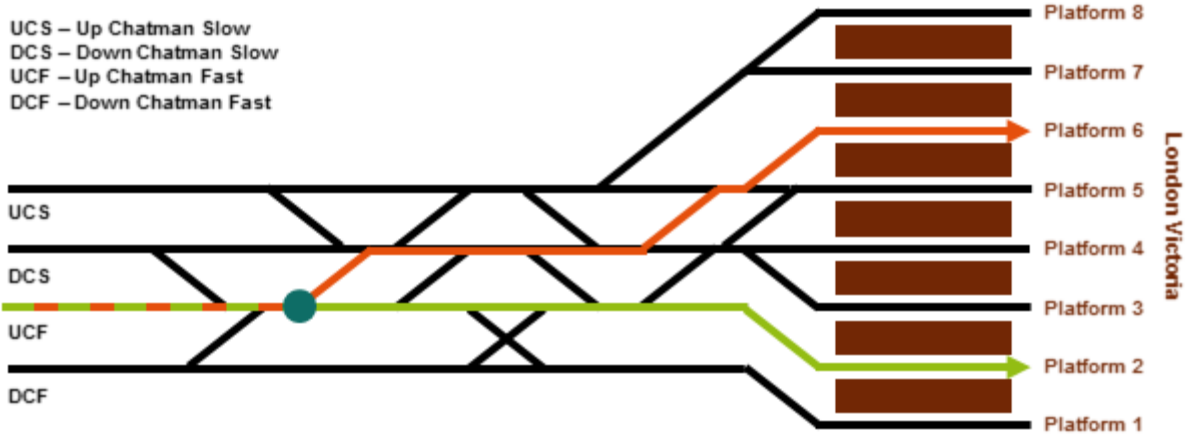
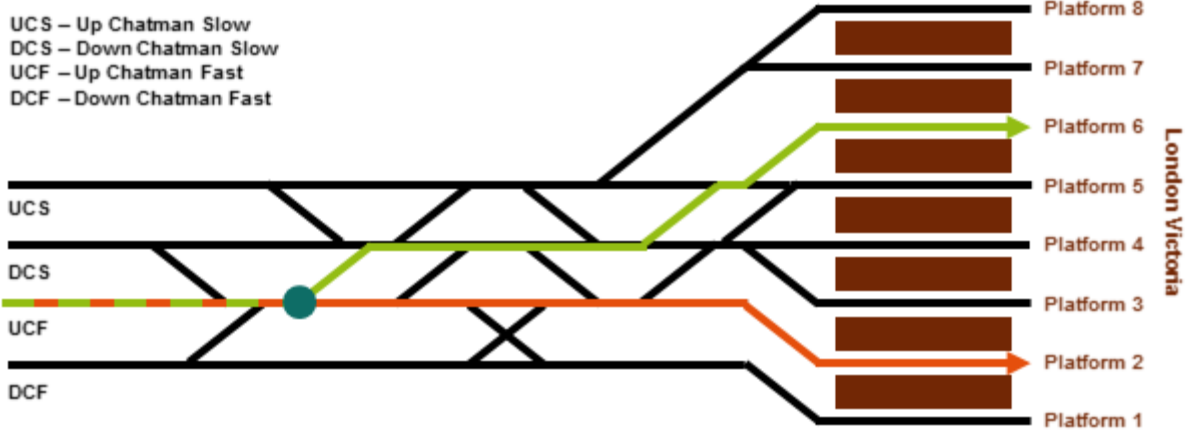
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V11
Type	Diverging
Train 1	P04
Train 1 Movement	Up Chatham Slow to Pl.5
Train 2	P01
Train 2 Movement	Up Chatham Slow to Pl.2
Margin (seconds)	112
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V12
Type	Diverging
Train 1	P01
Train 1 Movement	Up Chatham Slow to Pl.2
Train 2	P04
Train 2 Movement	Up Chatham Slow to Pl.5
Margin (seconds)	119

 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V13
Type	Diverging
Train 1	P08
Train 1 Movement	Up Chatham Fast to Pl.1
Train 2	P09
Train 2 Movement	Up Chatham Fast to Pl.2
Margin (seconds)	130
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V14
Type	Diverging
Train 1	P09
Train 1 Movement	Up Chatham Fast to Pl.2
Train 2	P08
Train 2 Movement	Up Chatham Fast to Pl.1
Margin (seconds)	111

	
Ref. No.	JM_V15
Type	Diverging
Train 1	P10
Train 1 Movement	Up Chatham Fast to Pl.3
Train 2	P09
Train 2 Movement	Up Chatham Fast to Pl.2
Margin (seconds)	134
	
Ref. No.	JM_V16
Type	Diverging
Train 1	P09
Train 1 Movement	Up Chatham Fast to Pl.2
Train 2	P10
Train 2 Movement	Up Chatham Fast to Pl.3
Margin (seconds)	127

	
Ref. No.	JM_V17
Type	Diverging
Train 1	P11
Train 1 Movement	Up Chatham Fast to Pl.4
Train 2	P09
Train 2 Movement	Up Chatham Fast to Pl.2
Margin (seconds)	134
	
Ref. No.	JM_V18
Type	Diverging
Train 1	P09
Train 1 Movement	Up Chatham Fast to Pl.2
Train 2	P11
Train 2 Movement	Up Chatham Fast to Pl.4
Margin (seconds)	127

	
Ref. No.	JM_V19
Type	Diverging
Train 1	P12
Train 1 Movement	Up Chatham Fast to Pl.5
Train 2	P09
Train 2 Movement	Up Chatham Fast to Pl.2
Margin (seconds)	134
	
Ref. No.	JM_V20
Type	Diverging
Train 1	P09
Train 1 Movement	Up Chatham Fast to Pl.2
Train 2	P12
Train 2 Movement	Up Chatham Fast to Pl.5
Margin (seconds)	127

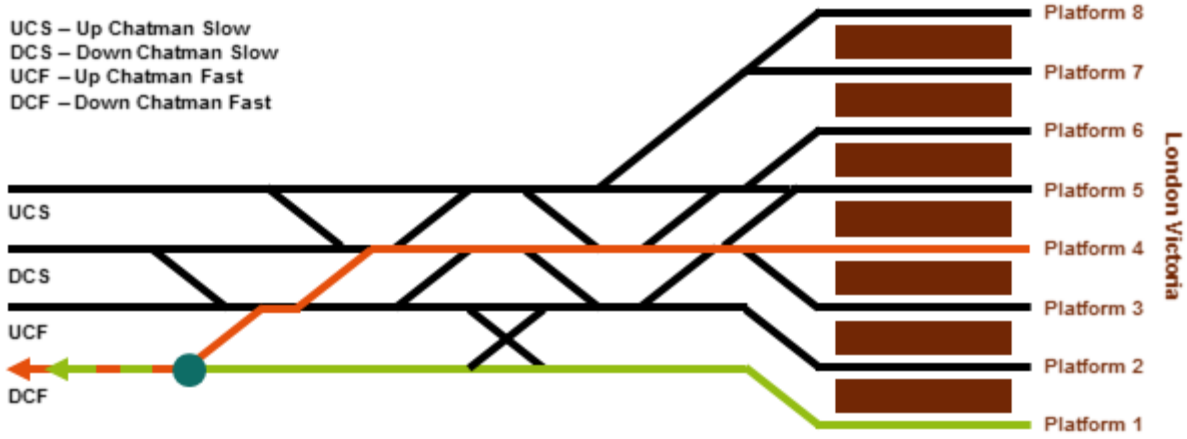
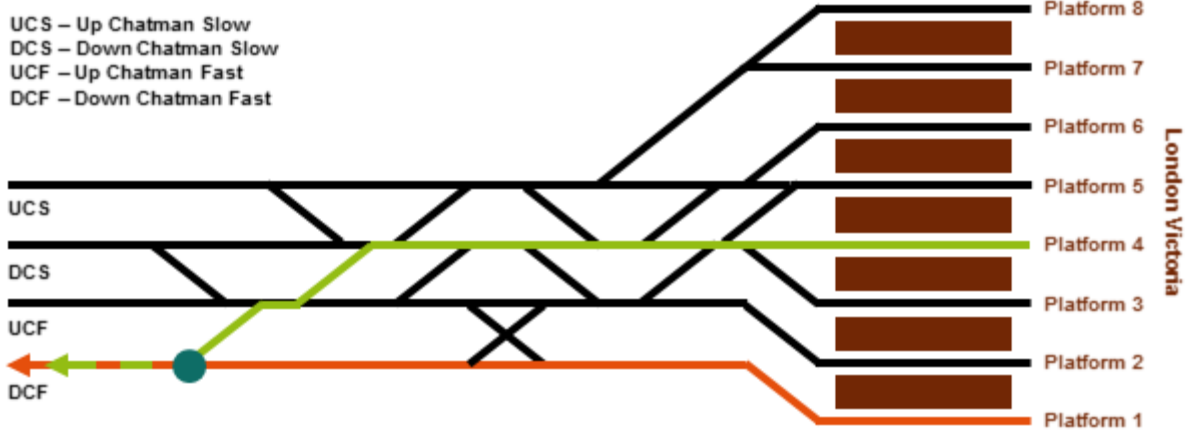
	
Ref. No.	JM_V21
Type	Diverging
Train 1	P13
Train 1 Movement	Up Chatham Fast to Pl.6
Train 2	P09
Train 2 Movement	Up Chatham Fast to Pl.2
Margin (seconds)	114
	
Ref. No.	JM_V22
Type	Diverging
Train 1	P09
Train 1 Movement	Up Chatham Fast to Pl.2
Train 2	P13
Train 2 Movement	Up Chatham Fast to Pl.6
Margin (seconds)	97

<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V23
Type	Diverging
Train 1	P14
Train 1 Movement	Up Chatham Fast to Pl.7
Train 2	P09
Train 2 Movement	Up Chatham Fast to Pl.2
Margin (seconds)	114
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V24
Type	Diverging
Train 1	P09
Train 1 Movement	Up Chatham Fast to Pl.2
Train 2	P14
Train 2 Movement	Up Chatham Fast to Pl.7
Margin (seconds)	97

<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>UCS DCS UCF DCF</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V25
Type	Diverging
Train 1	P15
Train 1 Movement	Up Chatham Fast to Pl.8
Train 2	P09
Train 2 Movement	Up Chatham Fast to Pl.2
Margin (seconds)	114
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>UCS DCS UCF DCF</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V26
Type	Diverging
Train 1	P09
Train 1 Movement	Up Chatham Fast to Pl.2
Train 2	P15
Train 2 Movement	Up Chatham Fast to Pl.8
Margin (seconds)	97

<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V27
Type	Converging
Train 1	P16
Train 1 Movement	Pl.1 to Down Chatham Fast
Train 2	P17
Train 2 Movement	Pl.2 to Down Chatham Fast
Margin (seconds)	75
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V28
Type	Converging
Train 1	P17
Train 1 Movement	Pl.2 to Down Chatham Fast
Train 2	P16
Train 2 Movement	Pl.1 to Down Chatham Fast
Margin (seconds)	84

<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V29
Type	Converging
Train 1	P18
Train 1 Movement	Pl.3 to Down Chatham Fast
Train 2	P16
Train 2 Movement	Pl.1 to Down Chatham Fast
Margin (seconds)	165
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V30
Type	Converging
Train 1	P16
Train 1 Movement	Pl.1 to Down Chatham Fast
Train 2	P18
Train 2 Movement	Pl.3 to Down Chatham Fast
Margin (seconds)	121

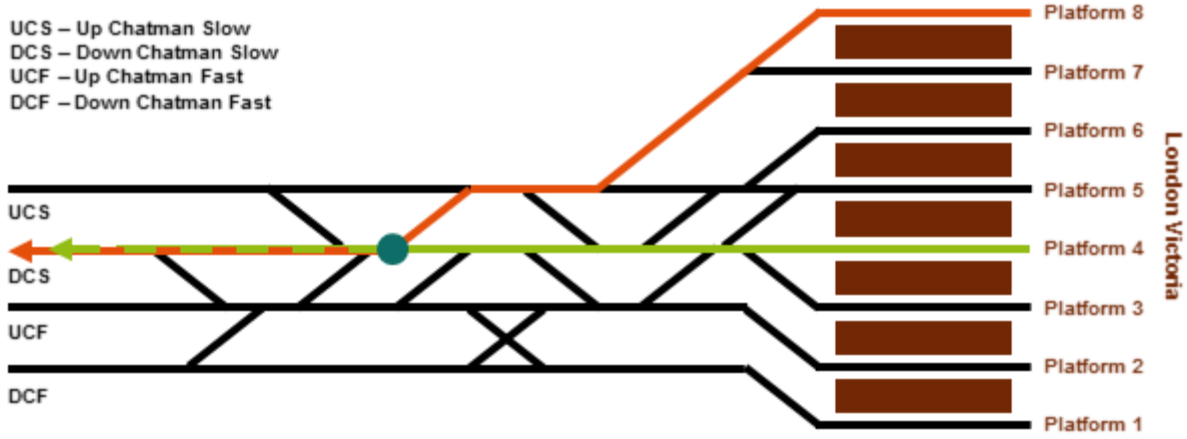
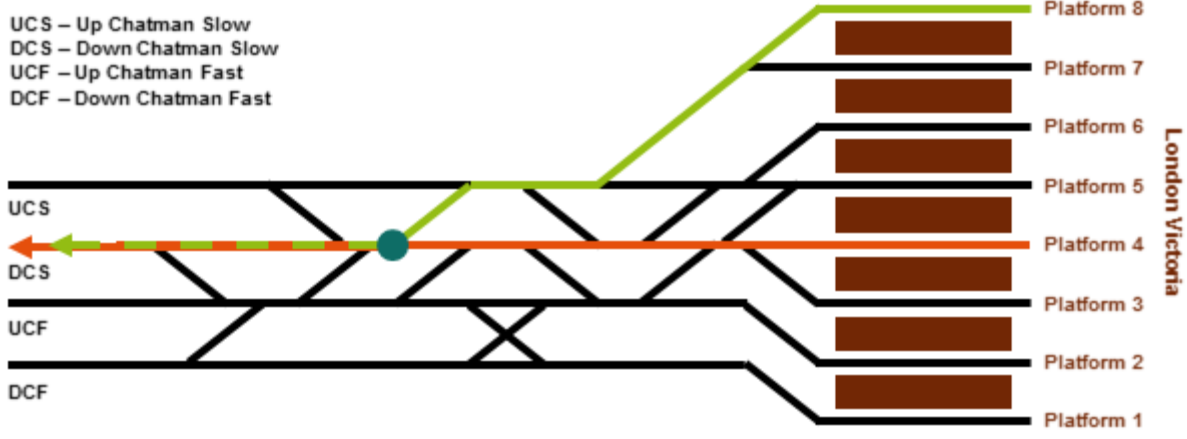
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V31
Type	Converging
Train 1	P19
Train 1 Movement	Pl.4 to Down Chatham Fast
Train 2	P16
Train 2 Movement	Pl.1 to Down Chatham Fast
Margin (seconds)	165
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V32
Type	Converging
Train 1	P16
Train 1 Movement	Pl.1 to Down Chatham Fast
Train 2	P19
Train 2 Movement	Pl.4 to Down Chatham Fast
Margin (seconds)	121

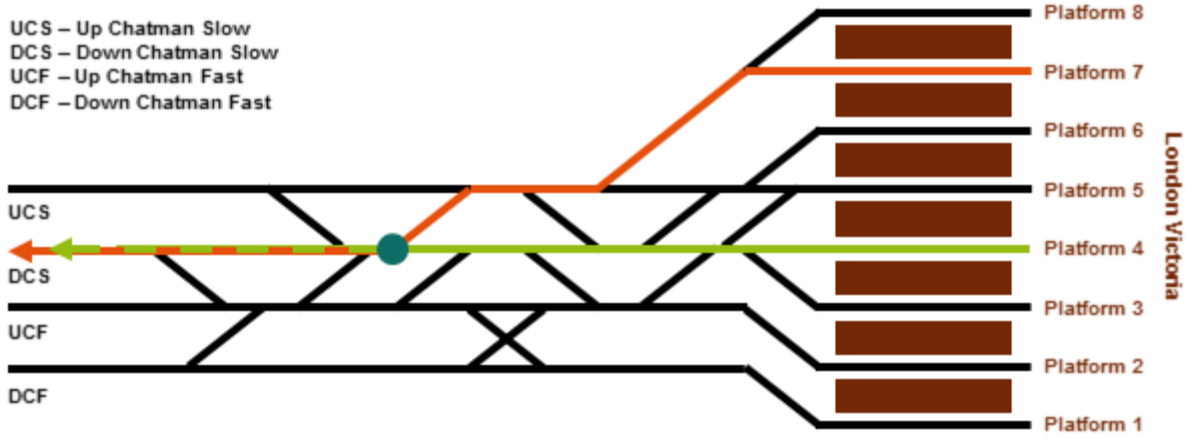
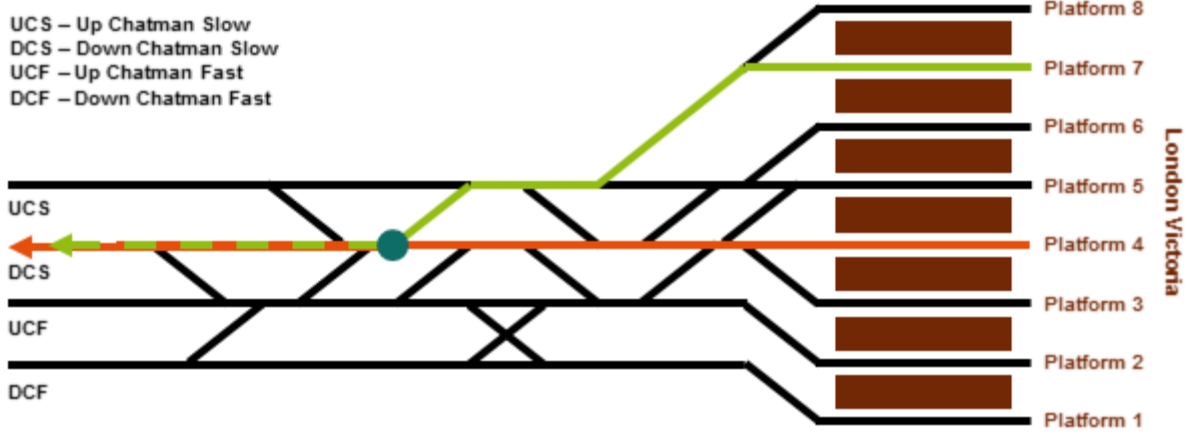
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V33
Type	Converging
Train 1	P20
Train 1 Movement	Pl.5 to Down Chatham Fast
Train 2	P16
Train 2 Movement	Pl.1 to Down Chatham Fast
Margin (seconds)	159
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V34
Type	Converging
Train 1	P16
Train 1 Movement	Pl.1 to Down Chatham Fast
Train 2	P20
Train 2 Movement	Pl.5 to Down Chatham Fast
Margin (seconds)	121

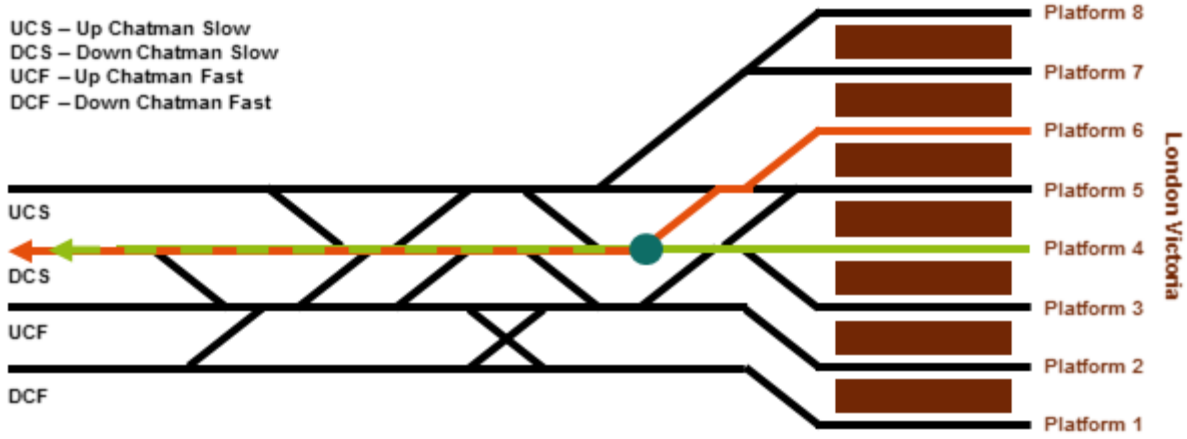
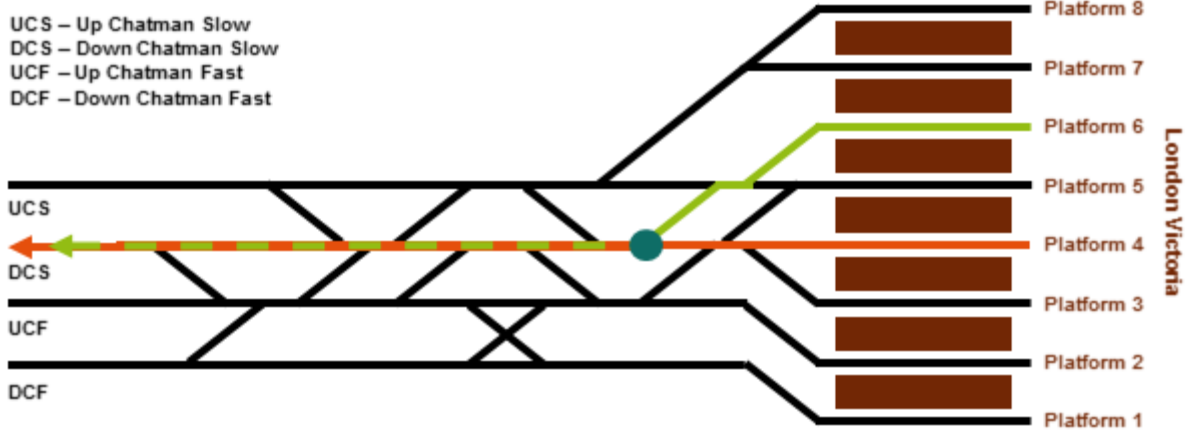
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p> <p>e</p>	
Ref. No.	JM_V35
Type	Converging
Train 1	P21
Train 1 Movement	Pl.6 to Down Chatham Fast
Train 2	P16
Train 2 Movement	Pl.1 to Down Chatham Fast
Margin (seconds)	157
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V36
Type	Converging
Train 1	P16
Train 1 Movement	Pl.1 to Down Chatham Fast
Train 2	P21
Train 2 Movement	Pl.6 to Down Chatham Fast
Margin (seconds)	120

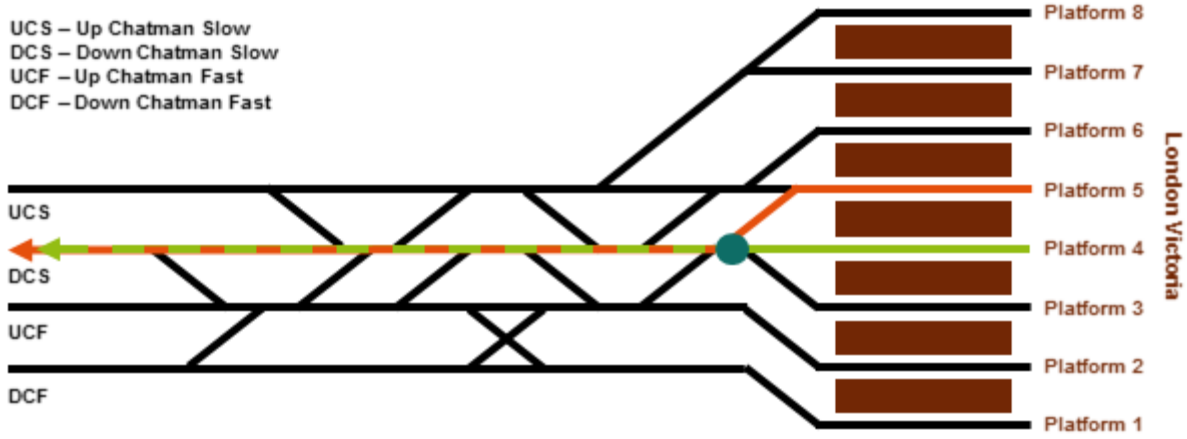
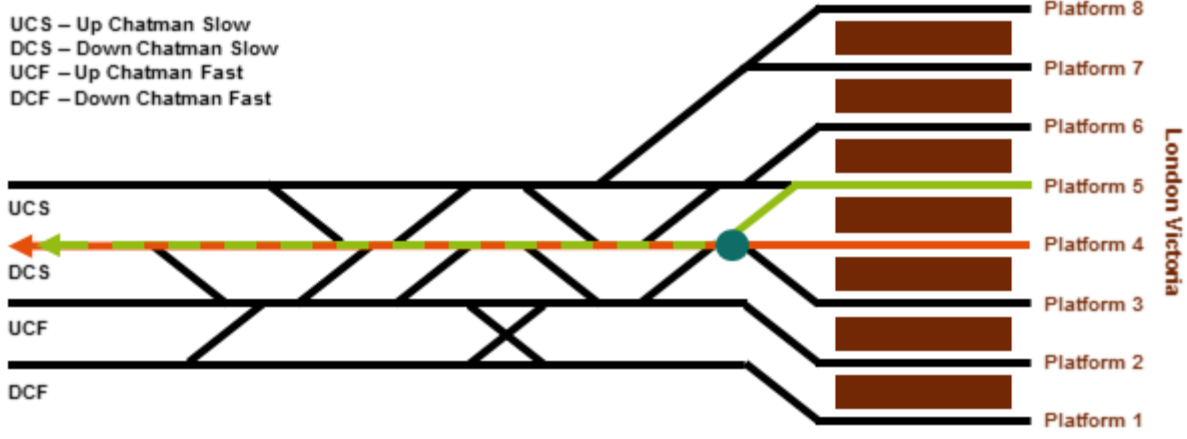
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V37
Type	Converging
Train 1	P22
Train 1 Movement	Pl.7 to Down Chatham Fast
Train 2	P16
Train 2 Movement	Pl.1 to Down Chatham Fast
Margin (seconds)	147
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V38
Type	Converging
Train 1	P16
Train 1 Movement	Pl.1 to Down Chatham Fast
Train 2	P22
Train 2 Movement	Pl.7 to Down Chatham Fast
Margin (seconds)	113

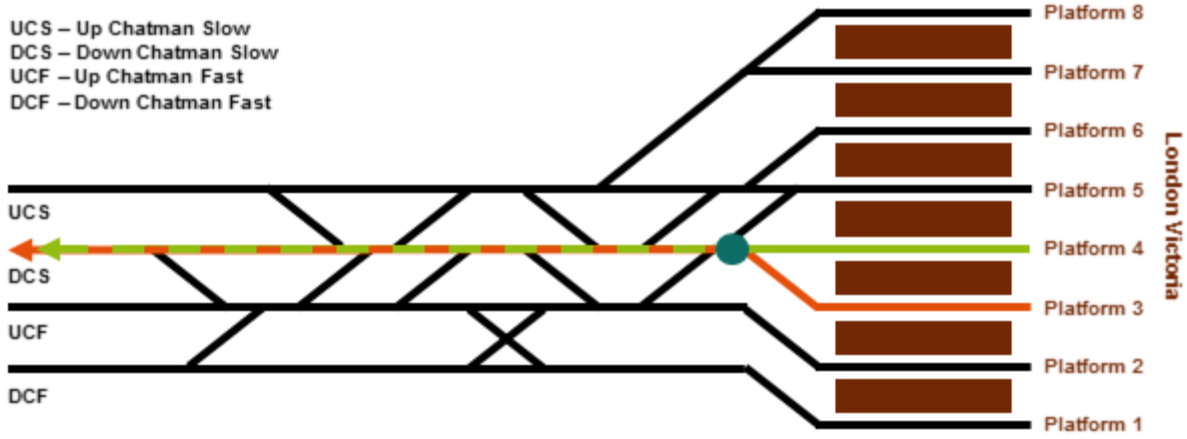
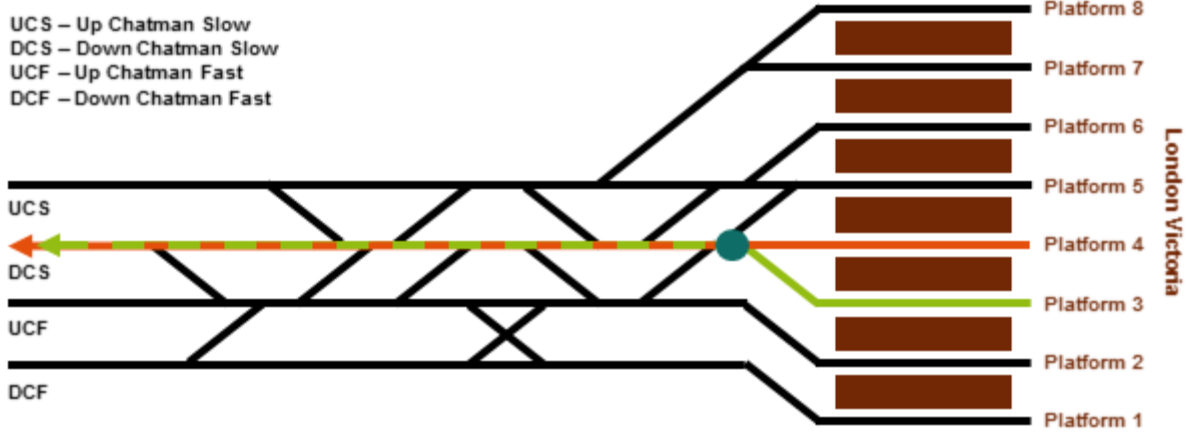
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V39
Type	Converging
Train 1	P23
Train 1 Movement	Pl.8 to Down Chatham Fast
Train 2	P16
Train 2 Movement	Pl.1 to Down Chatham Fast
Margin (seconds)	152
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V40
Type	Converging
Train 1	P16
Train 1 Movement	Pl.1 to Down Chatham Fast
Train 2	P23
Train 2 Movement	Pl.8 to Down Chatham Fast
Margin (seconds)	121

 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>UCS DCS UCF DCF</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V41
Type	Converging
Train 1	P31
Train 1 Movement	Pl.8 to Down Chatham Slow
Train 2	P27
Train 2 Movement	Pl.4 to Down Chatham Slow
Margin (seconds)	110
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>UCS DCS UCF DCF</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V42
Type	Converging
Train 1	P27
Train 1 Movement	Pl.4 to Down Chatham Slow
Train 2	P31
Train 2 Movement	Pl.8 to Down Chatham Slow
Margin (seconds)	119

 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>UCS DCS UCF DCF</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V43
Type	Converging
Train 1	P30
Train 1 Movement	Pl.7 to Down Chatham Slow
Train 2	P27
Train 2 Movement	Pl.4 to Down Chatham Slow
Margin (seconds)	104
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>UCS DCS UCF DCF</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V44
Type	Converging
Train 1	P27
Train 1 Movement	Pl.4 to Down Chatham Slow
Train 2	P30
Train 2 Movement	Pl.7 to Down Chatham Slow
Margin (seconds)	111

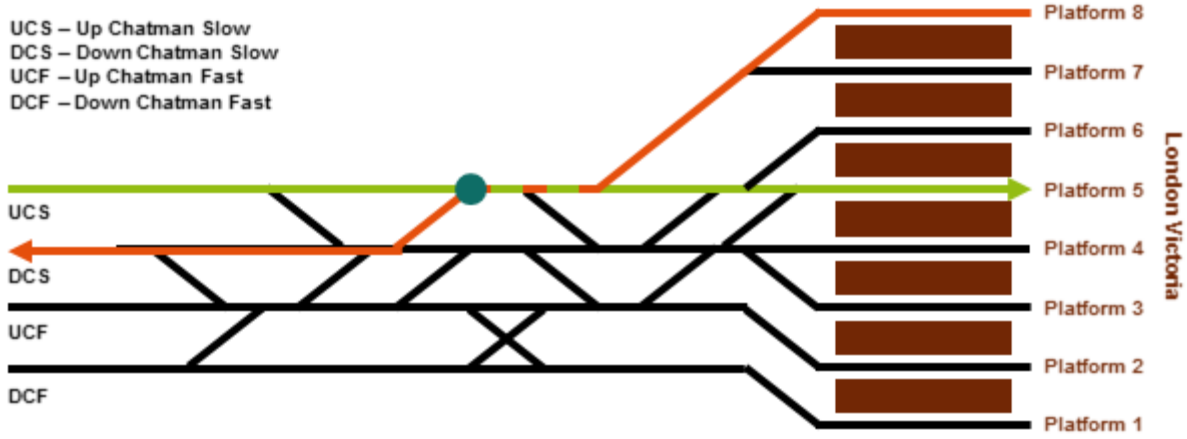
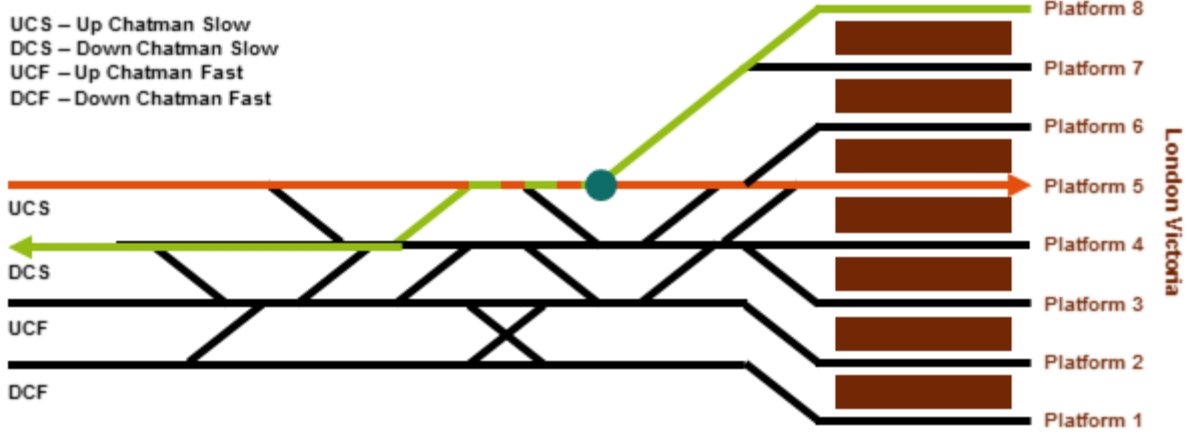
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V45
Type	Converging
Train 1	P29
Train 1 Movement	Pl.6 to Down Chatham Slow
Train 2	P27
Train 2 Movement	Pl.4 to Down Chatham Slow
Margin (seconds)	111
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V46
Type	Converging
Train 1	P27
Train 1 Movement	Pl.4 to Down Chatham Slow
Train 2	P29
Train 2 Movement	Pl.6 to Down Chatham Slow
Margin (seconds)	118

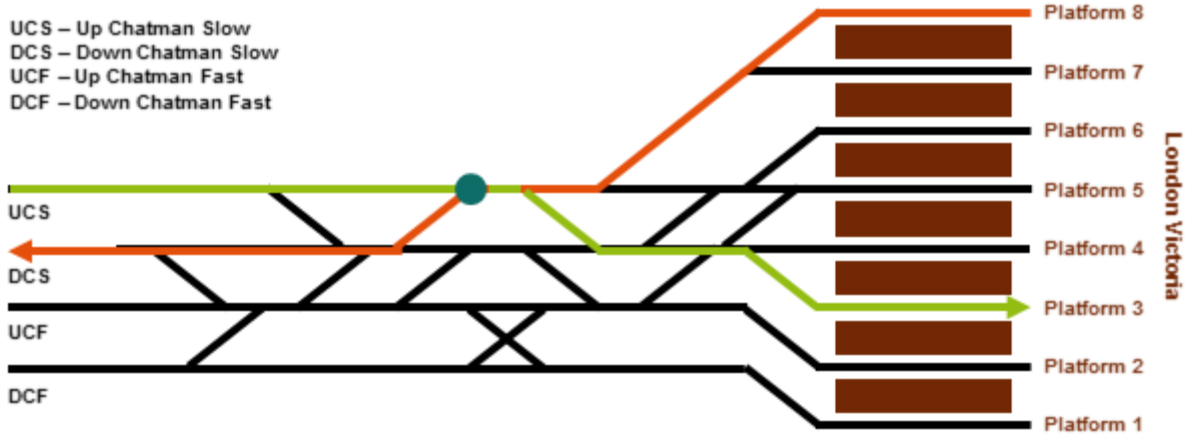
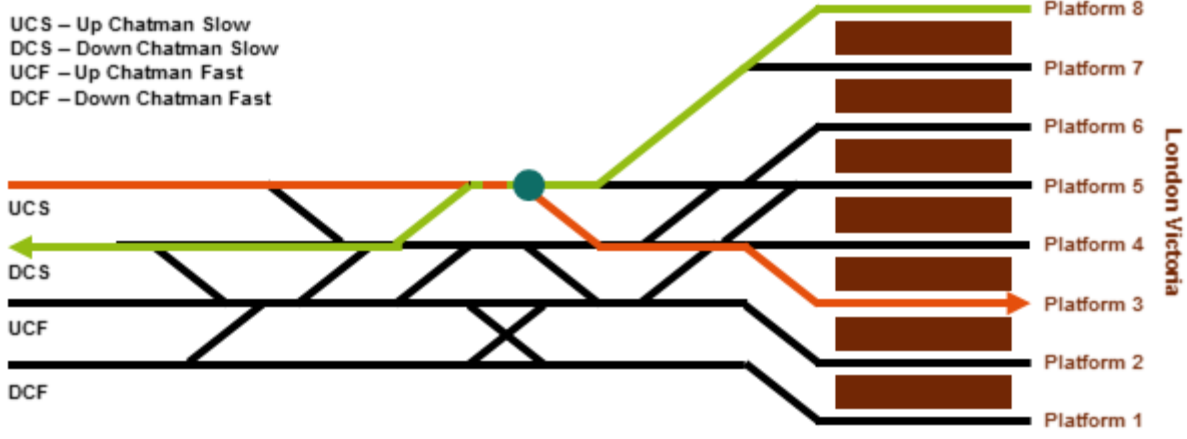
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V47
Type	Converging
Train 1	P28
Train 1 Movement	Pl.5 to Down Chatham Slow
Train 2	P27
Train 2 Movement	Pl.4 to Down Chatham Slow
Margin (seconds)	110
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V48
Type	Converging
Train 1	P27
Train 1 Movement	Pl.4 to Down Chatham Slow
Train 2	P28
Train 2 Movement	Pl.5 to Down Chatham Slow
Margin (seconds)	118

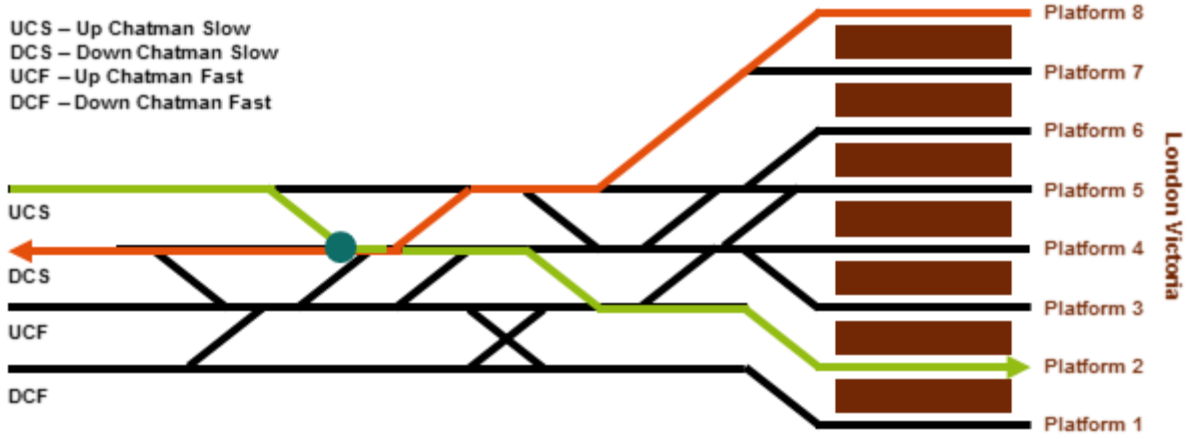
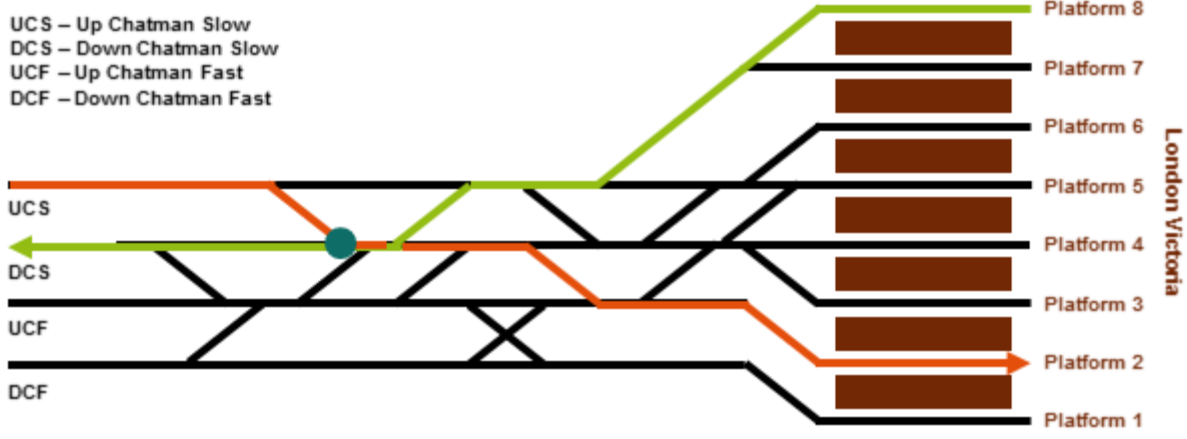
	
Ref. No.	JM_V49
Type	Converging
Train 1	P26
Train 1 Movement	Pl.3 to Down Chatham Slow
Train 2	P27
Train 2 Movement	Pl.4 to Down Chatham Slow
Margin (seconds)	119
	
Ref. No.	JM_V50
Type	Converging
Train 1	P27
Train 1 Movement	Pl.4 to Down Chatham Slow
Train 2	P26
Train 2 Movement	Pl.3 to Down Chatham Slow
Margin (seconds)	119

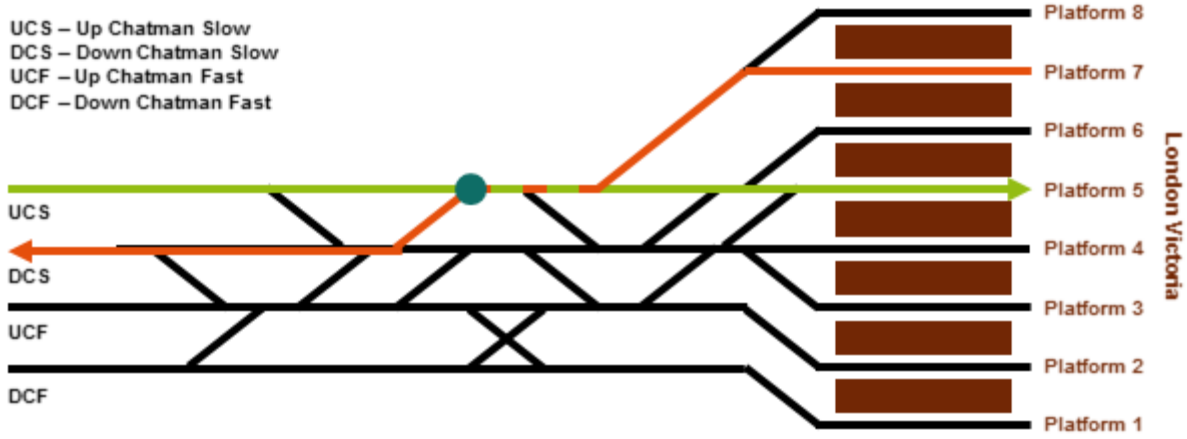
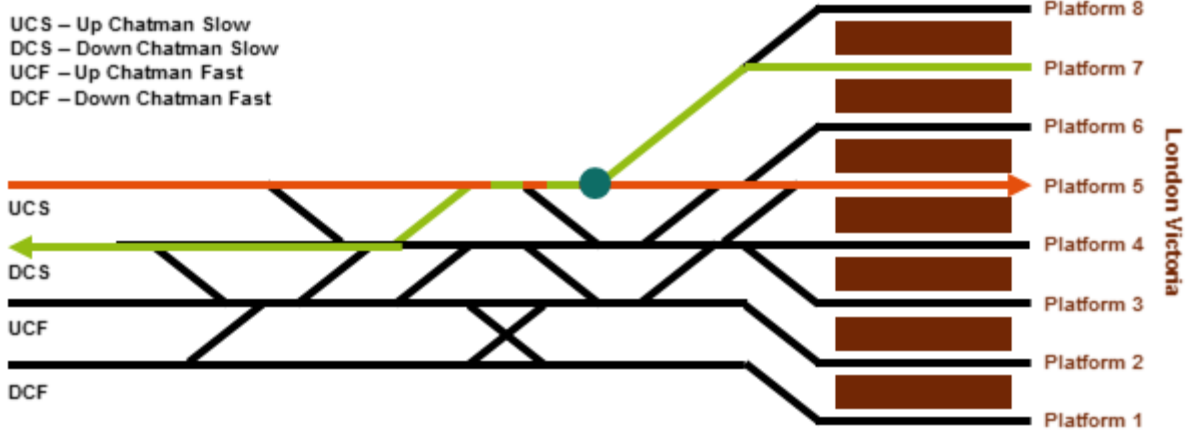
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V51
Type	Converging
Train 1	P25
Train 1 Movement	Pl.2 to Down Chatham Slow
Train 2	P27
Train 2 Movement	Pl.4 to Down Chatham Slow
Margin (seconds)	90
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V52
Type	Converging
Train 1	P27
Train 1 Movement	Pl.4 to Down Chatham Slow
Train 2	P25
Train 2 Movement	Pl.2 to Down Chatham Slow
Margin (seconds)	114

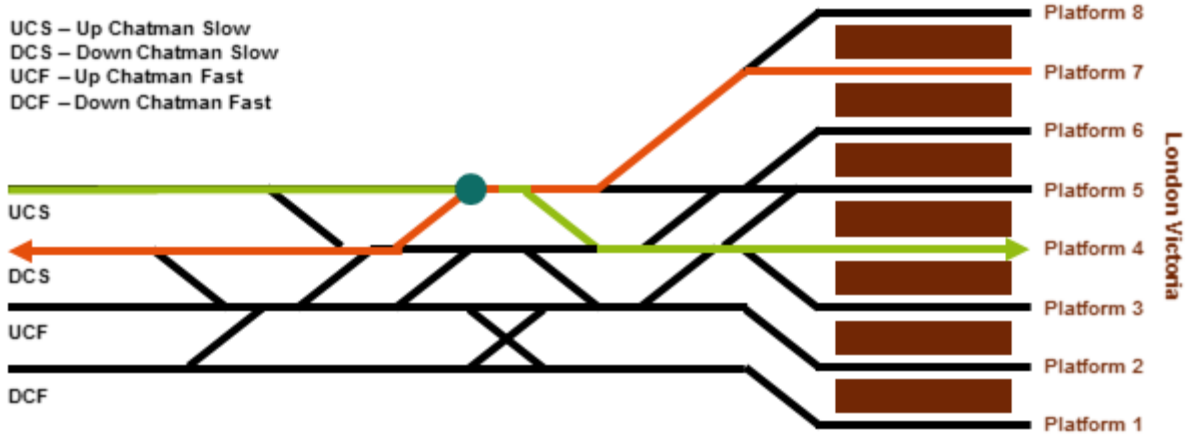
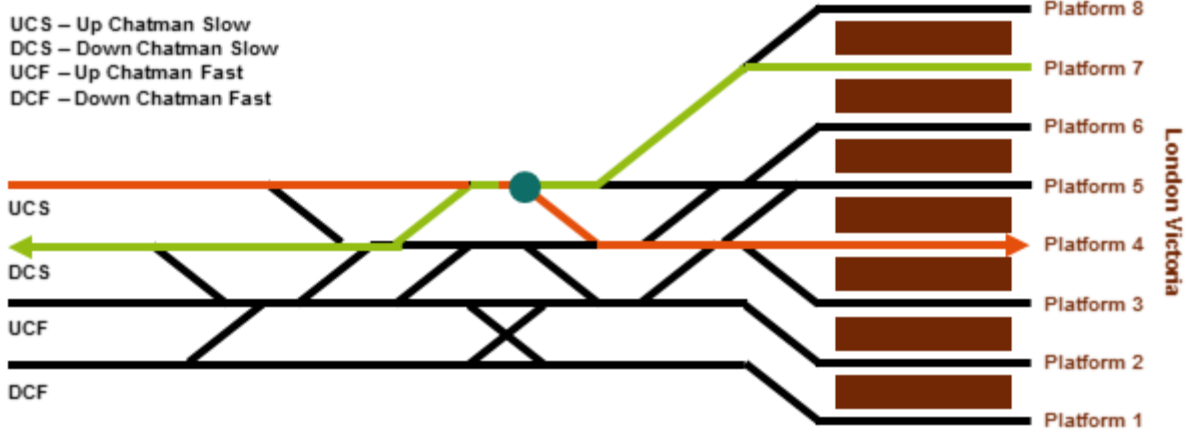
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>UCS DCS UCF DCF</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V53
Type	Converging
Train 1	P24
Train 1 Movement	Pl.1 to Down Chatham Slow
Train 2	P27
Train 2 Movement	Pl.4 to Down Chatham Slow
Margin (seconds)	146
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>UCS DCS UCF DCF</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V54
Type	Converging
Train 1	P27
Train 1 Movement	Pl.4 to Down Chatham Slow
Train 2	P24
Train 2 Movement	Pl.1 to Down Chatham Slow
Margin (seconds)	155

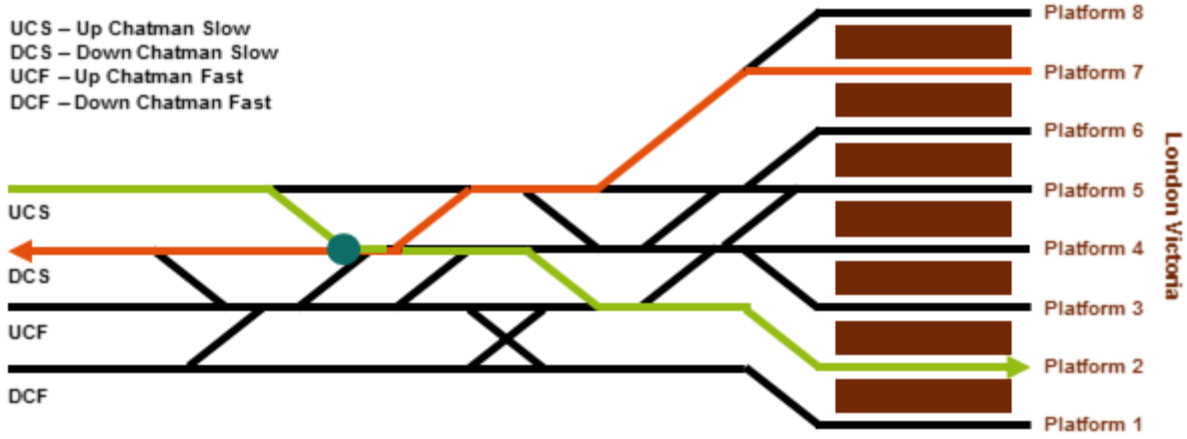
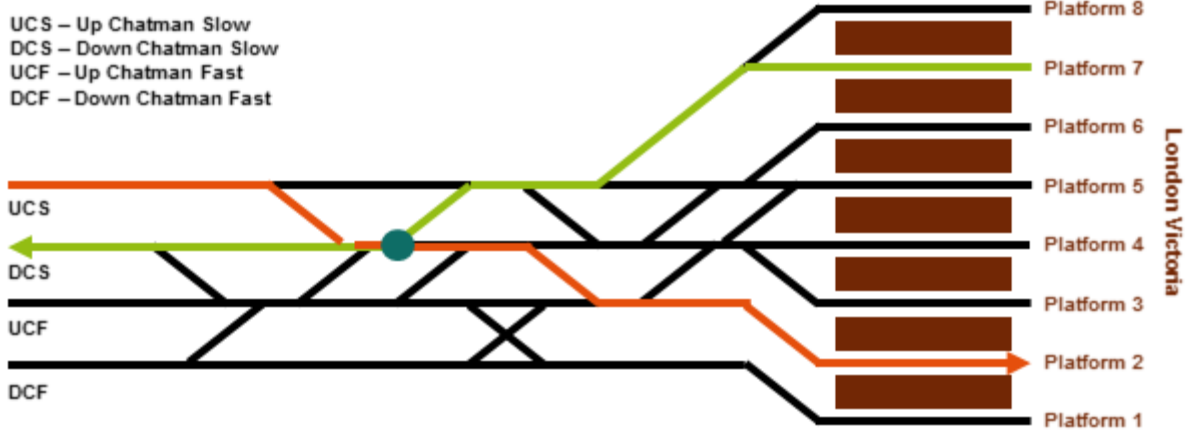
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V55
Type	Crossing
Train 1	P31
Train 1 Movement	Pl.8 to Down Chatham Slow
Train 2	P04
Train 2 Movement	Up Chatham Slow to Pl.5
Margin (seconds)	226
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V56
Type	Crossing
Train 1	P04
Train 1 Movement	Up Chatham Slow to Pl.5
Train 2	P31
Train 2 Movement	Pl.8 to Down Chatham Slow
Margin (seconds)	-1

 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V57
Type	Crossing
Train 1	P31
Train 1 Movement	Pl.8 to Down Chatham Slow
Train 2	P02
Train 2 Movement	Up Chatham Slow to Pl.3
Margin (seconds)	235
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V58
Type	Crossing
Train 1	P02
Train 1 Movement	Up Chatham Slow to Pl.3
Train 2	P31
Train 2 Movement	Pl.8 to Down Chatham Slow
Margin (seconds)	-7

 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V59
Type	Crossing
Train 1	P31
Train 1 Movement	Pl.8 to Down Chatham Slow
Train 2	P01
Train 2 Movement	Up Chatham Slow to Pl.2
Margin (seconds)	232
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V60
Type	Crossing
Train 1	P01
Train 1 Movement	Up Chatham Slow to Pl.2
Train 2	P31
Train 2 Movement	Pl.8 to Down Chatham Slow
Margin (seconds)	-11

 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V61
Type	Crossing
Train 1	P30
Train 1 Movement	Pl.7 to Down Chatham Slow
Train 2	P04
Train 2 Movement	Up Chatham Slow to Pl.5
Margin (seconds)	220
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V62
Type	Crossing
Train 1	P04
Train 1 Movement	Up Chatham Slow to Pl.5
Train 2	P30
Train 2 Movement	Pl.7 to Down Chatham Slow
Margin (seconds)	-9

 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V63
Type	Crossing
Train 1	P30
Train 1 Movement	Pl.7 to Down Chatham Slow
Train 2	P03
Train 2 Movement	Up Chatham Slow to Pl.4
Margin (seconds)	229
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V64
Type	Crossing
Train 1	P03
Train 1 Movement	Up Chatham Slow to Pl.4
Train 2	P30
Train 2 Movement	Pl.7 to Down Chatham Slow
Margin (seconds)	-15

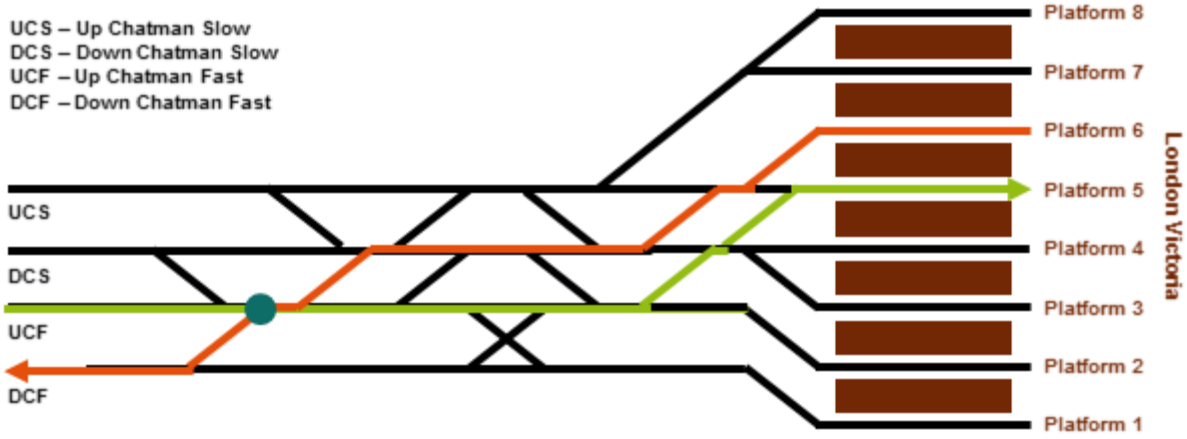
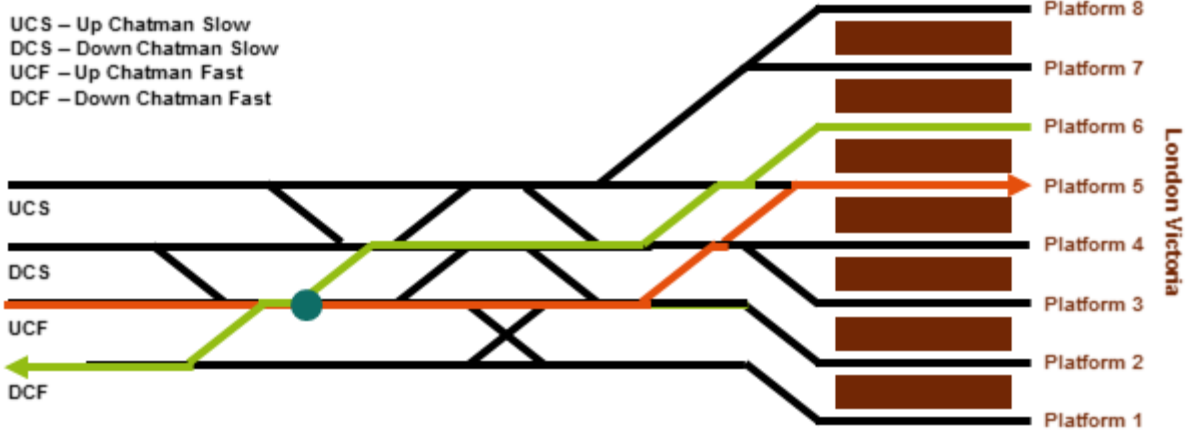
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V65
Type	Crossing
Train 1	P30
Train 1 Movement	Pl.7 to Down Chatham Slow
Train 2	P01
Train 2 Movement	Up Chatham Slow to Pl.2
Margin (seconds)	226
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V66
Type	Crossing
Train 1	P01
Train 1 Movement	Up Chatham Slow to Pl.2
Train 2	P30
Train 2 Movement	Pl.7 to Down Chatham Slow
Margin (seconds)	-19

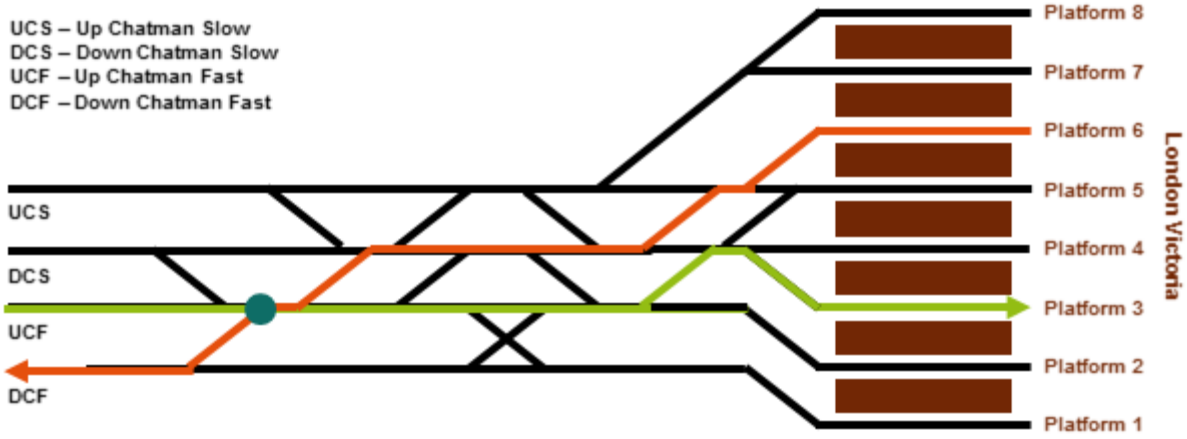
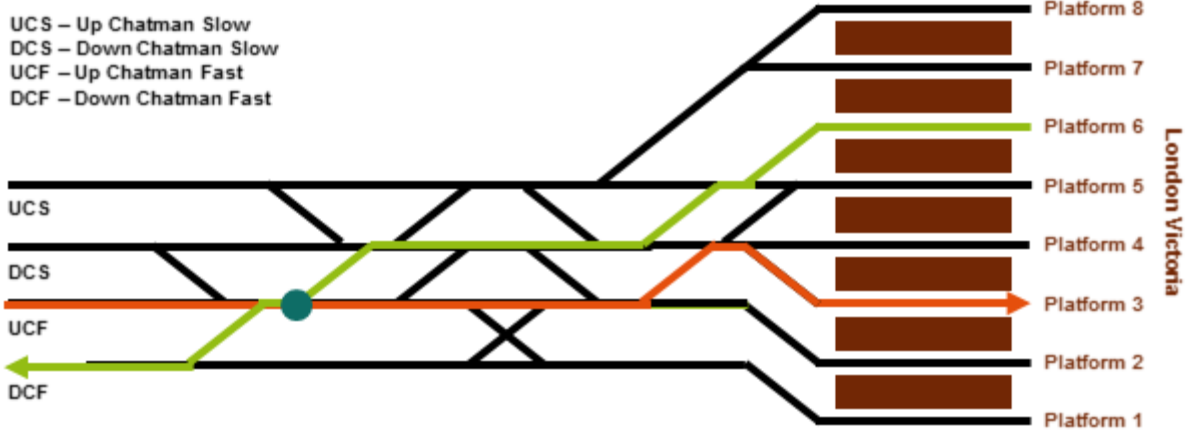
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V67
Type	Crossing
Train 1	P29
Train 1 Movement	Pl.6 to Down Chatham Slow
Train 2	P04
Train 2 Movement	Up Chatham Slow to Pl.5
Margin (seconds)	211
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V68
Type	Crossing
Train 1	P04
Train 1 Movement	Up Chatham Slow to Pl.5
Train 2	P29
Train 2 Movement	Pl.6 to Down Chatham Slow
Margin (seconds)	2

<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V69
Type	Crossing
Train 1	P29
Train 1 Movement	Pl.6 to Down Chatham Slow
Train 2	P01
Train 2 Movement	Up Chatham Slow to Pl.2
Margin (seconds)	233
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V70
Type	Crossing
Train 1	P01
Train 1 Movement	Up Chatham Slow to Pl.2
Train 2	P29
Train 2 Movement	Pl.6 to Down Chatham Slow
Margin (seconds)	-4

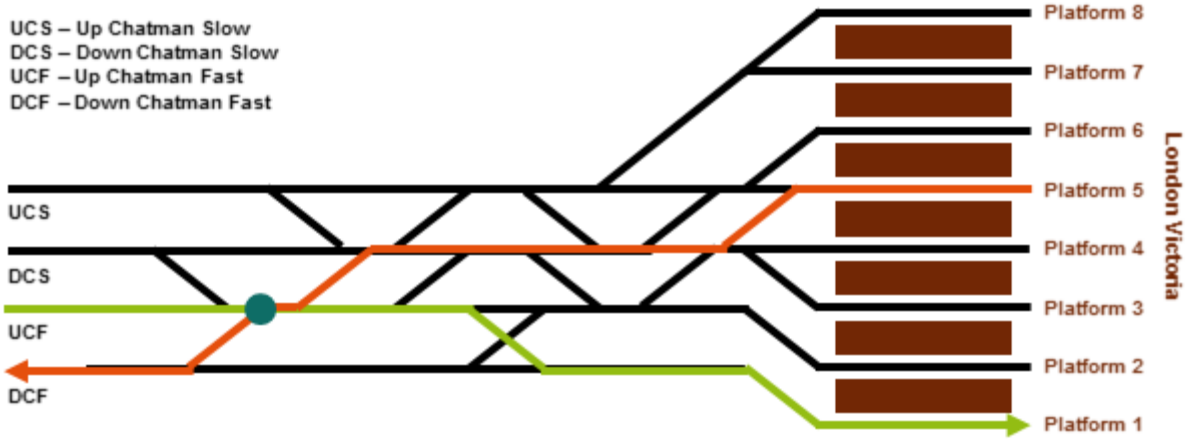
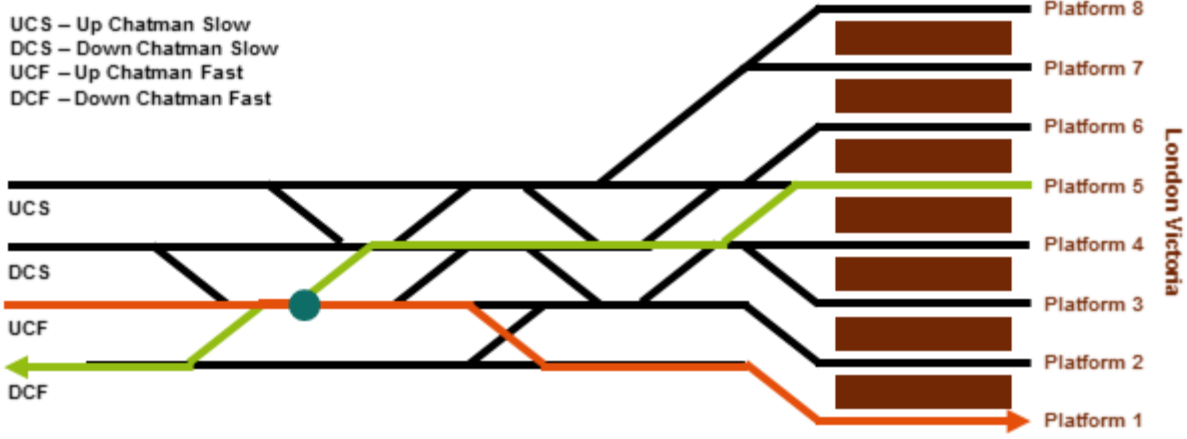
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V71
Type	Crossing
Train 1	P23
Train 1 Movement	Pl.8 to Down Chatham Fast
Train 2	P10
Train 2 Movement	Up Chatham Fast to Pl.3
Margin (seconds)	251
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V72
Type	Crossing
Train 1	P10
Train 1 Movement	Up Chatham Fast to Pl.3
Train 2	P23
Train 2 Movement	Pl.8 to Down Chatham Fast
Margin (seconds)	-32

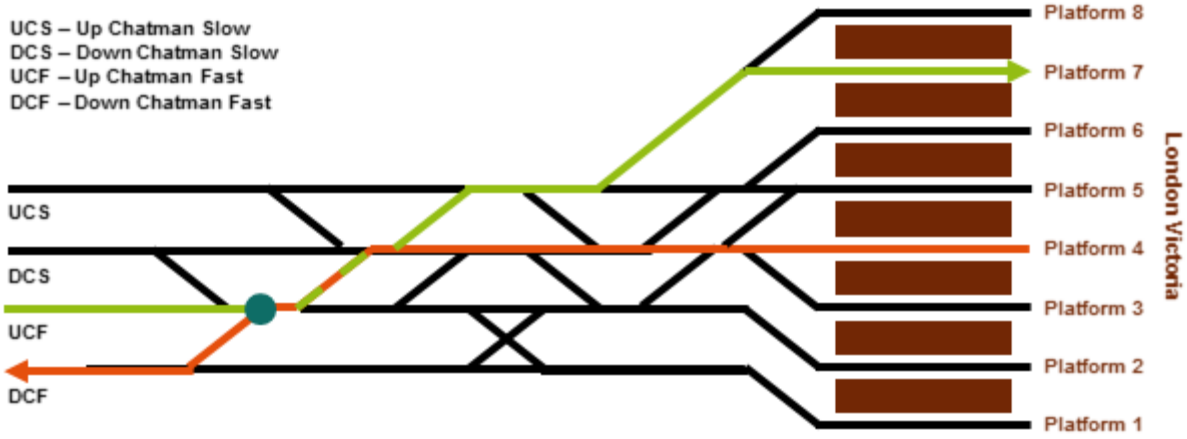
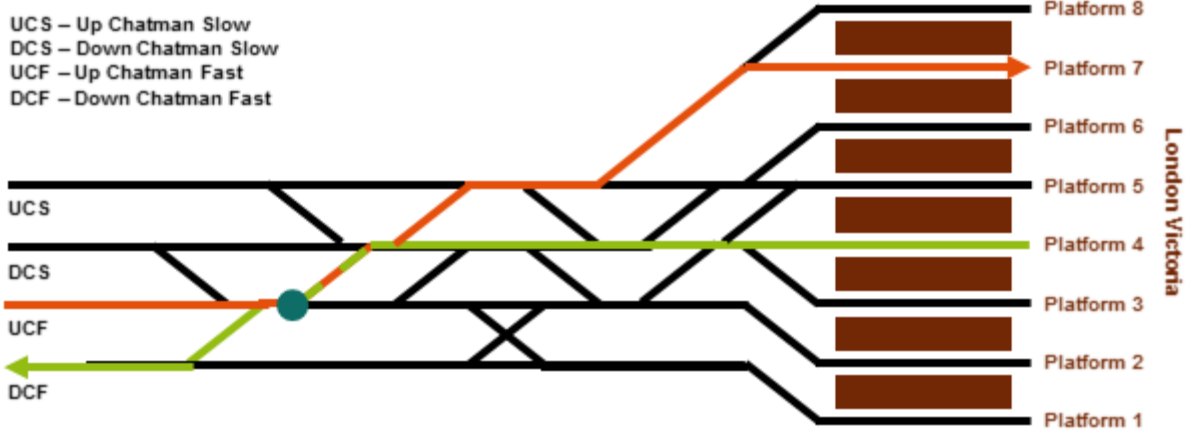
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V73
Type	Crossing
Train 1	P22
Train 1 Movement	Pl.7 to Down Chatham Fast
Train 2	P10
Train 2 Movement	Up Chatham Fast to Pl.3
Margin (seconds)	246
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V74
Type	Crossing
Train 1	P10
Train 1 Movement	Up Chatham Fast to Pl.3
Train 2	P22
Train 2 Movement	Pl.7 to Down Chatham Fast
Margin (seconds)	-40

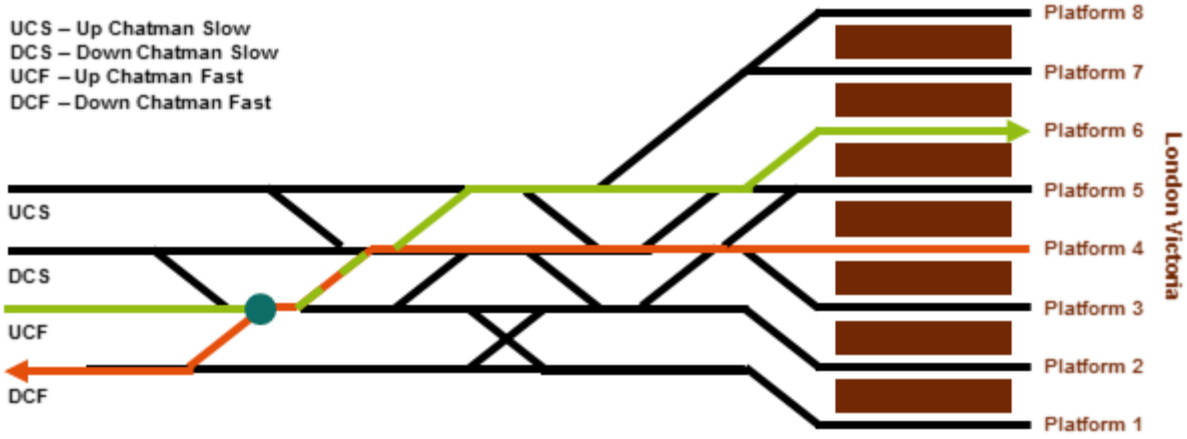
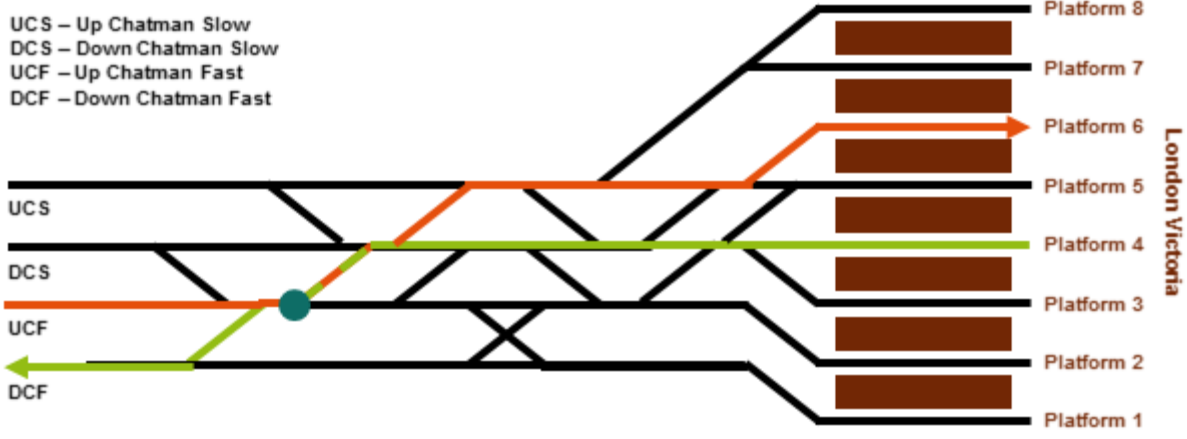
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V75
Type	Crossing
Train 1	P21
Train 1 Movement	Pl.6 to Down Chatham Fast
Train 2	P12
Train 2 Movement	Up Chatham Fast to Pl.5
Margin (seconds)	253
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V76
Type	Crossing
Train 1	P12
Train 1 Movement	Up Chatham Fast to Pl.5
Train 2	P21
Train 2 Movement	Pl.6 to Down Chatham Fast
Margin (seconds)	-30

 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V77
Type	Crossing
Train 1	P21
Train 1 Movement	Pl.6 to Down Chatham Fast
Train 2	P10
Train 2 Movement	Up Chatham Fast to Pl.3
Margin (seconds)	256
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V78
Type	Crossing
Train 1	P10
Train 1 Movement	Up Chatham Fast to Pl.3
Train 2	P21
Train 2 Movement	Pl.6 to Down Chatham Fast
Margin (seconds)	-33

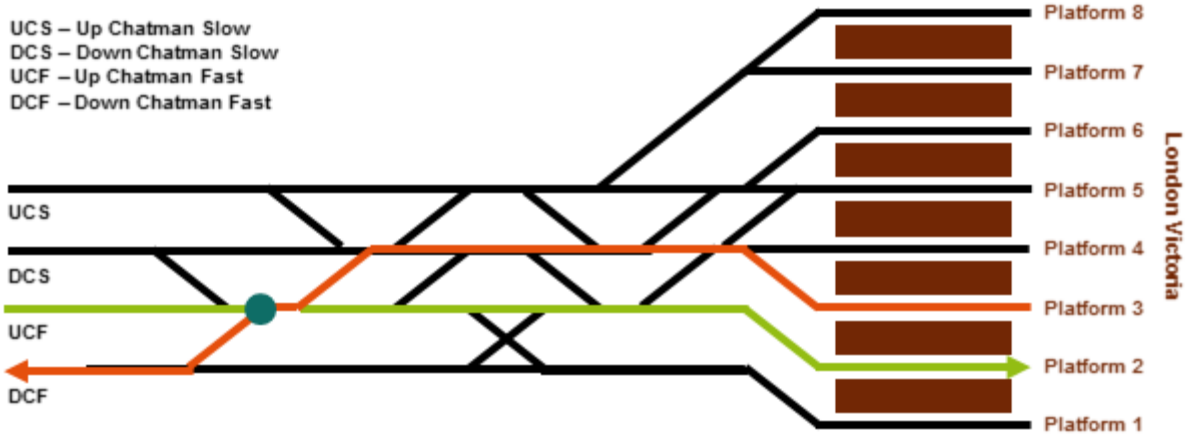
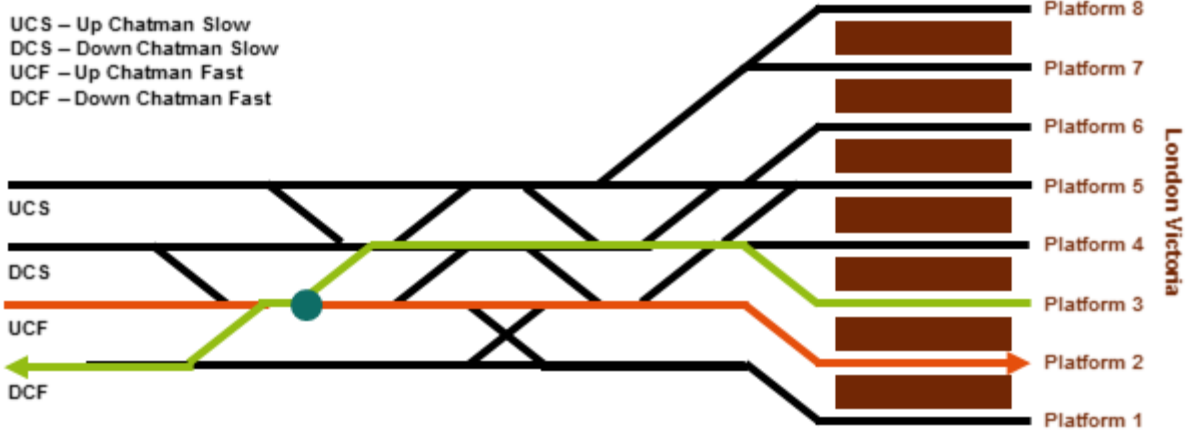
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V79
Type	Crossing
Train 1	P20
Train 1 Movement	Pl.5 to Down Chatham Fast
Train 2	P09
Train 2 Movement	Up Chatham Fast to Pl.2
Margin (seconds)	230
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V80
Type	Crossing
Train 1	P09
Train 1 Movement	Up Chatham Fast to Pl.2
Train 2	P20
Train 2 Movement	Pl.5 to Down Chatham Fast
Margin (seconds)	-29

 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V81
Type	Crossing
Train 1	P20
Train 1 Movement	Pl.5 to Down Chatham Fast
Train 2	P08
Train 2 Movement	Up Chatham Fast to Pl.1
Margin (seconds)	240
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V82
Type	Crossing
Train 1	P08
Train 1 Movement	Up Chatham Fast to Pl.1
Train 2	P20
Train 2 Movement	Pl.5 to Down Chatham Fast
Margin (seconds)	-19

 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V83
Type	Crossing
Train 1	P19
Train 1 Movement	Pl.4 to Down Chatham Fast
Train 2	P14
Train 2 Movement	Up Chatham Fast to Pl.7
Margin (seconds)	263
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V84
Type	Crossing
Train 1	P14
Train 1 Movement	Up Chatham Fast to Pl.7
Train 2	P19
Train 2 Movement	Pl.4 to Down Chatham Fast
Margin (seconds)	-8

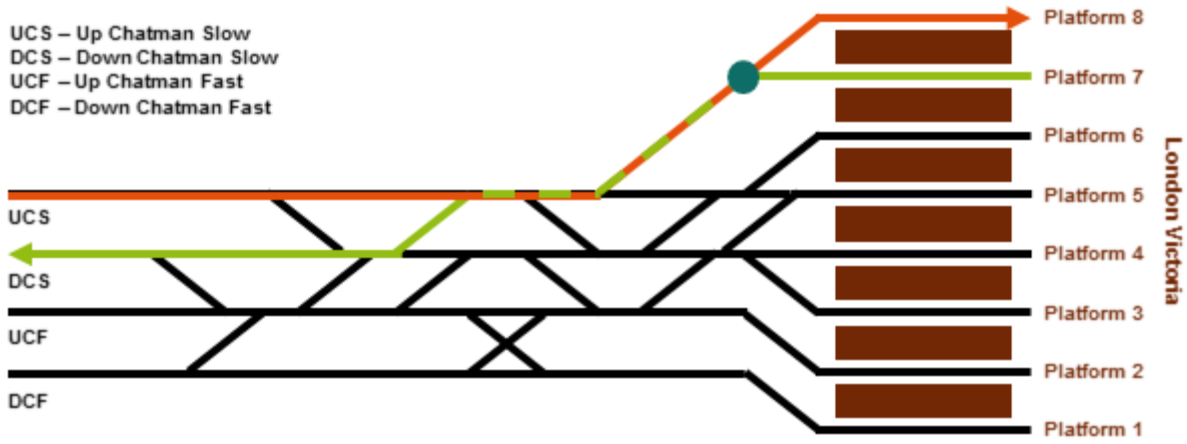
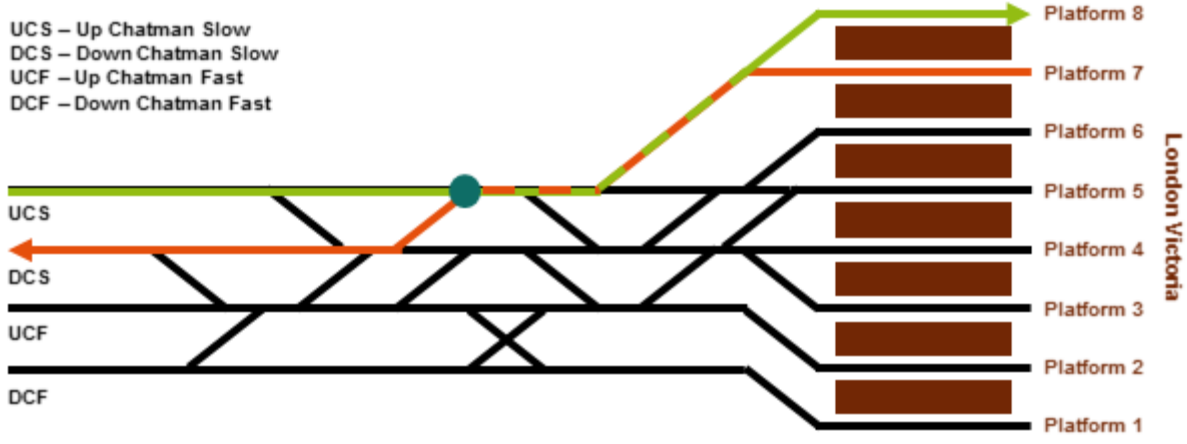
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V85
Type	Crossing
Train 1	P19
Train 1 Movement	Pl.4 to Down Chatham Fast
Train 2	P13
Train 2 Movement	Up Chatham Fast to Pl.6
Margin (seconds)	271
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p> <p>UCS DCS UCF DCF</p>	
Ref. No.	JM_V86
Type	Crossing
Train 1	P13
Train 1 Movement	Up Chatham Fast to Pl.6
Train 2	P19
Train 2 Movement	Pl.4 to Down Chatham Fast
Margin (seconds)	7

<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V87
Type	Crossing
Train 1	P19
Train 1 Movement	Pl.4 to Down Chatham Fast
Train 2	P09
Train 2 Movement	Up Chatham Fast to Pl.2
Margin (seconds)	234
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V88
Type	Crossing
Train 1	P09
Train 1 Movement	Up Chatham Fast to Pl.2
Train 2	P19
Train 2 Movement	Pl.4 to Down Chatham Fast
Margin (seconds)	-28

 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V89
Type	Crossing
Train 1	P18
Train 1 Movement	Pl.3 to Down Chatham Fast
Train 2	P09
Train 2 Movement	Up Chatham Fast to Pl.2
Margin (seconds)	237
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V90
Type	Crossing
Train 1	P09
Train 1 Movement	Up Chatham Fast to Pl.2
Train 2	P18
Train 2 Movement	Pl.3 to Down Chatham Fast
Margin (seconds)	-28

<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V91
Type	Crossing
Train 1	P17
Train 1 Movement	Pl.2 to Down Chatham Fast
Train 2	P11
Train 2 Movement	Up Chatham Fast to Pl.4
Margin (seconds)	204
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V92
Type	Crossing
Train 1	P11
Train 1 Movement	Up Chatham Fast to Pl.4
Train 2	P17
Train 2 Movement	Pl.2 to Down Chatham Fast
Margin (seconds)	-1

<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V93
Type	Crossing
Train 1	P17
Train 1 Movement	Pl.2 to Down Chatham Fast
Train 2	P08
Train 2 Movement	Up Chatham Fast to Pl.1
Margin (seconds)	193
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V94
Type	Crossing
Train 1	P08
Train 1 Movement	Up Chatham Fast to Pl.1
Train 2	P17
Train 2 Movement	Pl.2 to Down Chatham Fast
Margin (seconds)	4

 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V95
Type	Crossing
Train 1	P07
Train 1 Movement	Up Chatham Slow to Pl.8
Train 2	P30
Train 2 Movement	Pl.7 to Down Chatham Slow
Margin (seconds)	-2
 <p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V96
Type	Crossing
Train 1	P30
Train 1 Movement	Pl.7 to Down Chatham Slow
Train 2	P07
Train 2 Movement	Up Chatham Slow to Pl.8
Margin (seconds)	227

<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V97
Type	Crossing
Train 1	P20
Train 1 Movement	Pl.5 to Down Chatham Fast
Train 2	P11
Train 2 Movement	Up Chatham Fast to Pl.4
Margin (seconds)	213
<p>UCS – Up Chatman Slow DCS – Down Chatman Slow UCF – Up Chatman Fast DCF – Down Chatman Fast</p> <p>Platform 8 Platform 7 Platform 6 Platform 5 Platform 4 Platform 3 Platform 2 Platform 1</p> <p>London Victoria</p>	
Ref. No.	JM_V98
Type	Crossing
Train 1	P11
Train 1 Movement	Up Chatham Fast to Pl.4
Train 2	P20
Train 2 Movement	Pl.5 to Down Chatham Fast
Margin (seconds)	13

3.6.2. Platform Reoccupation

Table 3-9 shows the results for the platform occupation headway studies at Victoria.

Table 3-9 Platform Reoccupation Headways - Victoria Station

Platform	Train 1	Train 1 Movement	Train 2	Train 2 Movement	Headway (sec)
1	P16	Plat 1 to Down Fast	P08	Up Fast to Plat 1	177
2	P17	Plat 2 to Down Fast	P01	Up Slow to Plat 2	190
3	P26	Plat 3 to Down Slow	P02	Up Slow to Plat 3	236
4	P19	Plat 4 to Down Fast	P03	Up Slow to Plat 4	238
5	P28	Plat 5 to Down Slow	P04	Up Slow to Plat 5	201
6	P29	Plat 6 to Down Slow	P05	Up Slow to Plat 6	211
7	P22	Plat 7 to Down Fast	P06	Up Slow to Plat 7	218
8	P31	Plat 8 to Down Slow	P07	Up Slow to Plat 8	233

Appendices



Appendix A. Train Headway Stopping Headways Specification

A.1. Passenger

Ref no.	Train Type	Max. Speed (mph)	No. of cars	Direction	Model Start Location	Model End Location	Via	Via	Via	Stop 1	Stop 2	Stop 3	Stop 4	Stop 5	Stop 6	Stop 7	Stop 8	Stop 9	Stop 10	Stop 11	Stop 12	Stop 13	Stop 14	Stop 15
P01	375	100	12	UP	Faversham (from margate)	London Victoria	Faversham (pl.1 to up main)	Voltaire Jn (up chatham main to up/down)	Grovesnor Bridge Jn (up/down to up chatham slow)	Faversham pl.1	Teynham pl.1	Sittingbourne pl.1	Rainham pl.1	Gillingham pl.2	Chatham pl.1	Rochester pl.1	Meopham pl.1	Longfield pl.1	Bromley South pl.3					
P02	375	100	12	DOWN	London Victoria	Faversham (towards canterbury east)	Newington (down main to pl.2 to down main)			Bromley South pl.4	Longfield pl.2	Meopham pl.2	Rochester pl.2	Chatham pl.2	Gillingham pl.3	Rainham pl.2	Newington pl.2	Sittingbourne pl.2	Faversham pl.3					
P03	395	140	6	UP	Faversham	Rochester Bridge Jn (towards Strood)	Faversham (pl.4 to up main)	Rochester Bridge Jn (up chatham main to up north kent)		Faversham pl.4	Sittingbourne pl.1	Rainham pl.1	Gillingham pl.2	Chatham pl.1	Rochester pl.1									
P04	395	140	6	DOWN	Rochester Bridge Jn (from Strood)	Faversham (towards margate)	Rochester Bridge Jn (down north kent to down chatham main)	Faversham (down main to pl.4)		Rochester pl.2	Chatham pl.2	Gillingham pl.3	Rainham pl.2	Sittingbourne pl.2	Faversham pl.4									
P05	395	140	6	DOWN	Rochester Bridge Jn (from Strood)	Faversham (towards margate)	Rochester Bridge Jn (down north kent to down chatham main)			Rochester pl.2	Chatham pl.2	Gillingham pl.3	Rainham pl.2	Sittingbourne pl.2	Faversham pl.3									
P06	395	140	6	UP	Faversham	Rochester Bridge Jn (towards Strood)	Rochester Bridge Jn (up chatham main to up north kent)			Faversham pl.2	Sittingbourne pl.1	Rainham pl.1	Gillingham pl.2	Chatham pl.1	Rochester pl.1									
P07	465	75	8	DOWN	Shortlands Jn (from bellingham)	Faversham (towards canterbury east)	Shortlands Jn (down catford loop to down chatham slow)	Faversham (down main to pl.2)		Shortlands pl.4	Bromley South pl.4	Bickley pl.4	St Mary Cray pl.4	Swanley pl.4	Farningham Road pl.2	Longfield pl.2	Meopham pl.2	Sole Street pl.2	Rochester pl.2	Chatham pl.2	Gillingham pl.3	Rainham pl.2	Sittingbourne pl.2	Faversham pl.2
P08	465	75	8	DOWN	Shortlands Jn (from bellingham)	Faversham (towards canterbury east)	Shortlands Jn (down catford loop to down chatham slow)	Faversham (down main to pl.1)		Bromley South pl.4	St Mary Cray pl.4	Swanley pl.4	Farningham Road pl.2	Longfield pl.2	Meopham pl.2	Sole Street pl.2	Rochester pl.2	Chatham pl.2	Gillingham pl.3	Rainham pl.2	Sittingbourne pl.2	Teynham pl.2	Faversham pl.1	
P09	466	75	2	UP	Sittingbourne	Sittingbourne Eastern Jn (towards kemsley)	Sittingbourne (pl.3 to up main)	Sittingbourne Eastern Jn (up main to down branch)		Sittingbourne pl.3														
P10	375	100	12	DOWN	London Victoria	Faversham (towards canterbury east)	Newington (down main to pl.2 to down main)	Sittingbourne (down main to pl.3 to down main)		Bromley South pl.4	Longfield pl.2	Meopham pl.2	Rochester pl.2	Chatham pl.2	Gillingham pl.3	Rainham pl.2	Newington pl.2	Sittingbourne pl.3	Faversham pl.3					
P11	466	75	2	DOWN	Sittingbourne Eastern Jn (from kemsley)	Sittingbourne	Sittingbourne Eastern Jn (up branch to down main)			Sittingbourne pl.3														
P12	465	75	8	UP	Sittingbourne Western Jn (from kemsley)	Shortlands Jn (towards bellingham)	Shortlands Jn (up chatham slow to up catford loop)			Rainham pl.1	Gillingham pl.2	Chatham pl.1	Rochester pl.1	Sole Street pl.1	Meopham pl.1	Longfield pl.1	Swanley pl.3	St Mary Cray pl.3	Bromley South pl.3					
P13	465	75	8	DOWN	Shortlands Jn (from bellingham)	Sittingbourne Western Jn (towards kemsley)	Shortlands Jn (down ravensbourne chord to down chatham fast)	Swanley (down chatham fast to down chatham main)	Sittingbourne Western Jn (down main to down spur)	Bromley South pl.2	St Mary Cray pl.2	Swanley pl.2	Farningham Road pl.2	Longfield pl.2	Meopham pl.2	Sole Street pl.2	Rochester pl.2	Chatham pl.2	Gillingham pl.3	Rainham pl.2				
P14	375	100	12	UP	Faversham (from margate)	London Victoria	Faversham (pl.1 to up main)	Newington (up main to pl.1 to up main)		Faversham pl.1	Teynham pl.1	Sittingbourne pl.1	Newington pl.1	Rainham pl.1	Gillingham pl.2	Chatham pl.1	Rochester pl.1	Meopham pl.1	Longfield pl.1	Bromley South pl.3				
P15	465	75	10	DOWN	Rochester Bridge Jn (from Strood)	Gillingham	Rochester Bridge Jn (down north kent to down chatham main)	Gillingham (down main to pl.1)		Rochester pl.2	Chatham pl.2	Gillingham pl.1												
P16	465	75	10	UP	Gillingham	Rochester Bridge Jn (towards Strood)	Gillingham (pl.1 to up main)	Rochester Bridge Jn (up chatham main to up north kent)		Gillingham pl.1	Chatham pl.1	Rochester pl.1												
P17	465	75	10	DOWN	Rochester Bridge Jn (from Strood)	Gillingham	Rochester Bridge Jn (down north kent to down chatham main)	Gillingham (down main to pl.2)		Rochester pl.2	Chatham pl.2	Gillingham pl.2												
P18	465	75	6	UP	Gillingham (E.M.U.D.)	Shortlands Jn (towards bellingham)	Gillingham (E.M.U.D. to up main)	Shortlands Jn (up chatham slow to up catford loop)		Gillingham pl.2														
P19	375	100	12	UP	Faversham (from margate)	London Victoria	Faversham (pl.1 to up main)	Gillingham (up main to pl.1 to up main)		Faversham pl.1	Teynham pl.1	Sittingbourne pl.1	Rainham pl.1	Gillingham pl.1	Chatham pl.1	Rochester pl.1	Meopham pl.1	Longfield pl.1	Bromley South pl.3					
P20	465	75	8	DOWN	Rochester (pl.3)	Gillingham (E.M.U.D.)	Rochester (pl.3 to down main)	Gillingham (down main to recp road to e.m.u.d.)		Gillingham pl.3														
P21	465	75	8	DOWN	Shortlands Jn (from bellingham)	Rochester (pl.3)	Shortlands Jn (down catford loop to down chatham slow)	Rochester (down chatham main to pl.3)		Bromley South pl.4	St Mary Cray pl.4	Swanley pl.4	Farningham Road pl.2	Longfield pl.2	Meopham pl.2	Sole Street pl.2	Rochester pl.3							
P22	375	100	12	UP	Rochester (pl.3)	Shortlands Jn (towards bellingham)	Rochester (pl.3 to up chatham main)	Shortlands Jn (up chatham slow to up catford loop)		Rochester pl.3	Sole Street pl.1	Meopham pl.1	Longfield pl.1	Farningham Road pl.1	Swanley pl.3	St Mary Cray pl.3	Bromley South pl.3							
P23	465	75	10	UP	Gillingham (pl.2)	Shortlands Jn (towards bellingham)	Swanley (up main chatham to up fast chatham)	Shortlands Jn (up chatham slow to up catford loop)		Gillingham pl.2	Chatham pl.1	Rochester pl.1	Sole Street pl.1	Meopham pl.1	Farningham Road pl.1	Swanley pl.1	St Mary Cray pl.1	Bromley South pl.3						
P24	319	100	8	UP	Swanley (from otford jn)	Shortlands Jn (towards bellingham)	Swanley (up maidstone/up chatham fast)	Shortlands Jn (up chatham fast to up ravensbourne chord)		Swanley pl.1	St Mary Cray pl.1	Bickley pl.1	Bromley South pl.1	Shortlands pl.1										
P25	319	100	8	DOWN	Shortlands Jn (from bellingham)	Swanley (towards otford jn)	Shortlands Jn (from bellingham to down chatham fast)	Swanley (down chatham fast/down maidstone)		Shortlands pl.2	Bromley South pl.2	Bickley pl.2	St Mary Cray pl.2	Swanley pl.2										
P26	465	75	6	UP	Swanley (from otford jn)	London Victoria	Swanley (up maidstone to up chatham slow)			Swanley pl.3	Bromley South pl.3													
P27	465	75	6	DOWN	London Victoria	Swanley (towards otford jn)	Swanley (down chatham slow to down maidstone)			Bromley South pl.4														
P28	375	100	12	DOWN	St Mary Cray Jn (from chislehurst)	Faversham (towards margate)	St Mary Cray Jn (reversible chatham loop to down chatham slow)	Faversham (down main to pl.4)		Rochester pl.2	Chatham pl.2	Gillingham pl.3	Rainham pl.2	Sittingbourne pl.2	Faversham pl.4									
P29	465	75	6	UP	Swanley (from otford jn)	St Mary Cray Jn (towards chislehurst)	Swanley (up maidstone to up chatham slow)	St Mary Cray Jn (up chatham slow to reverse chatham loop)																
P30	465	75	10	DOWN	St Mary Cray Jn (from chislehurst)	Swanley (towards otford jn)	St Mary Cray Jn (reversible chatham loop to down chatham fast)	Swanley (down chatham fast/down maidstone)																
P31	465	75	6	UP	Swanley (from otford jn)	St Mary Cray Jn (towards chislehurst)	Swanley (up maidstone to up chatham fast)	St Mary Cray Jn (up chatham fast towards chislehurst)																
P32	319	100	4	DOWN	Shortlands Jn (from bellingham)	Bickley Jn (towards orpington)	Shortlands Jn (down catford loop to down chatham slow)	Bickley Jn (down chatham slow to down slow tonbridge loop)																
P33	465	75	8	UP	Bickley Jn (from orpington)	London Victoria	Bickley Jn (up tonbridge slow loop to up chatham slow)	Herne Hill (up chatham main to pl.1 to up chatham main)		Bickley pl.3	Bromley South pl.3	Shortlands pl.3	Beckenham Junction pl.2	Kent House pl.2	Penge East pl.1	Sydenham Hill pl.1	West Dulwich pl.1	Herne Hill pl.1	Brixton pl.1					
P34	465	75	8	DOWN	London Victoria	Bickley Jn (towards orpington)	Bickley Jn (down chatham fast to down fast tonbridge loop)			Brixton pl.2	Herne Hill pl.3	West Dulwich pl.2	Sydenham Hill pl.2	Penge East pl.2	Kent House pl.3	Beckenham Junction pl.3	Shortlands pl.2	Bromley South pl.2	Bickley pl.2					
P35	319	100	8	UP	Bickley Jn (from orpington)	Herne Hill (towards loughborough jn)	Bickley Jn (up tonbridge fast loop to up chatham fast)	Kent House (up chatham main to pl.1 to up chatham main)		Bickley pl.1	Bromley South pl.1	Shortlands pl.1	Beckenham Junction pl.2	Kent House pl.1	Penge East pl.1	Sydenham Hill pl.1	West Dulwich pl.1	Herne Hill pl.2						
P36	465	75	8	UP	Bickley Jn (from orpington)	Beckenham Junction (towards new beckenham)	Bickley Jn (up tonbridge fast loop to up chatham fast)	Beckenham Junction (up chatham main to up mid kent)																
P37	465	75	8	DOWN	Beckenham Jn (from new beckenham)	Swanley (towards otford jn)	Beckenham Jn (down mid kent to down chatham main)	Swanley (down chatham slow to down maidstone)																

[illegible]

A.2. Freight

Ref	Class	Max. Speed	Direction	Traction Type	Total Trailing Weight (t)	Length (ft)	No. of wagons	Wagon Type	Length of wagons (ft)	Model Start Location	Model End Location	Via	Via	Via
F1	4	75	Up	92	1600	2360	20	IFA	118	Swanley (From Otford)	Shortlands Jn (Towards Bellingham)	Swanley (Up Maidstone To Up Chatham Fast)	Shortlands Jn (Up Chatham Fast To Up Ravensbourne Chord)	
F2	6	60	Up	66	1800	1495	23	HHA	65	Swanley (From Otford)	Shortlands Jn (Towards Bellingham)	Swanley (Up Maidstone To Up Chatham Fast)	Shortlands Jn (Up Chatham Fast To Up Ravensbourne Chord)	
F3	6	60	Up	92	1600	2360	20	IFA	118	Swanley (From Otford)	Shortlands Jn (Towards Bellingham)	Swanley (Up Maidstone To Up Chatham Slow)	Shortlands Jn (Up Chatham Slow To Up Catford Loop)	
F4	4	75	Down	66	1200	1770	15	IFA	118	Shortlands Jn (From Bellingham)	Swanley (Towards Otford)	Shortlands Jn (Down Catford Loop To Down Chatham Slow)	Swanley (Down Chatham Slow To Down Maidstone)	
F5	4	75	Down	92	1600	2360	20	IFA	118	Shortlands Jn (From Bellingham)	Swanley (Towards Otford)	Shortlands Jn (Down Ravensbourne Chord To Down Chatham Fast)	Swanley (Down Chatham Fast To Down Maidstone)	
F6	6	60	Down	92	1600	2360	20	IFA	118	Shortlands Jn (From Bellingham)	Swanley (Towards Otford)	Shortlands Jn (Down Catford Loop To Down Chatham Slow)	Swanley (Down Chatham Slow To Down Maidstone)	
F7	6	60	Down	92	1600	2360	20	IFA	118	Shortlands Jn (From Bellingham)	Swanley (Towards Otford)	Shortlands Jn (Down Ravensbourne Chord To Down Chatham Fast)	Swanley (Down Chatham Fast To Down Maidstone)	
F8	6	60	Down	66	1800	1560	13	FIA	120	Factory Jn	Swanley (Towards Otford)	Factory Jn (Up Ludgate To Down Chatham Main)	Swanley (Down Chatham Slow To Down Maidstone)	
F9	4	75	Down	66	1600	1562	22	FEA	71	Shortlands Jn (From Bellingham)	Bickley Jn (Towards Orpington)	Shortlands Jn (Down Catford Loop To Down Chatham Slow)	Bickley Jn (Down Chatham Slow To Down Slow Tonbridge Loop)	
F10	4	75	Down	66	1800	1560	13	FIA	120	Shortlands Jn (From Bellingham)	Bickley Jn (Towards Orpington)	Shortlands Jn (Down Ravensbourne Chord To Down Chatham Fast)	Bickley Jn (Down Chatham Fast To Down Fast Tonbridge Loop)	
F11	6	60	Down	92	1600	2360	20	IFA	118	Shortlands Jn (From Bellingham)	Bickley Jn (Towards Orpington)	Shortlands Jn (Down Ravensbourne Chord To Down Chatham Fast)	Bickley Jn (Down Chatham Fast To Down Fast Tonbridge Loop)	
F12	7	45	Up	60	400	752	16	HIA	47	Herne Hill (From Tulse Hill)	Factory Jn (Down Ludgate)	Herne Hill (Up Holborn To Up Chatham Main)	Brixton (Up Chatham Main To Up Atlantic)	Factory Jn (Up Atlantic To Down Ludgate)
F13	7	45	Down	60	600	1175	25	HIA	47	Factory Jn (Up Ludgate)	Brixton (Towards Denmark Hill)	Factory Jn (Up Ludgate To Down Atlantic)		

Appendix B. Stopping Headway Specification

Ref No.	Train 1 (All Stops)		Train 2 (Non-stop)		Direction	From	To
	Class	No. of Cars	Class	No. of Cars			
SH_1	375	12	375	12	Up	Faversham	London Victoria
SH_2	375	12	465	12	Up	Faversham	London Victoria
SH_3	375	12	319	12	Up	Swanley	Herne Hill
SH_4	375	12	319	12	Up	Brixton	Factory Jn
SH_5	375	12	387	12	Up	Beckenham Jn	Herne Hill
SH_6	375	12	395	12	Up	Faversham	Rochester
SH_7	465	12	465	12	Up	Faversham	London Victoria
SH_8	465	12	375	12	Up	Faversham	London Victoria
SH_9	465	12	319	12	Up	Swanley	Herne Hill
SH_10	465	12	319	12	Up	Brixton	Factory Jn
SH_11	465	12	387	12	Up	Beckenham Jn	Herne Hill
SH_12	465	12	395	12	Up	Faversham	Rochester
SH_13	319	12	319	12	Up	Swanley	Herne Hill
SH_14	319	12	375	12	Up	Swanley	Herne Hill
SH_15	319	12	465	12	Up	Swanley	Herne Hill
SH_16	319	12	387	12	Up	Beckenham Jn	Herne Hill
SH_18	387	12	387	12	Up	Beckenham Jn	Herne Hill
SH_19	387	12	375	12	Up	Beckenham Jn	Herne Hill
SH_20	387	12	465	12	Up	Beckenham Jn	Herne Hill
SH_21	387	12	319	12	Up	Beckenham Jn	Herne Hill
SH_22	395	12	395	12	Up	Faversham	Rochester Bridge Jn
SH_23	395	12	375	12	Up	Faversham	Rochester Bridge Jn
SH_24	395	12	465	12	Up	Faversham	Rochester Bridge Jn
SH_25	375	12	375	12	Down	London Victoria	Faversham
SH_26	375	12	465	12	Down	London Victoria	Faversham
SH_27	375	12	395	12	Down	Rochester Bridge Jn	Faversham
SH_28	375	12	319	12	Down	Beckenham Jn	Swanley
SH_29	375	12	387	12	Down	Herne Hill	Beckenham Jn
SH_30	465	12	465	12	Down	London Victoria	Faversham
SH_31	465	12	375	12	Down	London Victoria	Faversham
SH_32	465	12	395	12	Down	Rochester Bridge Jn	Faversham
SH_33	465	12	387	12	Down	Herne Hill	Beckenham Jn
SH_34	465	12	319	12	Down	Beckenham Jn	Swanley
SH_35	319	12	319	12	Down	Beckenham Jn	Swanley
SH_36	319	12	375	12	Down	Beckenham Jn	Swanley
SH_37	319	12	465	12	Down	Beckenham Jn	Swanley

Ref No.	Train 1 (All Stops)		Train 2 (Non-stop)		Direction	From	To
	Class	No. of Cars	Class	No. of Cars			
SH_38	378	5	378	5	Down	Factory Jn	Brixton
SH_39	387	12	387	12	Down	Herne Hill	Beckenham Jn
SH_40	387	12	375	12	Down	Herne Hill	Beckenham Jn
SH_41	387	12	465	12	Down	Herne Hill	Beckenham Jn
SH_42	395	12	395	12	Down	Rochester Bridge Jn	Faversham
SH_43	395	12	375	12	Down	Rochester Bridge Jn	Faversham
SH_44	395	12	465	12	Down	Rochester Bridge Jn	Faversham

Appendix C. Junction Margin Specification

	Location	Margin type	Train 1	Movement	Train 2
JM_1	Grosvenor Bridge Junction	Diverging	P56	Down Chatham Slow To Down Chatham Fast	P58
JM_2	Grosvenor Bridge Junction	Converging	P56	Down Chatham Slow To Down Chatham Fast	P02
JM_3	Grosvenor Bridge Junction	Crossing	P56	Down Chatham Slow To Down Chatham Fast	P26
JM_4	Grosvenor Bridge Junction	Crossing	P01	Chatham Reversible To Up Chatham Slow	P58
JM_5	Factory Junction	Diverging	P49	Up Atlantic To Down Ludgate	P54
JM_6	Factory Junction	Diverging	F12	Up Atlantic To Down Ludgate	P54
JM_7	Factory Junction	Converging	P48	Up Ludgate To Down Atlantic	P55
JM_8	Factory Junction	Converging	F13	Up Ludgate To Down Atlantic	P55
JM_9	Factory Junction	Crossing	P48	Up Ludgate To Down Atlantic	P54
JM_10	Factory Junction	Crossing	F13	Up Ludgate To Down Atlantic	P54
JM_11	Factory Junction	Diverging	P52	Up Atlantic To Battersea Park	P49
JM_12	Factory Junction	Diverging	F12	Up Atlantic	P52
JM_13	Factory Junction	Converging	P53	Battersea Park To Down Atlantic	P48
JM_14	Factory Junction	Converging	F13	Down Atlantic	P53
JM_15	Factory Junction	Crossing	P53	Battersea Park To Down Atlantic	P49
JM_16	Factory Junction	Crossing	F12	Up Atlantic	P53
JM_17	Voltaire Junction	Diverging	P50	Down Chatham Main To Down Atlantic	P02
JM_18	Voltaire Junction	Diverging	P42	Up Chatham Main To Up/Down	P01
JM_19	Voltaire Junction	Diverging	P51	Up Atlantic To Up Chatham Main	P49
JM_20	Voltaire Junction	Diverging	F12	Up Atlantic	P51
JM_21	Voltaire Junction	Converging	P50	Down Chatham Main To Down Atlantic	P48
JM_22	Voltaire Junction	Converging	F13	Down Atlantic	P50
JM_23	Voltaire Junction	Converging	P51	Up Atlantic To Up Chatham Main	P01
JM_24	Voltaire Junction	Crossing	P50	Down Chatham Main To Down Atlantic	P01
JM_25	Voltaire Junction	Crossing	P50	Down Chatham Main To Down Atlantic	P42
JM_26	Voltaire Junction	Crossing	P51	Up Atlantic To Up Chatham Main	P48
JM_27	Voltaire Junction	Crossing	F13	Down Atlantic	P51
JM_28	Shepherds Lane Junction	Diverging	P47	Up Chatham Main To Up Atlantic	P01
JM_29	Shepherds Lane Junction	Diverging	F12	Up Chatham Main To Up Atlantic	P01
JM_30	Shepherds Lane Junction	Diverging	P46	Down Atlantic To Down Chatham Main	P48

	Location	Margin type	Train 1	Movement	Train 2
JM_31	Shepherds Lane Junction	Diverging	P46	Down Atlantic To Down Chatham Main	F13
JM_32	Shepherds Lane Junction	Converging	P47	Up Chatham Main To Up Atlantic	P49
JM_33	Shepherds Lane Junction	Converging	F12	Up Chatham Main To Up Atlantic	P49
JM_34	Shepherds Lane Junction	Converging	P46	Down Atlantic To Down Chatham Main	P02
JM_35	Shepherds Lane Junction	Crossing	P47	Up Chatham Main To Up Atlantic	P48
JM_36	Shepherds Lane Junction	Crossing	F12	Up Chatham Main To Up Atlantic	P48
JM_37	Shepherds Lane Junction	Crossing	F12	Up Chatham Main To Up Atlantic	F13
JM_38	Shepherds Lane Junction	Crossing	P46	Down Atlantic To Down Chatham Main	P01
JM_39	Brixton Junction	Diverging	P02	Down Chatham Main	P46
JM_40	Brixton Junction	Converging	P01	Up Chatham Main	P47
JM_41	Brixton Junction	Converging	F12	Up Chatham Main	P47
JM_42	Brixton Junction	Crossing	P02	Down Chatham Main	P47
JM_43	Herne Hill	Diverging	P44	Down Chatham Main To Pl.4	P02
JM_44	Herne Hill	Diverging	P45	Pl.4 To Down Holborn	P44
JM_45	Herne Hill	Diverging	P33	Up Chatham Main To Pl.1	P01
JM_46	Herne Hill	Diverging	P41	Pl.1 To Up Holborn	P33
JM_47	Herne Hill	Diverging	P43	Pl.2 To Up Holborn	P01
JM_48	Herne Hill	Converging	P39	Pl.4 To Down Chatham Main	P02
JM_49	Herne Hill	Converging	P39	Down Holborn To Pl.4	P44
JM_50	Herne Hill	Converging	P33	Pl.1 To Up Chatham Main	P01
JM_51	Herne Hill	Converging	P41	Up Holborn To Pl.1	P33
JM_52	Herne Hill	Converging	P42	Up Holborn To Up Chatham Main	P01
JM_53	Herne Hill	Converging	F12	Up Holborn To Up Chatham Main	P01
JM_54	Herne Hill	Converging	P43	Up Holborn To Pl.2	P01
JM_55	Herne Hill	Crossing	P45	Pl.4 To Down Holborn	P02
JM_56	Herne Hill	Crossing	P45	Pl.4 To Down Holborn	P01
JM_57	Herne Hill	Crossing	P41	Pl.1 To Up Holborn	P01
JM_58	Herne Hill	Crossing	F12	Up Holborn To Up Chatham Main	P41
JM_59	Herne Hill	Crossing	P41	Pl.1 To Up Holborn	P02
JM_60	Herne Hill	Crossing	P43	Pl.2 To Up Holborn	P02
JM_61	Kent House	Diverging	P39	Down Chatham Main To Pl.4	P02
JM_62	Kent House	Diverging	P35	Up Chatham Main To Pl.1	P01
JM_63	Kent House	Converging	P39	Pl.4 To Down Chatham Main	P02
JM_64	Kent House	Converging	P35	Pl.1 To Up Chatham Main	P01
JM_65	Beckenham Junction	Diverging	P36	Up Chatham Main To Up Mid Kent	P01
JM_66	Beckenham Junction	Diverging	P39	Down Chatham Main To Pl.4	P02
JM_67	Beckenham Junction	Converging	P37	Down Mid Kent To Down Chatham Main	P02
JM_68	Beckenham Junction	Converging	P38	Pl.4 To Up Chatham Main	P01
JM_69	Beckenham Junction	Converging	P40	Cps To Down Chatham Main	P02

	Location	Margin type	Train 1	Movement	Train 2
JM_70	Beckenham Junction	Crossing	P40	Cps To Down Chatham Main	P01
JM_71	Beckenham Junction	Crossing	P36	Up Chatham Main To Up Mid Kent	P02
JM_72	Beckenham Junction	Crossing	P39	Down Chatham Main To Pl.4	P38
JM_73	Beckenham Junction	Crossing	P38	Pl.4 To Up Chatham Main	P02
JM_74	Beckenham Junction	Crossing	P38	Pl.4 To Up Chatham Main	P37
JM_75	Shortlands Junction	Diverging	P12	Up Chatham Slow To Ucl	P01
JM_76	Shortlands Junction	Diverging	F3	Up Chatham Slow To Ucl	P01
JM_77	Shortlands Junction	Diverging	P24	Up Chatham Fast To Urc	P35
JM_78	Shortlands Junction	Diverging	F1	Up Chatham Fast To Urc	P35
JM_79	Shortlands Junction	Diverging	F2	Up Chatham Fast To Urc	P35
JM_80	Shortlands Junction	Diverging	P34	Down Chatham Main To Down Chatham Fast	P02
JM_81	Shortlands Junction	Converging	P07	Dcl To Down Chatham Slow	P02
JM_82	Shortlands Junction	Converging	F4	Dcl To Down Chatham Slow	P02
JM_83	Shortlands Junction	Converging	F6	Dcl To Down Chatham Slow	P02
JM_84	Shortlands Junction	Converging	P13	Drc To Down Chatham Fast	P34
JM_85	Shortlands Junction	Converging	F5	Drc To Down Chatham Fast	P34
JM_86	Shortlands Junction	Converging	F7	Drc To Down Chatham Fast	P34
JM_87	Shortlands Junction	Converging	P35	Up Chatham Fast To Up Chatham Main	P01
JM_88	Shortlands Junction	Crossing	P12	Up Chatham Slow To Ucl	P02
JM_89	Shortlands Junction	Crossing	F3	Up Chatham Slow To Ucl	P02
JM_90	Bickley Junction	Diverging	P32	Down Chatham Slow To Dstl	P02
JM_91	Bickley Junction	Diverging	F9	Down Chatham Slow To Dstl	P02
JM_92	Bickley Junction	Diverging	F9	Down Chatham Slow To Dstl	F4
JM_93	Bickley Junction	Diverging	P34	Down Chatham Fast To Dftl	P25
JM_94	Bickley Junction	Diverging	F10	Down Chatham Fast To Dftl	P25
JM_95	Bickley Junction	Diverging	F10	Down Chatham Fast To Dftl	P25
JM_96	Bickley Junction	Diverging	F11	Down Chatham Fast To Dftl	F5
JM_97	Bickley Junction	Diverging	F11	Down Chatham Fast To Dftl	F5
JM_98	Bickley Junction	Converging	P33	Ustl To Up Chatham Slow	P01
JM_99	Bickley Junction	Converging	F3	Up Chatham Slow	P33
JM_100	Bickley Junction	Converging	P35	Uftl To Up Chatham Fast	P24
JM_101	Bickley Junction	Converging	F1	Up Chatham Fast	P35
JM_102	Bickley Junction	Crossing	P32	Down Chatham Slow To Dstl	P01
JM_103	Bickley Junction	Crossing	F9	Down Chatham Slow To Dstl	P01
JM_104	Bickley Junction	Crossing	F9	Down Chatham Slow To Dstl	F3
JM_105	Bickley Junction	Crossing	P32	Down Chatham Slow To Dstl	P25
JM_106	Bickley Junction	Crossing	F9	Down Chatham Slow To Dstl	P25
JM_107	Bickley Junction	Crossing	F9	Down Chatham Slow To Dstl	F5
JM_108	Bickley Junction	Crossing	P32	Down Chatham Slow To Dstl	P24
JM_109	Bickley Junction	Crossing	F9	Down Chatham Slow To Dstl	P24

	Location	Margin type	Train 1	Movement	Train 2
JM_110	Bickley Junction	Crossing	F9	Down Chatham Slow To Dstl	F1
JM_111	Bickley Junction	Crossing	P33	Ustl To Up Chatham Slow	P25
JM_112	Bickley Junction	Crossing	F5	Down Chatham Fast	P33
JM_113	Bickley Junction	Crossing	P33	Ustl To Up Chatham Slow	P24
JM_114	Bickley Junction	Crossing	F1	Up Chatham Fast	P33
JM_115	Bickley Junction	Crossing	P34	Down Chatham Fast To Dftl	P24
JM_116	Bickley Junction	Crossing	F10	Down Chatham Fast To Dftl	P24
JM_117	Bickley Junction	Crossing	F10	Down Chatham Fast To Dftl	P24
JM_118	Bickley Junction	Crossing	F11	Down Chatham Fast To Dftl	F1
JM_119	Bickley Junction	Crossing	F11	Down Chatham Fast To Dftl	F1
JM_120	St Mary Cray Junction	Diverging	P29	Up Chatham Slow To Rcl	P01
JM_121	St Mary Cray Junction	Diverging	F3	Up Chatham Slow	P29
JM_122	St Mary Cray Junction	Diverging	P31	Up Chatham Fast Towards Chislehurst	P24
JM_123	St Mary Cray Junction	Diverging	F1	Up Chatham Fast	P31
JM_124	St Mary Cray Junction	Converging	P28	Rcl To Down Chatham Slow	P02
JM_125	St Mary Cray Junction	Converging	F4	Down Chatham Main	P28
JM_126	St Mary Cray Junction	Converging	P30	Rcl To Down Chatham Fast	P25
JM_127	St Mary Cray Junction	Converging	F5	Down Chatham Fast	P30
JM_128	St Mary Cray Junction	Crossing	P29	Up Chatham Slow To Rcl	P02
JM_129	St Mary Cray Junction	Crossing	F4	Down Chatham Main	P29
JM_130	St Mary Cray Junction	Crossing	P30	Rcl To Down Chatham Fast	P02
JM_131	St Mary Cray Junction	Crossing	F4	Down Chatham Main	P30
JM_132	St Mary Cray Junction	Crossing	P30	Rcl To Down Chatham Fast	P01
JM_133	St Mary Cray Junction	Crossing	F3	Up Chatham Slow	P30
JM_134	Swanley	Diverging	P13	Down Chatham Fast To Down Chatham Main	P25
JM_135	Swanley	Diverging	F5	Down Chatham Fast	P13
JM_136	Swanley	Diverging	P23	Up Chatham Main To Up Chatham Fast	P01
JM_137	Swanley	Diverging	P27	Down Chatham Slow To Down Maidstone	P02
JM_138	Swanley	Diverging	F4	Down Chatham Slow To Down Maidstone	P02
JM_139	Swanley	Diverging	F6	Down Chatham Slow To Down Maidstone	P02
JM_140	Swanley	Converging	P13	Down Chatham Fast To Down Chatham Main	P02
JM_141	Swanley	Converging	P23	Up Chatham Main To Up Chatham Fast	P24
JM_142	Swanley	Converging	F1	Up Maidstone To Up Chatham Fast	P24
JM_143	Swanley	Converging	F2	Up Maidstone To Up Chatham Fast	P24
JM_144	Swanley	Converging	P26	Up Maidstone To Up Chatham Slow	P01
JM_145	Swanley	Converging	F3	Up Maidstone To Up Chatham Slow	P01

	Location	Margin type	Train 1	Movement	Train 2
JM_146	Swanley	Crossing	P13	Down Chatham Fast To Down Chatham Main	P01
JM_147	Swanley	Crossing	P23	Up Chatham Main To Up Chatham Fast	P25
JM_148	Swanley	Crossing	F3	Up Maidstone To Up Chatham Slow	P25
JM_149	Swanley	Crossing	P26	Up Maidstone To Up Chatham Slow	P25
JM_150	Swanley	Crossing	P27	Down Chatham Slow To Down Maidstone	P01
JM_151	Swanley	Crossing	P27	Down Chatham Slow To Down Maidstone	P25
JM_152	Swanley	Crossing	F4	Down Chatham Slow To Down Maidstone	P01
JM_153	Swanley	Crossing	F4	Down Chatham Slow To Down Maidstone	P25
JM_154	Swanley	Crossing	F6	Down Chatham Slow To Down Maidstone	P01
JM_155	Swanley	Crossing	F6	Down Chatham Slow To Down Maidstone	P25
JM_156	Rochester Bridge Junction	Diverging	P03	Up Chatham Main To Up North Kent	P01
JM_157	Rochester Bridge Junction	Converging	P04	Down North Kent To Down Chatham Main	P02
JM_158	Rochester Bridge Junction	Crossing	P03	Up Chatham Main To Up North Kent	P02
JM_159	Rochester	Diverging	P21	Down Chatham Main To Pl.3	P05
JM_160	Rochester	Converging	P20	Pl.3 To Down Chatham Main	P05
JM_161	Rochester	Converging	P22	Pl.2 To Up Chatham Main	P06
JM_162	Rochester	Crossing	P22	Pl.2 To Up Chatham Main	P05
JM_163	Gillingham	Diverging	P19	Up Main To Pl.1	P06
JM_164	Gillingham	Diverging	P15	Down Main To Pl.1	P05
JM_165	Gillingham	Diverging	P17	Down Main To Pl.2	P05
JM_166	Gillingham	Diverging	P20	Down Main To Recp Road	P05
JM_167	Gillingham	Converging	P16	Pl.1 To Up Main	P06
JM_168	Gillingham	Crossing	P15	Down Main To Pl.1	P06
JM_169	Gillingham	Crossing	P17	Down Main To Pl.2	P06
JM_170	Gillingham	Crossing	P20	Recp Road To E.M.U.D	P05
JM_171	Gillingham	Crossing	P20	Recp Road To E.M.U.D	P06
JM_172	Newington	Diverging	P14	Up Main To Up Passenger Loop	P06
JM_173	Newington	Diverging	P02	Down Main To Down Passenger Loop	P05
JM_174	Newington	Converging	P02	Down Passenger Loop To Down Main	P05
JM_175	Newington	Converging	P14	Up Passenger Loop To Up Main	P06
JM_176	Sittingbourne Western Junction	Diverging	P13	Down Main To Down Spur	P05
JM_177	Sittingbourne Western Junction	Converging	P12	Up Spur To Up Main	P06

	Location	Margin type	Train 1	Movement	Train 2
JM_178	Sittingbourne Western Junction	Crossing	P12	Up Spur To Up Main	P05
JM_179	Sittingbourne Eastern Junction	Diverging	P09	Up Main Towards Sheerness-On-Sea	P06
JM_180	Sittingbourne Eastern Junction	Converging	P11	From Sheerness-On-Sea To Down Main	P05
JM_181	Sittingbourne Eastern Junction	Crossing	P09	Up Main Towards Sheerness-On-Sea	P05
JM_182	Sittingbourne	Diverging	P10	Down Main To Pl.3	P05
JM_183	Sittingbourne	Converging	P09	Pl.3 To Up Main	P06
JM_184	Sittingbourne	Converging	P10	Pl.3 To Down Main	P05
JM_185	Sittingbourne	Crossing	P09	Pl.3 To Up Main	P05
JM_186	Faversham	Diverging	P08	Down Main To Pl.1	P05
JM_187	Faversham	Diverging	P07	Down Main To Pl.2	P05
JM_188	Faversham	Diverging	P04	Down Main To Pl.4	P05
JM_189	Faversham	Converging	P01	Pl.1 To Up Main	P06
JM_190	Faversham	Converging	P03	Pl.4 To Up Main	P06
JM_191	Faversham	Crossing	P03	Pl.4 To Up Main	P05
JM_192	Faversham	Crossing	P08	Down Main To Pl.1	P06
JM_193	Faversham	Crossing	P07	Down Main To Pl.2	P06

Appendix D. Platform Reoccupation Specification

Ref No.	Location	Train 1 Type	Train 2 Type	Platform
PO_1	Wandsworth Road	P48	P50	1
PO_2	Wandsworth Road	P49	P51	2
PO_3	Clapham High Street	P48	P50	1
PO_4	Clapham High Street	P49	P51	2
PO_5	Brixton	P33	P33	1
PO_6	Brixton	P34	P44	2
PO_7	Herne Hill	P33	P41	1
PO_8	Herne Hill	P35	P38	2
PO_9	Herne Hill	P34	P34	3
PO_10	Herne Hill	P39	P44	4
PO_11	West Dulwich	P33	P35	1
PO_12	West Dulwich	P34	P39	2
PO_13	Sydenham Hall	P33	P35	1
PO_14	Sydenham Hall	P34	P39	2
PO_15	Penge East	P33	P35	1
PO_16	Penge East	P34	P39	2
PO_17	Kent House	P35	P35	1
PO_18	Kent House	P33	P38	2
PO_19	Kent House	P34	P44	3
PO_20	Kent House	P39	P39	4
PO_21	Beckenham Junction	P33	P35	2
PO_22	Beckenham Junction	P34	P44	3
PO_23	Beckenham Junction	P38	P38	4
PO_24	Beckenham Junction	P39	P39	4
PO_25	Shortlands	P24	P35	1
PO_26	Shortlands	P34	P44	2
PO_27	Shortlands	P33	P33	3
PO_28	Shortlands	P07	P07	4
PO_29	Bromley South	P24	P35	1
PO_30	Bromley South	P34	P44	2
PO_31	Bromley South	P01	P12	3
PO_32	Bromley South	P02	P07	4
PO_33	Bickley	P24	P35	1
PO_34	Bickley	P34	P44	2
PO_35	Bickley	P33	P33	3
PO_36	Bickley	P07	P07	4
PO_37	St Mary Cray	P23	P24	1

Ref No.	Location	Train 1 Type	Train 2 Type	Platform
PO_38	St Mary Cray	P13	P25	2
PO_39	St Mary Cray	P12	P22	3
PO_40	St Mary Cray	P08	P21	4
PO_41	Swanley	P21	P21	4
PO_42	Swanley	P13	P13	2
PO_43	Swanley	P22	P22	3
PO_44	Swanley	P08	P08	4
PO_45	Farningham Road	P22	P23	1
PO_46	Farningham Road	P07	P08	2
PO_47	Longfield	P01	P12	1
PO_48	Longfield	P02	P07	2
PO_49	Meopham	P01	P12	1
PO_50	Meopham	P02	P07	2
PO_51	Sole Street	P12	P23	1
PO_52	Sole Street	P07	P08	2
PO_53	Rochester	P01	P03	1
PO_54	Rochester	P22	P22	3
PO_55	Rochester	P02	P04	2
PO_56	Rochester	P21	P21	3
PO_57	Chatham	P01	P03	1
PO_58	Chatham	P02	P04	2
PO_59	Gillingham	P16	P16	1
PO_60	Gillingham	P15	P15	1
PO_61	Gillingham	P01	P03	2
PO_62	Gillingham	P17	P17	2
PO_63	Gillingham	P02	P04	3
PO_64	Rainham	P01	P03	1
PO_65	Rainham	P02	P04	2
PO_66	Newington	P14	P14	1
PO_67	Newington	P02	P02	2
PO_68	Sittingbourne	P01	P03	1
PO_69	Sittingbourne	P02	P04	2
PO_70	Sittingbourne	P10	P11	3
PO_71	Teynham	P01	P19	1
PO_72	Teynham	P08	P08	2
PO_73	Faversham	P08	P08	1
PO_74	Faversham	P07	P07	2
PO_75	Faversham	P02	P10	3
PO_76	Faversham	P04	P04	4
PO_77	Faversham	P01	P14	1
PO_78	Faversham	P06	P06	2
PO_79	Faversham	P03	P03	4

Appendix E. Victoria Station Specification – Junction Margin

Ref No.	Margin type	Train 1	Train 1 Movement	Train 2	Train 2 Movement
JM_V1	Diverging	P07	Up Slow to Pl.8	P06	Up Slow to Pl.7
JM_V2	Diverging	P06	Up Slow to Pl.7	P07	Up Slow to Pl.8
JM_V3	Diverging	P06	Up Slow to Pl.7	P04	Up Slow to Pl.5
JM_V4	Diverging	P04	Up Slow to Pl.5	P06	Up Slow to Pl.7
JM_V5	Diverging	P05	Up Slow to Pl.6	P04	Up Slow to Pl.5
JM_V6	Diverging	P04	Up Slow to Pl.5	P05	Up Slow to Pl.6
JM_V7	Diverging	P04	Up Slow to Pl.5	P03	Up Slow to Pl.4
JM_V8	Diverging	P03	Up Slow to Pl.4	P04	Up Slow to Pl.5
JM_V9	Diverging	P04	Up Slow to Pl.5	P02	Up Slow to Pl.3
JM_V10	Diverging	P02	Up Slow to Pl.3	P04	Up Slow to Pl.5
JM_V11	Diverging	P04	Up Slow to Pl.5	P01	Up Slow to Pl.2
JM_V12	Diverging	P01	Up Slow to Pl.2	P04	Up Slow to Pl.5
JM_V13	Diverging	P08	Up Fast to Pl.1	P09	Up Fast to Pl.2
JM_V14	Diverging	P09	Up Fast to Pl.2	P08	Up Fast to Pl.1
JM_V15	Diverging	P10	Up Fast to Pl.3	P09	Up Fast to Pl.2
JM_V16	Diverging	P09	Up Fast to Pl.2	P10	Up Fast to Pl.3
JM_V17	Diverging	P11	Up Fast to Pl.4	P09	Up Fast to Pl.2
JM_V18	Diverging	P09	Up Fast to Pl.2	P11	Up Fast to Pl.4
JM_V19	Diverging	P12	Up Fast to Pl.5	P09	Up Fast to Pl.2
JM_V20	Diverging	P09	Up Fast to Pl.2	P12	Up Fast to Pl.5
JM_V21	Diverging	P13	Up Fast to Pl.6	P09	Up Fast to Pl.2
JM_V22	Diverging	P09	Up Fast to Pl.2	P13	Up Fast to Pl.6
JM_V23	Diverging	P14	Up Fast to Pl.7	P09	Up Fast to Pl.2
JM_V24	Diverging	P09	Up Fast to Pl.2	P14	Up Fast to Pl.7
JM_V25	Diverging	P15	Up Fast to Pl.8	P09	Up Fast to Pl.2
JM_V26	Diverging	P09	Up Fast to Pl.2	P15	Up Fast to Pl.8
JM_V27	Converging	P16	Pl.1 to Down Fast	P17	Pl.2 to Down Fast
JM_V28	Converging	P17	Pl.2 to Down Fast	P16	Pl.1 to Down Fast
JM_V29	Converging	P18	Pl.3 to Down Fast	P16	Pl.1 to Down Fast
JM_V30	Converging	P16	Pl.1 to Down Fast	P18	Pl.3 to Down Fast
JM_V31	Converging	P19	Pl.4 to Down Fast	P16	Pl.1 to Down Fast
JM_V32	Converging	P16	Pl.1 to Down Fast	P19	Pl.4 to Down Fast
JM_V33	Converging	P20	Pl.5 to Down Fast	P16	Pl.1 to Down Fast
JM_V34	Converging	P16	Pl.1 to Down Fast	P20	Pl.5 to Down Fast
JM_V35	Converging	P21	Pl.6 to Down Fast	P16	Pl.1 to Down Fast
JM_V36	Converging	P16	Pl.1 to Down Fast	P21	Pl.6 to Down Fast
JM_V37	Converging	P22	Pl.7 to Down Fast	P16	Pl.1 to Down Fast

Ref No.	Margin type	Train 1	Train 1 Movement	Train 2	Train 2 Movement
JM_V38	Converging	P16	Pl.1 to Down Fast	P22	Pl.7 to Down Fast
JM_V39	Converging	P23	Pl.8 to Down Fast	P16	Pl.1 to Down Fast
JM_V40	Converging	P16	Pl.1 to Down Fast	P23	Pl.8 to Down Fast
JM_V41	Converging	P31	Pl.8 to Down Slow	P27	Pl.4 to Down Slow
JM_V42	Converging	P27	Pl.4 to Down Slow	P31	Pl.8 to Down Slow
JM_V43	Converging	P30	Pl.7 to Down Slow	P27	Pl.4 to Down Slow
JM_V44	Converging	P27	Pl.4 to Down Slow	P30	Pl.7 to Down Slow
JM_V45	Converging	P29	Pl.6 to Down Slow	P27	Pl.4 to Down Slow
JM_V46	Converging	P27	Pl.4 to Down Slow	P29	Pl.6 to Down Slow
JM_V47	Converging	P28	Pl.5 to Down Slow	P27	Pl.4 to Down Slow
JM_V48	Converging	P27	Pl.4 to Down Slow	P28	Pl.5 to Down Slow
JM_V49	Converging	P26	Pl.3 to Down Slow	P27	Pl.4 to Down Slow
JM_V50	Converging	P27	Pl.4 to Down Slow	P26	Pl.3 to Down Slow
JM_V51	Converging	P25	Pl.2 to Down Slow	P27	Pl.4 to Down Slow
JM_V52	Converging	P27	Pl.4 to Down Slow	P25	Pl.2 to Down Slow
JM_V53	Converging	P24	Pl.1 to Down Slow	P27	Pl.4 to Down Slow
JM_V54	Converging	P27	Pl.4 to Down Slow	P24	Pl.1 to Down Slow
JM_V55	Crossing	P31	Pl.8 to Down Slow	P04	Up Slow to Pl.5
JM_V56	Crossing	P04	Up Slow to Pl.5	P31	Pl.8 to Down Slow
JM_V57	Crossing	P31	Pl.8 to Down Slow	P02	Up Slow to Pl.3
JM_V58	Crossing	P02	Up Slow to Pl.3	P31	Pl.8 to Down Slow
JM_V59	Crossing	P31	Pl.8 to Down Slow	P01	Up Slow to Pl.2
JM_V60	Crossing	P01	Up Slow to Pl.2	P31	Pl.8 to Down Slow
JM_V61	Crossing	P30	Pl.7 to Down Slow	P04	Up Slow to Pl.5
JM_V62	Crossing	P04	Up Slow to Pl.5	P30	Pl.7 to Down Slow
JM_V63	Crossing	P30	Pl.7 to Down Slow	P03	Up Slow to Pl.4
JM_V64	Crossing	P03	Up Slow to Pl.4	P30	Pl.7 to Down Slow
JM_V65	Crossing	P30	Pl.7 to Down Slow	P01	Up Slow to Pl.2
JM_V66	Crossing	P01	Up Slow to Pl.2	P30	Pl.7 to Down Slow
JM_V67	Crossing	P29	Pl.6 to Down Slow	P04	Up Slow to Pl.5
JM_V68	Crossing	P04	Up Slow to Pl.5	P29	Pl.6 to Down Slow
JM_V69	Crossing	P29	Pl.6 to Down Slow	P01	Up Slow to Pl.2
JM_V70	Crossing	P01	Up Slow to Pl.2	P29	Pl.6 to Down Slow
JM_V71	Crossing	P23	Pl.8 to Down Fast	P10	Up Fast to Pl.3
JM_V72	Crossing	P10	Up Fast to Pl.3	P23	Pl.8 to Down Fast
JM_V73	Crossing	P22	Pl.7 to Down Fast	P10	Up Fast to Pl.3
JM_V74	Crossing	P10	Up Fast to Pl.3	P22	Pl.7 to Down Fast
JM_V75	Crossing	P21	Pl.6 to Down Fast	P12	Up Fast to Pl.5
JM_V76	Crossing	P12	Up Fast to Pl.5	P21	Pl.6 to Down Fast
JM_V77	Crossing	P21	Pl.6 to Down Fast	P10	Up Fast to Pl.3
JM_V78	Crossing	P10	Up Fast to Pl.3	P21	Pl.6 to Down Fast
JM_V79	Crossing	P20	Pl.5 to Down Fast	P09	Up Fast to Pl.2

Ref No.	Margin type	Train 1	Train 1 Movement	Train 2	Train 2 Movement
JM_V80	Crossing	P09	Up Fast to Pl.2	P20	Pl.5 to Down Fast
JM_V81	Crossing	P20	Pl.5 to Down Fast	P08	Up Fast to Pl.1
JM_V82	Crossing	P08	Up Fast to Pl.1	P20	Pl.5 to Down Fast
JM_V83	Crossing	P19	Pl.4 to Down Fast	P14	Up Fast to Pl.7
JM_V84	Crossing	P14	Up Fast to Pl.7	P19	Pl.4 to Down Fast
JM_V85	Crossing	P19	Pl.4 to Down Fast	P13	Up Fast to Pl.6
JM_V86	Crossing	P13	Up Fast to Pl.6	P19	Pl.4 to Down Fast
JM_V87	Crossing	P19	Pl.4 to Down Fast	P09	Up Fast to Pl.2
JM_V88	Crossing	P09	Up Fast to Pl.2	P19	Pl.4 to Down Fast
JM_V89	Crossing	P18	Pl.3 to Down Fast	P09	Up Fast to Pl.2
JM_V90	Crossing	P09	Up Fast to Pl.2	P18	Pl.3 to Down Fast
JM_V91	Crossing	P17	Pl.2 to Down Fast	P11	Up Fast to Pl.4
JM_V92	Crossing	P11	Up Fast to Pl.4	P17	Pl.2 to Down Fast
JM_V93	Crossing	P17	Pl.2 to Down Fast	P08	Up Fast to Pl.1
JM_V94	Crossing	P08	Up Fast to Pl.1	P17	Pl.2 to Down Fast
JM_V95	Crossing	P07	Up Slow to Pl.8	P30	Pl.7 to Down Slow
JM_V96	Crossing	P30	Pl.7 to Down Slow	P07	Up Slow to Pl.8
JM_V97	Crossing	P20	Pl.5 to Down Fast	P11	Up Fast to Pl.4
JM_V98	Crossing	P11	Up Fast to Pl.4	P20	Pl.5 to Down Fast

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