

# **Working Timetable**

# **5**

**12 January 2009**  
**until further notice**

**Private - for Staff use only**

# **Timetable**



# WATERLOO AND CITY LINE

## WORKING TIMETABLE No. 5

12th JANUARY 2009  
UNTIL FURTHER NOTICE

### CONTENTS

		Page
Distances and Running Times Between Waterloo and Bank.....		2
Revisions Incorporated in This Timetable .....		2
Summary of Train Service Intervals .....		2
Scheduled Passenger Kilometres .....		2
Routeing of Trains .....		2
Scheduled Trains in Service "Snapshots" .....		2
General Notes and Abbreviations .....		2
Arrangements for Platform Stabling Overnight at Bank.....		2
Depot Working	Mondays to Fridays .....	3
	Saturdays .....	3
Rolling Stock Working	Mondays to Fridays .....	3
	Saturdays .....	3
Train Service	Mondays to Fridays .....	4 to 9
	Saturdays .....	12 to 15

Compiled by John Heathcote  
Scheduling Services  
Operational Support  
London Underground Limited  
55 Broadway, London SW1H 0BD  
04 December 2008

HOWARD COLLINS  
*Chief Operating Officer*

*A.R. Vigor*

SCHEDULES MANAGER (TIMETABLES)

(680)

## DISTANCES AND RUNNING TIMES BETWEEN WATERLOO AND BANK

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

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

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

## REVISIONS INCORPORATED IN THIS TIMETABLE

### General

Running time from Waterloo Depot to Waterloo has been reduced from 2 minutes to 1½ minutes to reflect actual performance more accurately.

Stock moves have been added in throughout the week to facilitate the maintenance of rolling stock.

### Mondays to Fridays

During both peak periods service frequencies have been revised to 22 trains per hour and reduced between 09.30 and 10.30 to 17 trains per hour.

### Saturdays

The train, normally stabled at Bank throughout the day, will provide an earlier passenger service from Bank to Waterloo and remain in service throughout the day.

## SUMMARY OF TRAIN SERVICE INTERVALS

MONDAYS TO FRIDAYS				SATURDAYS
Morning Peak	Midday Off-Peak	Evening Peak	Evening Off-Peak	All Day
mins 2¾	mins 5	mins 2¾	mins 6 - 10	mins 5

## SCHEDULED KILOMETRES IN PASSENGER SERVICE

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

**Mondays to Fridays** 1063.38 kms per day.

**Saturdays** 557.22 kms

## ROUTEING OF TRAINS

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

## SCHEDULED TRAINS IN SERVICE "SNAPSHOTS"

	06.00	09.00	12.00	15.00	18.00	21.00	24.00
<b>Mondays to Fridays</b>	-	5	3	3	5	2	-
<b>Saturdays</b>	-	3	3	3	3	-	-

## GENERAL NOTES AND ABBREVIATIONS

<p><math>\Delta</math> - Train Operator 'steps back'.</p> <p><i>Ety</i> - Empty Train.</p> <p><i>Pfm</i> - Platform.</p> <p><i>Sdg</i> - Siding.</p> <p><b>BNKPFM</b> - Bank Platform.</p> <p><b>WLO DT</b> - Waterloo Depot.</p> <p>Shed - Waterloo Depot No. 2 and 3 Roads.</p> <p>25 - Waterloo Departure Platform No. 25 Road.</p> <p>26 - Waterloo Arrival Platform No. 26 Road.</p>	<p><b>MO</b> - Mondays only.</p> <p><b>MWO</b> - Mondays and Wednesdays only.</p> <p><b>MWX</b> - Mondays and Wednesdays excepted.</p> <p><b>Tho</b> - Thursdays only</p> <p><b>WO</b> - Wednesdays only.</p> <p><b>WX</b> - Wednesdays excepted.</p> <p><b>WFO</b> - Wednesdays and Fridays only.</p> <p><b>WFX</b> - Wednesdays and Fridays excepted.</p> <p><b>RR</b> - Runs when Required.</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

## ARRANGEMENTS FOR PLATFORM STABLING OVERNIGHT AT BANK

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

Night	Platform 7	Platform 8
Monday night / Tuesday morning		<b>Train</b>
Tuesday night / Wednesday morning	<b>Train</b>	
Wednesday night / Thursday morning		<b>Train</b>
Thursday night / Friday morning	<b>Train</b>	
Friday night / Monday morning	<b>Train</b>	

DEPOT WORKING				MONDAYS TO FRIDAYS			
Train No.	Start	Train No.	Finish	Train No.	Start	Train No.	Finish
<b>WATERLOO</b>				<b>BANK</b>			
206	05 15 26 ThO	206	05 17 ThO	202	05 55 7 MO	205	05 38 8 MO
205	05 30 MO	202	06 01 MO	205	06 43 7 WFO		
				205	06 43 8 WFX	205	21 12 7 MWX
203	06 12	204	09 41			205	21 12 8 MWO
201	06 18	205	10 36				
204	06 39	206	10 50 RR				
202	06 49	206	12 02 RR				
		206	13 02 RR				
206	10 45 RR	206	14 02 RR				
206	11 41 RR	206	15 02 RR				
206	12 41 RR						
206	13 41 RR	205	19 17				
206	14 41 RR	201	19 30				
		206	20 28 RR				
204	16 06	202	20 43				
205	16 15						
		204	21 46				
206	20 22 RR	203	21 52 26 WO				
205	21 05	203	21 56 WX				

DEPOT WORKING				SATURDAYS			
Train No.	Start	Train No.	Finish	Train No.	Start	Train No.	Finish
<b>WATERLOO</b>				<b>BANK</b>			
201	07 58	201	18 15	203	08 02 7	205	18 45 7
202	08 03	202	18 35				
		203	18 45				
205	18 38						

ROLLING STOCK WORKING				MONDAYS TO FRIDAYS			
Train No.	Start Morning	Finish Morning	Start Afternoon	Finish Evening	Start Night	Finish Night	
201	WLO DT 06 18	—	—	WLO DT 19 30			
202	WLO DT 06 49	—	—	WLO DT 20 43			
203	WLO DT 06 12	—	—	—	—	WLO DT 21 56	
204	WLO DT 06 39	WLO DT 09 41	WLO DT 16 06	—	—	WLO DT 21 46	
205	BNKPFM 06 43	WLO DT 10 36	WLO DT 16 15	WLO DT 19 17	WLO DT 21 05	BNKPFM 21 12	
DEPOT							
Waterloo	4	2	2	3	1	2	
Bank	1	—	—	—	—	1	
TOTAL	5	2	2	3	1	3	
TRAINS IN SERVICE	5	3	5	2	3	—	

ROLLING STOCK WORKING				SATURDAYS			
Train No.	Start Morning	Finish Afternoon	Start Evening	Finish Evening			
201	WLO DT 07 58	WLO DT 18 15					
202	WLO DT 08 03	—		WLO DT 18 35			
203	BNKPFM 08 02	—		WLO DT 18 45			
205			WLO DT 18 38	BNKPFM 18 45			
DEPOT							
Waterloo	2	1	1	2			
Bank	1	—	—	1			
TOTAL	3	1	1	3			
TRAINS IN SERVICE	3	2	3	—			

**MONDAYS TO FRIDAYS**

**WESTBOUND**

Train No. ....	206	202	203	203		201	201	203	203		201	201	205	205	204	203		201	202	205
Trip No. ....	1	1	3	4		3	4	7	8		7	8	3	2	2	10		10	3	5
Crew Running No. ....	10	10	2	2		3	3	6	6		2	2	1	1	4	7		3	6	5
Notes	Start Ety ThO	Start Ety MO	WFX	WFO		WFX	WFO	WFX	WFO		WFX	WFO	Start WFO	Start WFX						
Platform No. ....	7	7	7	8		7	8	7	8		7	8	7	8	7	7		7	7	7
BANK	05 55	06 21 <sup>1</sup>	06 21 <sup>1</sup>	06 21 <sup>1</sup>		06 26 <sup>1</sup>	06 26 <sup>1</sup>	06 35 <sup>1</sup>	06 35 <sup>1</sup>		06 40 <sup>1</sup>	06 40 <sup>1</sup>	06 43 <sup>1</sup>	06 43 <sup>1</sup>	06 48 <sup>1</sup>	06 51 <sup>1</sup>		06 54 <sup>1</sup>	06 57 <sup>1</sup>	07 00 <sup>1</sup>
WATERLOO {arr. ....	05 58	06 24 <sup>1</sup>	06 25 <sup>1</sup>	06 25 <sup>1</sup>		06 30 <sup>1</sup>	06 30 <sup>1</sup>	06 39 <sup>1</sup>	06 39 <sup>1</sup>		06 44 <sup>1</sup>	06 44 <sup>1</sup>	06 47 <sup>1</sup>	06 47 <sup>1</sup>	06 51 <sup>1</sup>	06 55 <sup>1</sup>		06 58 <sup>1</sup>	07 01 <sup>1</sup>	07 03 <sup>1</sup>
Waterloo Siding {dep. ....	05 59	06 25 <sup>1</sup>	06 26 <sup>1</sup>	06 26 <sup>1</sup>		06 31 <sup>1</sup>	06 31 <sup>1</sup>	06 41 <sup>1</sup>	06 41 <sup>1</sup>		06 45 <sup>1</sup>	06 45 <sup>1</sup>	06 48 <sup>1</sup>	06 48 <sup>1</sup>	06 53 <sup>1</sup>	06 56 <sup>1</sup>		06 59 <sup>1</sup>	07 02 <sup>1</sup>	07 05 <sup>1</sup>
Waterloo Depot	05 17	06 01				06 32 <sup>1</sup>	06 32 <sup>1</sup>	06 42 <sup>1</sup>	06 42 <sup>1</sup>		06 46 <sup>1</sup>	06 46 <sup>1</sup>	06 49 <sup>1</sup>	06 49 <sup>1</sup>	06 54 <sup>1</sup>	06 57 <sup>1</sup>		07 00 <sup>1</sup>	07 03 <sup>1</sup>	07 06 <sup>1</sup>
To form	Stop	Stop	06 28	06 28		06 33 <sup>1</sup>	06 33 <sup>1</sup>	06 44 <sup>1</sup>	06 44 <sup>1</sup>		06 47 <sup>1</sup>	06 47 <sup>1</sup>	06 52 <sup>1</sup>	06 52 <sup>1</sup>	06 55 <sup>1</sup>	06 58 <sup>1</sup>		07 01 <sup>1</sup>	07 04 <sup>1</sup>	07 06 <sup>1</sup>
By Crew Running No. ....			6	6		2	2	3	3		6	6	2	2	1	4		8	7	3

Train No. ....	204	203	201		202	205	204	203	201		202	205	204	203	201	202		205	204	203
Trip No. ....	4	12	12		5	7	6	14	14		7	9	8	16	16	9		11	10	18
Crew Running No. ....	2	1	4		8	7	3	6	5		2	1	4	8	7	3		6	5	2
Notes																				
Platform No. ....	7	7	7		7	7	7	7	7		7	7	7	7	7	7		7	7	7
BANK	07 03 <sup>1</sup>	07 06 <sup>1</sup>	07 08 <sup>1</sup>		07 11 <sup>1</sup>	07 14 <sup>1</sup>	07 17 <sup>1</sup>	07 19 <sup>1</sup>	07 22 <sup>1</sup>		07 25 <sup>1</sup>	07 28 <sup>1</sup>	07 30 <sup>1</sup>	07 33 <sup>1</sup>	07 36 <sup>1</sup>	07 39 <sup>1</sup>		07 41 <sup>1</sup>	07 44 <sup>1</sup>	07 47 <sup>1</sup>
WATERLOO {arr. ....	07 06 <sup>1</sup>	07 09 <sup>1</sup>	07 12 <sup>1</sup>		07 15 <sup>1</sup>	07 17 <sup>1</sup>	07 20 <sup>1</sup>	07 23 <sup>1</sup>	07 26 <sup>1</sup>		07 28 <sup>1</sup>	07 31 <sup>1</sup>	07 34 <sup>1</sup>	07 37 <sup>1</sup>	07 39 <sup>1</sup>	07 42 <sup>1</sup>		07 45 <sup>1</sup>	07 48 <sup>1</sup>	07 50 <sup>1</sup>
Waterloo Siding {dep. ....	07 07 <sup>1</sup>	07 10 <sup>1</sup>	07 13 <sup>1</sup>		07 16 <sup>1</sup>	07 18 <sup>1</sup>	07 21 <sup>1</sup>	07 24 <sup>1</sup>	07 27 <sup>1</sup>		07 29 <sup>1</sup>	07 32 <sup>1</sup>	07 35 <sup>1</sup>	07 38 <sup>1</sup>	07 40 <sup>1</sup>	07 43 <sup>1</sup>		07 46 <sup>1</sup>	07 49 <sup>1</sup>	07 51 <sup>1</sup>
Waterloo Depot	07 08 <sup>1</sup>	07 11 <sup>1</sup>	07 14 <sup>1</sup>		07 17 <sup>1</sup>	07 19 <sup>1</sup>	07 22 <sup>1</sup>	07 25 <sup>1</sup>	07 28 <sup>1</sup>		07 30 <sup>1</sup>	07 33 <sup>1</sup>	07 36 <sup>1</sup>	07 39 <sup>1</sup>	07 41 <sup>1</sup>	07 44 <sup>1</sup>		07 47 <sup>1</sup>	07 50 <sup>1</sup>	07 52 <sup>1</sup>
To form	07 09 <sup>1</sup>	07 12 <sup>1</sup>	07 15 <sup>1</sup>		07 17 <sup>1</sup>	07 20 <sup>1</sup>	07 23 <sup>1</sup>	07 26 <sup>1</sup>	07 28 <sup>1</sup>		07 31 <sup>1</sup>	07 34 <sup>1</sup>	07 37 <sup>1</sup>	07 39 <sup>1</sup>	07 42 <sup>1</sup>	07 45 <sup>1</sup>		07 48 <sup>1</sup>	07 50 <sup>1</sup>	07 53 <sup>1</sup>
By Crew Running No. ....	6	5	2		1	4	8	7	3		6	5	2	1	4	8		7	3	6

Train No. ....	201	202	205		204	203	201	202	205		204	203	201	202	205	204		203	201	202
Trip No. ....	18	11	13		12	20	20	13	15		14	22	22	15	17	16		24	24	17
Crew Running No. ....	1	4	8		7	3	6	5	2		1	4	8	7	3	6		5	2	1
Notes																				
Platform No. ....	7	7	7		7	7	7	7	7		7	7	7	7	7	7		7	7	7
BANK	07 50 <sup>1</sup>	07 52 <sup>1</sup>	07 55 <sup>1</sup>		07 58 <sup>1</sup>	08 01 <sup>1</sup>	08 03 <sup>1</sup>	08 06 <sup>1</sup>	08 09 <sup>1</sup>		08 12 <sup>1</sup>	08 14 <sup>1</sup>	08 17 <sup>1</sup>	08 20 <sup>1</sup>	08 23 <sup>1</sup>	08 25 <sup>1</sup>		08 28 <sup>1</sup>	08 31 <sup>1</sup>	08 34 <sup>1</sup>
WATERLOO {arr. ....	07 53 <sup>1</sup>	07 56 <sup>1</sup>	07 59 <sup>1</sup>		08 01 <sup>1</sup>	08 04 <sup>1</sup>	08 07 <sup>1</sup>	08 10 <sup>1</sup>	08 12 <sup>1</sup>		08 15 <sup>1</sup>	08 18 <sup>1</sup>	08 21 <sup>1</sup>	08 23 <sup>1</sup>	08 26 <sup>1</sup>	08 29 <sup>1</sup>		08 32 <sup>1</sup>	08 34 <sup>1</sup>	08 37 <sup>1</sup>
Waterloo Siding {dep. ....	07 54 <sup>1</sup>	07 57 <sup>1</sup>	08 00 <sup>1</sup>		08 02 <sup>1</sup>	08 05 <sup>1</sup>	08 08 <sup>1</sup>	08 11 <sup>1</sup>	08 13 <sup>1</sup>		08 16 <sup>1</sup>	08 19 <sup>1</sup>	08 22 <sup>1</sup>	08 24 <sup>1</sup>	08 27 <sup>1</sup>	08 30 <sup>1</sup>		08 33 <sup>1</sup>	08 35 <sup>1</sup>	08 38 <sup>1</sup>
Waterloo Depot	07 55 <sup>1</sup>	07 58 <sup>1</sup>	08 01 <sup>1</sup>		08 03 <sup>1</sup>	08 06 <sup>1</sup>	08 09 <sup>1</sup>	08 12 <sup>1</sup>	08 14 <sup>1</sup>		08 17 <sup>1</sup>	08 20 <sup>1</sup>	08 23 <sup>1</sup>	08 25 <sup>1</sup>	08 28 <sup>1</sup>	08 31 <sup>1</sup>		08 34 <sup>1</sup>	08 36 <sup>1</sup>	08 39 <sup>1</sup>
To form	07 56 <sup>1</sup>	07 59 <sup>1</sup>	08 01 <sup>1</sup>		08 04 <sup>1</sup>	08 07 <sup>1</sup>	08 10 <sup>1</sup>	08 12 <sup>1</sup>	08 15 <sup>1</sup>		08 18 <sup>1</sup>	08 21 <sup>1</sup>	08 23 <sup>1</sup>	08 26 <sup>1</sup>	08 29 <sup>1</sup>	08 32 <sup>1</sup>		08 34 <sup>1</sup>	08 37 <sup>1</sup>	08 40 <sup>1</sup>
By Crew Running No. ....	5	2	1		4	8	7	3	6		5	2	1	4	8	7		3	6	5

Train No. ....	205	204	203		201	202	205	204	203		201	202	205	204	203	201		202	205	204
Trip No. ....	19	18	26		26	19	21	20	28		28	21	23	22	30	30		23	25	24
Crew Running No. ....	4	8	7		3	6	5	2	1		4	8	7	3	6	5		2	1	4
Notes																				
Platform No. ....	7	7	7		7	7	7	7	7		7	7	7	7	7	7		7	7	7
BANK	08 36 <sup>1</sup>	08 39 <sup>1</sup>	08 42 <sup>1</sup>		08 45 <sup>1</sup>	08 47 <sup>1</sup>	08 50 <sup>1</sup>	08 53 <sup>1</sup>	08 56 <sup>1</sup>		08 58 <sup>1</sup>	09 01 <sup>1</sup>	09 04 <sup>1</sup>	09 07 <sup>1</sup>	09 09 <sup>1</sup>	09 12 <sup>1</sup>		09 15 <sup>1</sup>	09 18 <sup>1</sup>	09 20 <sup>1</sup>
WATERLOO {arr. ....	08 40 <sup>1</sup>	08 43 <sup>1</sup>	08 45 <sup>1</sup>		08 48 <sup>1</sup>	08 51 <sup>1</sup>	08 54 <sup>1</sup>	08 56 <sup>1</sup>	08 59 <sup>1</sup>		09 02 <sup>1</sup>	09 05 <sup>1</sup>	09 07 <sup>1</sup>	09 10 <sup>1</sup>	09 13 <sup>1</sup>	09 16 <sup>1</sup>		09 18 <sup>1</sup>	09 21 <sup>1</sup>	09 24 <sup>1</sup>
Waterloo Siding {dep. ....	08 41 <sup>1</sup>	08 44 <sup>1</sup>	08 46 <sup>1</sup>		08 49 <sup>1</sup>	08 52 <sup>1</sup>	08 55 <sup>1</sup>	08 57 <sup>1</sup>	09 00 <sup>1</sup>		09 03 <sup>1</sup>	09 06 <sup>1</sup>	09 08 <sup>1</sup>	09 11 <sup>1</sup>	09 14 <sup>1</sup>	09 17 <sup>1</sup>		09 19 <sup>1</sup>	09 22 <sup>1</sup>	09 25 <sup>1</sup>
Waterloo Depot	08 42 <sup>1</sup>	08 45 <sup>1</sup>	08 47 <sup>1</sup>		08 50 <sup>1</sup>	08 53 <sup>1</sup>	08 56 <sup>1</sup>	08 58 <sup>1</sup>	09 01 <sup>1</sup>		09 04 <sup>1</sup>	09 07 <sup>1</sup>	09 09 <sup>1</sup>	09 12 <sup>1</sup>	09 15 <sup>1</sup>	09 18 <sup>1</sup>		09 20 <sup>1</sup>	09 23 <sup>1</sup>	09 26 <sup>1</sup>
To form	08 43 <sup>1</sup>	08 45 <sup>1</sup>	08 48 <sup>1</sup>		08 51 <sup>1</sup>	08 54 <sup>1</sup>	08 56 <sup>1</sup>	08 59 <sup>1</sup>	09 02 <sup>1</sup>		09 05 <sup>1</sup>	09 07 <sup>1</sup>	09 10 <sup>1</sup>	09 13 <sup>1</sup>	09 16 <sup>1</sup>	09 18 <sup>1</sup>		09 21 <sup>1</sup>	09 24 <sup>1</sup>	09 27 <sup>1</sup>
By Crew Running No. ....	2	1	4		8	7	3	6	5		2	1	4	8	7	3		6	5	2

Train No. ....	203	201	202		205	204	203	201	202		205	203	201	202	205	203		201	202	205
Trip No. ....	32	32	25		27	26	34	34	27		29	36	36	29	31	38		38	31	33
Crew Running No. ....	8	7	3		6	5	2	1	4		8	7	3	6	2	1		4	8	7
Notes																				
Platform No. ....	7	7	7		7	7	7	7	7		7	7	7	7	7	7		7	7	7
BANK	09 23 <sup>1</sup>	09 26 <sup>1</sup>	09 29 <sup>1</sup>		09 31 <sup>1</sup>	09 34 <sup>1</sup>	09 37 <sup>1</sup>	09 40 <sup>1</sup>	09 43 <sup>1</sup>		09 46 <sup>1</sup>	09 50 <sup>1</sup>	09 53 <sup>1</sup>	09 57 <sup>1</sup>	10 00 <sup>1</sup>	10 04 <sup>1</sup>		10 07 <sup>1</sup>	10 11 <sup>1</sup>	10 14 <sup>1</sup>
WATERLOO {arr. ....	09 27 <sup>1</sup>	09 29 <sup>1</sup>	09 32 <sup>1</sup>		09 35 <sup>1</sup>	09 38 <sup>1</sup>	09 41 <sup>1</sup>	09 43 <sup>1</sup>	09 46 <sup>1</sup>		09 50 <sup>1</sup>	09 54 <sup>1</sup>	09 57 <sup>1</sup>	10 00 <sup>1</sup>	10 04 <sup>1</sup>	10 07 <sup>1</sup>		10 11 <sup>1</sup>	10 14 <sup>1</sup>	10 18 <sup>1</sup>
Waterloo Siding {dep. ....	09 28 <sup>1</sup>	09 30 <sup>1</sup>	09 33 <sup>1</sup>		09 36 <sup>1</sup>	09 39 <sup>1</sup>	09 41 <sup>1</sup>	09 44 <sup>1</sup>	09 47 <sup>1</sup>		09 50 <sup>1</sup>	09 54 <sup>1</sup>	09 57 <sup>1</sup>	10 01 <sup>1</sup>	10 04 <sup>1</sup>	10 08 <sup>1</sup>		10 11 <sup>1</sup>	10 15 <sup>1</sup>	10 18 <sup>1</sup>
Waterloo Depot	09 29 <sup>1</sup>	09 31 <sup>1</sup>	09 34 <sup>1</sup>		09 37 <sup>1</sup>	09 41	09 42 <sup>1</sup>	09 45 <sup>1</sup>	09 48 <sup>1</sup>		09 51 <sup>1</sup>	09 55 <sup>1</sup>	09 58 <sup>1</sup>	10 02 <sup>1</sup>	10 05 <sup>1</sup>	10 09 <sup>1</sup>		10 12 <sup></sup>		

# EASTBOUND

# MONDAYS TO FRIDAYS

Train No. ....	205	203	203		201	201	203	203	201	201		204	203	201	202	205		204	203	201
Trip No. ....	1	2	1		2	1	6	5	6	5		1	9	9	2	4		3	11	11
Crew Running No. ....	10	2	2		3	3	6	6	2	2		4	3	6	5	2		1	4	8
Notes .....	Start Ety MO	Start WFO	Start WFX		Start WFO	Start WFX	WFO	WFX	WFO	WFX		Start			Start					
Waterloo Depot	05 30	06 12	06 12	...	06 18	06 18					...	06 39			06 49½		...			
Waterloo Siding				...			06 28	06 28	06 33½	06 33½	...		06 44½	06 47		06 52½		06 55½	06 58½	07 01½
WATERLOO	{ arr. 05 31½	06 13½	06 13½	...	06 19½	06 19½	06 28½	06 28½	06 34½	06 34½	...	06 40½	06 45	06 47½	06 50½	06 53½	...	06 56½	06 59½	07 02½
BANK	{ dep. 05 34	06 15	06 15	...	06 20½	06 20½	06 29½	06 29½	06 34½	06 34½	...	06 41½	06 45½	06 48½	06 51½	06 54½	...	06 57½	07 00½	07 03½
Platform No. ....	05 38	06 19	06 19½	...	06 24½	06 24½	06 33½	06 33½	06 38½	06 39	...	06 46	06 50	06 52½	06 56	06 59	...	07 02	07 04½	07 07½
To form	Stop	06 21½	06 21½	...	06 26½	06 26½	06 35½	06 35½	06 40½	06 40½	...	06 48	06 51½	06 54½	06 57½	07 00½	...	07 03½	07 06	07 08½
By Crew Running No. ....													7	3	6	5		2	1	4

Train No. ....	202	205	204		203	201	202	205	204		203	201	202	205	204	203		201	202	205
Trip No. ....	4	6	5		13	13	6	8	7		15	15	8	10	9	17		17	10	12
Crew Running No. ....	7	3	6		5	2	1	4	8		7	3	6	5	2	1		4	8	7
Notes .....																				
Waterloo Depot	07 04	07 06½	07 09½	...	07 12½	07 15	07 17½	07 20½	07 23½	...	07 26	07 28½	07 31½	07 34½	07 37	07 39½	...	07 42½	07 45½	07 48
Waterloo Siding	{ arr. 07 04½	07 07½	07 10½	...	07 13	07 15½	07 18½	07 21½	07 24	...	07 26½	07 29½	07 32½	07 35	07 37½	07 40½	...	07 43½	07 46	07 48½
WATERLOO	{ dep. 07 06	07 08½	07 11½	...	07 14½	07 17	07 19½	07 22½	07 25½	...	07 28	07 30½	07 33½	07 36½	07 39	07 41½	...	07 44½	07 47½	07 50
BANK	07 10½	07 13	07 15½	...	07 18½	07 21½	07 24	07 26½	07 29½	...	07 32½	07 35	07 37½	07 40½	07 43	07 46	...	07 48½	07 51½	07 54½
Platform No. ....	7	7	7	...	7	7	7	7	7	...	7	7	7	7	7	7	...	7	7	7
To form	07 11½	07 14½	07 17	...	07 19½	07 22½	07 25½	07 28	07 30½	...	07 33½	07 36½	07 39	07 41½	07 44½	07 47½	...	07 50	07 52½	07 55½
By Crew Running No. ....	8	7	3		6	5	2	1	4		8	7	3	6	5	2		1	4	8

Train No. ....	204	203	201		202	205	204	203	201		202	205	204	203	201	202		205	204	203
Trip No. ....	11	19	19		12	14	13	21	21		14	16	15	23	23	16		18	17	25
Crew Running No. ....	3	6	5		2	1	4	8	7		3	6	5	2	1	4		8	7	3
Notes .....																				
Waterloo Depot	07 50½	07 53½	07 56½	...	07 59	08 01½	08 04½	08 07½	08 10	...	08 12½	08 15½	08 18½	08 21	08 23½	08 26½	...	08 29½	08 32	08 34½
Waterloo Siding	{ arr. 07 51½	07 54½	07 57	...	07 59½	08 02½	08 05½	08 08	08 10½	...	08 13½	08 16½	08 19	08 21½	08 24½	08 27½	...	08 30½	08 32½	08 35½
WATERLOO	{ dep. 07 52½	07 55½	07 58½	...	08 01	08 03½	08 06½	08 09½	08 12	...	08 14½	08 17½	08 20½	08 23	08 25½	08 28½	...	08 31½	08 34	08 36½
BANK	07 57	07 59½	08 02½	...	08 05½	08 08	08 10½	08 13½	08 16½	...	08 19	08 21½	08 24½	08 27½	08 30	08 32½	...	08 35½	08 38	08 41
Platform No. ....	7	7	7	...	7	7	7	7	7	...	7	7	7	7	7	7	...	7	7	7
To form	07 58½	08 01	08 03½	...	08 06½	08 09½	08 12	08 14½	08 17½	...	08 20½	08 23	08 25½	08 28½	08 31½	08 34	...	08 36½	08 39½	08 42½
By Crew Running No. ....	7	3	6		5	2	1	4	8		7	3	6	5	2	1		4	8	7

Train No. ....	201	202	205		204	203	201	202	205		204	203	201	202	205	204		203	201	202
Trip No. ....	25	18	20		19	27	27	20	22		21	29	29	22	24	23		31	31	24
Crew Running No. ....	6	5	2		1	4	8	7	3		6	5	2	1	4	8		7	3	6
Notes .....																				
Waterloo Depot	08 37½	08 40½	08 43	...	08 45½	08 48½	08 51½	08 54	08 56½	...	08 59½	09 02½	09 05	09 07½	09 10½	09 13½	...	09 16	09 18½	09 21½
Waterloo Siding	{ arr. 08 38½	08 41	08 43½	...	08 46½	08 49½	08 52	08 54½	08 57½	...	09 00½	09 03	09 05½	09 08½	09 11½	09 14	...	09 16½	09 19½	09 22½
WATERLOO	{ dep. 08 39½	08 42½	08 45	...	08 47½	08 50½	08 53½	08 56	08 58½	...	09 01½	09 04½	09 07	09 09½	09 12½	09 15½	...	09 18	09 20½	09 23½
BANK	08 43½	08 46½	08 49½	...	08 52	08 54½	08 57½	09 00½	09 03	...	09 05½	09 08½	09 11½	09 14	09 16½	09 19½	...	09 22½	09 25	09 27½
Platform No. ....	7	7	7	...	7	7	7	7	7	...	7	7	7	7	7	7	...	7	7	7
To form	08 45	08 47½	08 50½	...	08 53½	08 56	08 58½	09 01½	09 04½	...	09 07	09 09½	09 12½	09 15½	09 18	09 20½	...	09 23½	09 26½	09 29
By Crew Running No. ....	3	6	5		2	1	4	8	7		3	6	5	2	1	4		8	7	3

Train No. ....	205	204	203		201	202	205	203	201		202	205	203	201	202	205		203	201	202
Trip No. ....	26	25	33		33	26	28	35	35		28	30	37	37	30	32		39	39	32
Crew Running No. ....	5	2	1		4	8	7	3	6		2	1	4	8	7	3		6	2	1
Notes .....																				
Waterloo Depot	09 24½	09 27	09 29½	...	09 32½	09 35½	09 38	09 43½	09 46½	...	09 49½	09 52½	09 56½	09 59½	10 02½	10 06½	...	10 10	10 13½	10 17½
Waterloo Siding	{ arr. 09 25	09 27½	09 30½	...	09 33½	09 36	09 38½	09 44½	09 47	...	09 50	09 53½	09 57½	10 00½	10 03½	10 07	...	10 10½	10 14	10 18
WATERLOO	{ dep. 09 26½	09 29	09 31½	...	09 34½	09 37	09 41	09 45½	09 48	...	09 51½	09 55	09 58½	10 02	10 05½	10 09	...	10 12½	10 16	10 19½
BANK	09 30½	09 33	09 36	...	09 38½	09 41½	09 45½	09 49½	09 52½	...	09 55½	09 59	10 02½	10 06½	10 09½	10 13½	...	10 16½	10 20	10 23½
Platform No. ....	7	7	7	...	7	7	7	7	7	...	7	7	7	7	7	7	...	7	7	7
To form	09 31½	09 34	09 37½	...	09 40	09 43½	09 46½	09 50	09 53½	...	09 57	10 00½	10 04	10 07½	10 11	10 14½	...	10 18	10 21½	10 25
By Crew Running No. ....	6	5	2		1	4	8	7	3		6	2	1	4	8	7		3	6	2

MONDAYS TO FRIDAYS										WESTBOUND										
Train No. ....	203	201	202		205	203	201	202	206		203	201	202	203	201	202		203	201	202
Trip No. ....	40	40	33		35	42	42	35	3		44	44	37	46	46	39		48	48	41
Crew Running No. ....	3	6	2		1	7	3	6	10		2	7	3	6	2	7		3	6	2
Notes									RR Ety											
Platform No. ....	7	7	7		7	7	8	8			8	8	8	8	8	8		8	8	8
BANK	10 18	10 21	10 25	...	10 28	10 32	10 37	10 42	...		10 47	10 52	10 57	11 02	11 07	11 12	...	11 17	11 22	11 27
WATERLOO {arr. ....	10 21	10 25	10 28	...	10 32	10 36	10 41	10 46	Pfm 25		10 51	10 56	11 01	11 06	11 11	11 16	...	11 21	11 26	11 31
WATERLOO {dep. ....	10 22	10 25	10 29	...	10 34	10 37	10 42	10 47	10 48		10 52	10 57	11 02	11 07	11 12	11 17	...	11 22	11 27	11 32
Waterloo Siding	10 23	10 26	10 30	...	10 36	10 38	10 43	10 48	10 49		10 53	10 58	11 03	11 08	11 13	11 18	...	11 23	11 28	11 33
Waterloo Depot				...					Shed Rd								...			
To form	10 24	10 27	10 31	...	Stop	10 39	10 44	10 50	11 41		10 54	10 59	11 04	11 09	11 14	11 19	...	11 24	11 29	11 34
By Crew Running No. ....	7	3	6		2	7	3	6		6	2	7	3	6	2			7	3	6

Train No. ....	203	201	202		203	201	206	202	203		201	202	203	201	202	203		201	202	203
Trip No. ....	50	50	43		52	52	5	45	54		54	47	56	56	49	58		58	51	60
Crew Running No. ....	7	3	6		2	7	10	3	6		2	7	3	6	2	7		3	6	2
Notes							RR Ety													
Platform No. ....	8	8	8		8	8	7	8	8		8	8	8	8	8	8		8	8	8
BANK	11 32	11 37	11 42	...	11 47	11 52	11 55	11 58	12 02	...	12 07	12 12	12 17	12 22	12 27	12 32	...	12 37	12 42	12 47
WATERLOO {arr. ....	11 36	11 41	11 46	...	11 51	11 56	11 58	12 02	12 06	...	12 11	12 16	12 21	12 26	12 31	12 36	...	12 41	12 46	12 51
WATERLOO {dep. ....	11 37	11 42	11 47	...	11 52	11 57	12 00	12 03	12 07	...	12 12	12 17	12 22	12 27	12 32	12 37	...	12 42	12 47	12 52
Waterloo Siding	11 38	11 43	11 48	...	11 53	11 58	—	12 04	12 08	...	12 13	12 18	12 23	12 28	12 33	12 38	...	12 43	12 48	12 53
Waterloo Depot				...			12 02			...							...			
To form	11 39	11 44	11 49	...	11 54	11 59	12 41	12 05	12 09	...	12 14	12 19	12 24	12 29	12 34	12 39	...	12 44	12 49	12 54
By Crew Running No. ....	2	7	3		6	2	12	7	3		6	2	7	3	6	2		7	3	6

Train No. ....	201	206	202		203	201	202	203	201		202	203	201	202	203	201		206	202	203
Trip No. ....	60	7	53		62	62	55	64	64		57	66	66	59	68	68		9	61	70
Crew Running No. ....	7	10	3		6	2	7	3	6		2	7	3	6	2	7		10	3	6
Notes		RR Ety																RR Ety		
Platform No. ....	8	7	8		8	8	8	8	8		8	8	8	8	8	8		7	8	8
BANK	12 52	12 55	12 58	...	13 02	13 07	13 12	13 17	13 22	...	13 27	13 32	13 37	13 42	13 47	13 52	...	13 55	13 58	14 02
WATERLOO {arr. ....	12 56	12 58	13 02	...	13 06	13 11	13 16	13 21	13 26	...	13 31	13 36	13 41	13 46	13 51	13 56	...	13 58	14 02	14 06
WATERLOO {dep. ....	12 57	13 00	13 03	...	13 07	13 12	13 17	13 22	13 27	...	13 32	13 37	13 42	13 47	13 52	13 57	...	14 00	14 03	14 07
Waterloo Siding	12 58	—	13 04	...	13 08	13 13	13 18	13 23	13 28	...	13 33	13 38	13 43	13 48	13 53	13 58	...	—	14 04	14 08
Waterloo Depot		13 02		...						...							...	14 02		
To form	12 59	13 41	13 05	...	13 09	13 14	13 19	13 24	13 29	...	13 34	13 39	13 44	13 49	13 54	13 59	...	14 41	14 05	14 09
By Crew Running No. ....	2		7		3	6	2	7	3		6	2	7	3	6	2		10	3	6

Train No. ....	201	202	203		201	202	203	201	202		203	201	206	202	203	201		202	203	201
Trip No. ....	70	63	72		72	65	74	74	67		76	76	11	69	78	78		71	80	80
Crew Running No. ....	2	7	3		6	2	7	3	6		2	7	10	3	6	2		7	3	6
Notes													RR Ety							
Platform No. ....	8	8	8		8	8	8	8	8		8	8	7	8	8	8		8	8	8
BANK	14 07	14 12	14 17	...	14 22	14 27	14 32	14 37	14 42	...	14 47	14 52	14 55	14 58	15 02	15 07	...	15 12	15 17	15 22
WATERLOO {arr. ....	14 11	14 16	14 21	...	14 26	14 31	14 36	14 41	14 46	...	14 51	14 56	14 58	15 02	15 06	15 11	...	15 16	15 21	15 26
WATERLOO {dep. ....	14 12	14 17	14 22	...	14 27	14 32	14 37	14 42	14 47	...	14 52	14 57	15 00	15 03	15 07	15 12	...	15 17	15 22	15 27
Waterloo Siding	14 13	14 18	14 23	...	14 28	14 33	14 38	14 43	14 48	...	14 53	14 58	—	15 04	15 08	15 13	...	15 18	15 23	15 28
Waterloo Depot				...						...			15 02				...			
To form	14 14	14 19	14 24	...	14 29	14 34	14 39	14 44	14 49	...	14 54	14 59	Stop	15 05	15 09	15 14	...	15 19	15 24	15 29
By Crew Running No. ....	6	2	7		3	6	2	7	3		6	2		7	3	6		2	7	3

Train No. ....	202	203	201	202		203	201	202	203	201	202	204	203	201		205	202	204	203	201
Trip No. ....	73	82	82	75		84	84	77	86	86	79	28	88	88		37	81	30	90	90
Crew Running No. ....	2	7	3	6		2	7	3	6	2	7	5	8	3		6	1	2	7	5
Notes																				
Platform No. ....	8	8	8	8		8	8	8	8	8	7	7	7	7		7	7	7	7	7
BANK	15 27	15 32	15 37	15 42	...	15 47	15 52	15 57	16 02	16 07	16 11	16 15	16 18	16 21	...	16 24	16 27	16 30	16 32	16 35
WATERLOO {arr. ....	15 31	15 36	15 41	15 46	...	15 51	15 56	16 01	16 06	16 11	16 15	16 18	16 21	16 24	...	16 27	16 30	16 33	16 36	16 39
WATERLOO {dep. ....	15 32	15 37	15 42	15 47	...	15 52	15 57	16 02	16 07	16 12	16 17	16 20	16 23	16 26	...	16 29	16 32	16 34	16 37	16 40
Waterloo Siding	15 33	15 38	15 43	15 48	...	15 53	15 58	16 03	16 08	16 13	16 18	16 21	16 24	16 27	...	16 30	16 33	16 35	16 38	16 41
Waterloo Depot					...										...					
To form	15 34	15 39	15 44	15 49	...	15 54	15 59	16 04	16 09	16 14	16 19	16 22	16 25	16 28	...	16 31	16 33	16 36	16 39	16 42
By Crew Running No. ....	6	2	7	3		6	2	7	3	6	2	7	5	8		3	6	1	4	2

### EASTBOUND

### MONDAYS TO FRIDAYS

Train No. ....	205	203	201		202	203	201	206	202		203	201	202	203	201	202		203	201	202
Trip No. ....	34	41	41		34	43	43	2	36		45	45	38	47	47	40		49	49	42
Crew Running No. ....	8	7	3		6	2	7	10	3		6	2	7	3	6	2		7	3	6
Notes ....								Start RR Ety												
Waterloo Depot								10 45 $\frac{1}{2}$												
Waterloo Siding	10 20 $\frac{1}{2}$	10 24 $\frac{1}{2}$	10 27 $\frac{1}{2}$		10 31 $\frac{1}{2}$	10 39 $\frac{1}{2}$	10 44 $\frac{1}{2}$	—	10 50		10 54 $\frac{1}{2}$	10 59 $\frac{1}{2}$	11 04 $\frac{1}{2}$	11 09 $\frac{1}{2}$	11 14 $\frac{1}{2}$	11 19 $\frac{1}{2}$		11 24 $\frac{1}{2}$	11 29 $\frac{1}{2}$	11 34 $\frac{1}{2}$
WATERLOO {arr. ....	10 21 $\frac{1}{2}$	10 25 $\frac{1}{2}$	10 28 $\frac{1}{2}$		10 32 $\frac{1}{2}$	10 40 $\frac{1}{2}$	10 45 $\frac{1}{2}$	10 47 $\frac{1}{2}$	10 50 $\frac{1}{2}$		10 55 $\frac{1}{2}$	11 00 $\frac{1}{2}$	11 05 $\frac{1}{2}$	11 10 $\frac{1}{2}$	11 15 $\frac{1}{2}$	11 20 $\frac{1}{2}$		11 25 $\frac{1}{2}$	11 30 $\frac{1}{2}$	11 35 $\frac{1}{2}$
BANK {dep. ....	10 23 $\frac{1}{2}$	10 26 $\frac{1}{2}$	10 30 $\frac{1}{2}$		10 35 $\frac{1}{2}$	10 40 $\frac{1}{2}$	10 45 $\frac{1}{2}$	—	10 51 $\frac{1}{2}$		10 55 $\frac{1}{2}$	11 00 $\frac{1}{2}$	11 05 $\frac{1}{2}$	11 10 $\frac{1}{2}$	11 15 $\frac{1}{2}$	11 20 $\frac{1}{2}$		11 25 $\frac{1}{2}$	11 30 $\frac{1}{2}$	11 35 $\frac{1}{2}$
BANK Platform No. ....	7	7	8		8	8	8	—	8		8	8	8	8	8	8		8	8	8
To form	10 28 $\frac{1}{2}$	10 32 $\frac{1}{2}$	10 37 $\frac{1}{2}$		10 42 $\frac{1}{2}$	10 47 $\frac{1}{2}$	10 52 $\frac{1}{2}$	10 48 $\frac{1}{2}$	10 57 $\frac{1}{2}$		11 02 $\frac{1}{2}$	11 07 $\frac{1}{2}$	11 12 $\frac{1}{2}$	11 17 $\frac{1}{2}$	11 22 $\frac{1}{2}$	11 27 $\frac{1}{2}$		11 32 $\frac{1}{2}$	11 37 $\frac{1}{2}$	11 42 $\frac{1}{2}$
By Crew Running No. ....	1																			

Train No. ....	203	206	201		202	203	201	202	203		201	202	203	201	202	203		206	201	202
Trip No. ....	51	4	51		44	53	53	46	55		55	48	57	57	50	59		6	59	52
Crew Running No. ....	2	10	7		3	6	2	7	3		6	2	7	3	6	2		10	7	3
Notes ....		RR Ety																RR Ety		
Waterloo Depot		11 41			11 49 $\frac{1}{2}$	11 54 $\frac{1}{2}$	11 59 $\frac{1}{2}$	12 05 $\frac{1}{2}$	12 09 $\frac{1}{2}$		12 14 $\frac{1}{2}$	12 19 $\frac{1}{2}$	12 24 $\frac{1}{2}$	12 29 $\frac{1}{2}$	12 34 $\frac{1}{2}$	12 39 $\frac{1}{2}$		12 41		
Waterloo Siding	11 39 $\frac{1}{2}$	—	11 44 $\frac{1}{2}$		11 50 $\frac{1}{2}$	11 55 $\frac{1}{2}$	11 59 $\frac{1}{2}$	12 06 $\frac{1}{2}$	12 10 $\frac{1}{2}$		12 15 $\frac{1}{2}$	12 20 $\frac{1}{2}$	12 25 $\frac{1}{2}$	12 30 $\frac{1}{2}$	12 35 $\frac{1}{2}$	12 40 $\frac{1}{2}$		—	12 44 $\frac{1}{2}$	12 49 $\frac{1}{2}$
WATERLOO {arr. ....	11 40 $\frac{1}{2}$	11 42 $\frac{1}{2}$	11 45 $\frac{1}{2}$		11 51 $\frac{1}{2}$	11 56 $\frac{1}{2}$	12 00 $\frac{1}{2}$	12 06 $\frac{1}{2}$	12 10 $\frac{1}{2}$		12 15 $\frac{1}{2}$	12 20 $\frac{1}{2}$	12 25 $\frac{1}{2}$	12 30 $\frac{1}{2}$	12 35 $\frac{1}{2}$	12 40 $\frac{1}{2}$		12 42 $\frac{1}{2}$	12 45 $\frac{1}{2}$	12 50 $\frac{1}{2}$
BANK {dep. ....	11 44 $\frac{1}{2}$	11 47 $\frac{1}{2}$	11 50 $\frac{1}{2}$		11 55 $\frac{1}{2}$	12 00 $\frac{1}{2}$	12 04 $\frac{1}{2}$	12 10 $\frac{1}{2}$	12 14 $\frac{1}{2}$		12 19 $\frac{1}{2}$	12 24 $\frac{1}{2}$	12 29 $\frac{1}{2}$	12 34 $\frac{1}{2}$	12 39 $\frac{1}{2}$	12 44 $\frac{1}{2}$		12 43 $\frac{1}{2}$	12 46 $\frac{1}{2}$	12 51 $\frac{1}{2}$
BANK Platform No. ....	8	7	8		8	8	8	8	8		8	8	8	8	8	8		7	8	8
To form	11 47 $\frac{1}{2}$	11 55 $\frac{1}{2}$	11 52 $\frac{1}{2}$		11 58 $\frac{1}{2}$	12 02 $\frac{1}{2}$	12 07 $\frac{1}{2}$	12 12 $\frac{1}{2}$	12 17 $\frac{1}{2}$		12 22 $\frac{1}{2}$	12 27 $\frac{1}{2}$	12 32 $\frac{1}{2}$	12 37 $\frac{1}{2}$	12 42 $\frac{1}{2}$	12 47 $\frac{1}{2}$		12 55 $\frac{1}{2}$	12 52 $\frac{1}{2}$	12 58 $\frac{1}{2}$
By Crew Running No. ....																				

Train No. ....	203	201	202		203	201	202	203	201		202	203	206	201	202	203		201	202	203
Trip No. ....	61	61	54		63	63	56	65	65		58	67	8	67	60	69		69	62	71
Crew Running No. ....	6	2	7		3	6	2	7	3		6	2	10	7	3	6		2	7	3
Notes ....													RR Ety							
Waterloo Depot		12 59	13 05 $\frac{1}{2}$		13 09 $\frac{1}{2}$	13 14 $\frac{1}{2}$	13 19 $\frac{1}{2}$	13 24 $\frac{1}{2}$	13 29 $\frac{1}{2}$		13 34 $\frac{1}{2}$	13 39 $\frac{1}{2}$	13 41	13 44 $\frac{1}{2}$	13 49 $\frac{1}{2}$	13 54 $\frac{1}{2}$		13 59	14 05 $\frac{1}{2}$	14 09 $\frac{1}{2}$
Waterloo Siding	12 54 $\frac{1}{2}$	—	13 06 $\frac{1}{2}$		13 10 $\frac{1}{2}$	13 15 $\frac{1}{2}$	13 20 $\frac{1}{2}$	13 25 $\frac{1}{2}$	13 30 $\frac{1}{2}$		13 35 $\frac{1}{2}$	13 40 $\frac{1}{2}$	13 42 $\frac{1}{2}$	13 45 $\frac{1}{2}$	13 50 $\frac{1}{2}$	13 55 $\frac{1}{2}$		13 59 $\frac{1}{2}$	14 06 $\frac{1}{2}$	14 10 $\frac{1}{2}$
WATERLOO {arr. ....	12 55 $\frac{1}{2}$	12 59 $\frac{1}{2}$	13 06 $\frac{1}{2}$		13 10 $\frac{1}{2}$	13 15 $\frac{1}{2}$	13 20 $\frac{1}{2}$	13 25 $\frac{1}{2}$	13 30 $\frac{1}{2}$		13 35 $\frac{1}{2}$	13 40 $\frac{1}{2}$	13 43 $\frac{1}{2}$	13 46 $\frac{1}{2}$	13 51 $\frac{1}{2}$	13 56 $\frac{1}{2}$		14 00 $\frac{1}{2}$	14 06 $\frac{1}{2}$	14 10 $\frac{1}{2}$
BANK {dep. ....	12 56 $\frac{1}{2}$	13 00 $\frac{1}{2}$	13 06 $\frac{1}{2}$		13 10 $\frac{1}{2}$	13 15 $\frac{1}{2}$	13 20 $\frac{1}{2}$	13 25 $\frac{1}{2}$	13 30 $\frac{1}{2}$		13 35 $\frac{1}{2}$	13 40 $\frac{1}{2}$	13 43 $\frac{1}{2}$	13 46 $\frac{1}{2}$	13 51 $\frac{1}{2}$	13 56 $\frac{1}{2}$		14 00 $\frac{1}{2}$	14 06 $\frac{1}{2}$	14 10 $\frac{1}{2}$
BANK Platform No. ....	8	8	8		8	8	8	8	8		8	8	7	8	8	8		8	8	8
To form	13 02 $\frac{1}{2}$	13 07 $\frac{1}{2}$	13 12 $\frac{1}{2}$		13 17 $\frac{1}{2}$	13 22 $\frac{1}{2}$	13 27 $\frac{1}{2}$	13 32 $\frac{1}{2}$	13 37 $\frac{1}{2}$		13 42 $\frac{1}{2}$	13 47 $\frac{1}{2}$	13 55 $\frac{1}{2}$	13 52 $\frac{1}{2}$	13 58 $\frac{1}{2}$	14 02 $\frac{1}{2}$		14 07 $\frac{1}{2}$	14 12 $\frac{1}{2}$	14 17 $\frac{1}{2}$
By Crew Running No. ....																				

Train No. ....	201	202	203		201	202	203	206	201		202	203	201	202	203	201		202	203	201
Trip No. ....	71	64	73		73	66	75	10	75		68	77	77	70	79	79		72	81	81
Crew Running No. ....	6	2	7		3	6	2	10	7		3	6	2	7	3	6		2	7	3
Notes ....								RR Ety												
Waterloo Depot		14 19 $\frac{1}{2}$	14 24 $\frac{1}{2}$		14 29 $\frac{1}{2}$	14 34 $\frac{1}{2}$	14 39 $\frac{1}{2}$	14 41	14 44 $\frac{1}{2}$		14 49 $\frac{1}{2}$	14 54 $\frac{1}{2}$	14 59	15 05 $\frac{1}{2}$	15 09 $\frac{1}{2}$	15 14 $\frac{1}{2}$		15 19 $\frac{1}{2}$	15 24 $\frac{1}{2}$	15 29 $\frac{1}{2}$
Waterloo Siding	14 14 $\frac{1}{2}$	—	14 25 $\frac{1}{2}$		14 30 $\frac{1}{2}$	14 35 $\frac{1}{2}$	14 40 $\frac{1}{2}$	14 42 $\frac{1}{2}$	14 45 $\frac{1}{2}$		14 50 $\frac{1}{2}$	14 55 $\frac{1}{2}$	14 59 $\frac{1}{2}$	15 06 $\frac{1}{2}$	15 10 $\frac{1}{2}$	15 15 $\frac{1}{2}$		15 20 $\frac{1}{2}$	15 25 $\frac{1}{2}$	15 30 $\frac{1}{2}$
WATERLOO {arr. ....	14 15 $\frac{1}{2}$	14 20 $\frac{1}{2}$	14 25 $\frac{1}{2}$		14 30 $\frac{1}{2}$	14 35 $\frac{1}{2}$	14 40 $\frac{1}{2}$	14 43 $\frac{1}{2}$	14 46 $\frac{1}{2}$		14 50 $\frac{1}{2}$	14 55 $\frac{1}{2}$	15 00 $\frac{1}{2}$	15 06 $\frac{1}{2}$	15 10 $\frac{1}{2}$	15 15 $\frac{1}{2}$		15 20 $\frac{1}{2}$	15 25 $\frac{1}{2}$	15 30 $\frac{1}{2}$
BANK {dep. ....	14 19 $\frac{1}{2}$	14 24 $\frac{1}{2}$	14 29 $\frac{1}{2}$		14 34 $\frac{1}{2}$	14 39 $\frac{1}{2}$	14 44 $\frac{1}{2}$	14 47 $\frac{1}{2}$	14 50 $\frac{1}{2}$		14 55 $\frac{1}{2}$	15 00 $\frac{1}{2}$	15 04 $\frac{1}{2}$	15 10 $\frac{1}{2}$	15 14 $\frac{1}{2}$	15 19 $\frac{1}{2}$		15 24 $\frac{1}{2}$	15 29 $\frac{1}{2}$	15 34 $\frac{1}{2}$
BANK Platform No. ....	8	8	8		8	8	8	7	8		8	8	8	8	8	8		8	8	8
To form	14 22 $\frac{1}{2}$	14 27 $\frac{1}{2}$	14 32 $\frac{1}{2}$		14 37 $\frac{1}{2}$	14 42 $\frac{1}{2}$	14 47 $\frac{1}{2}$	14 55 $\frac{1}{2}$	14 52 $\frac{1}{2}$		14 58 $\frac{1}{2}$	15 02 $\frac{1}{2}$	15 07 $\frac{1}{2}$	15 12 $\frac{1}{2}$	15 17 $\frac{1}{2}$	15 22 $\frac{1}{2}$		15 27 $\frac{1}{2}$	15 32 $\frac{1}{2}$	15 37 $\frac{1}{2}$
By Crew Running No. ....																				

Train No. ....	202	203	201		202	203	201	202	204		203	201	205	202	204	203		201	205	202
Trip No. ....	74	83	83		76	85	85	78	27		87	87	36	80	29	89		89	38	82
Crew Running No. ....	6	2	7		3	6	2	7	5		3	6	1	2	7	5		8	3	6
Notes ....								Start					Start							
Waterloo Depot		15 39 $\frac{1}{2}$	15 44 $\frac{1}{2}$		15 49 $\frac{1}{2}$	15 54 $\frac{1}{2}$	15 59 $\frac{1}{2}$	16 04	16 06		16 11 $\frac{1}{2}$	16 14	16 15 $\frac{1}{2}$	16 19 $\frac{1}{2}$	16 22 $\frac{1}{2}$	16 25 $\frac{1}{2}$		16 28 $\frac{1}{2}$	16 31	16 33 $\frac{1}{2}$
Waterloo Siding	15 34 $\frac{1}{2}$	—	15 45 $\frac{1}{2}$		15 50 $\frac{1}{2}$	15 55 $\frac{1}{2}$	16 00 $\frac{1}{2}$	16 04 $\frac{1}{2}$	16 07 $\frac{1}{2}$		16 12 $\frac{1}{2}$	16 14 $\frac{1}{2}$	16 17 $\frac{1}{2}$	16 20 $\frac{1}{2}$	16 23 $\frac{1}{2}$	16 26 $\frac{1}{2}$		16 29 $\frac{1}{2}$	16 31 $\frac{1}{2}$	16 34 $\frac{1}{2}$
WATERLOO {arr. ....	15 35 $\frac{1}{2}$	15 40 $\frac{1}{2}$	15 45 $\frac{1}{2}$		15 50 $\frac{1}{2}$	15 55 $\frac{1}{2}$	16 00 $\frac{1}{2}$	16 05 $\frac{1}{2}$	16 09 $\frac{1}{2}$		16 12 $\frac{1}{2}$	16 15 $\frac{1}{2}$	16 18 $\frac{1}{2}$	16 21 $\frac{1}{2}$	16 24 $\frac{1}{2}$	16 27 $\frac{1}{2}$		16 30 $\frac{1}{2}$	16 32 $\frac{1}{2}$	16 35 $\frac{1}{2}$
BANK {dep. ....	15 39 $\frac{1}{2}$	15 44 $\frac{1}{2}$	15 49 $\frac{1}{2}$		15 54 $\frac{1}{2}$	15 59 $\frac{1}{2}$	16 04 $\frac{1}{2}$	16 09 $\frac{1}{2}$	16 13 $\frac{1}{2}$		16 17 $\frac{1}{2}$	16 19 $\frac{1}{2}$	16 22 $\frac{1}{2}$	16 25 $\frac{1}{2}$	16 28 $\frac{1}{2}$	16 31 $\frac{1}{2}$		16 34 $\frac{1}{2}$	16 37	16 39 $\frac{1}{2}$
BANK Platform No. ....	8	8	8		8	8	8	7	7		7	7	7	7	7	7		7	7	7
To form	15 42 $\frac{1}{2}$	15 47 $\frac{1}{2}$	15 52 $\frac{1}{2}$		15 57 $\frac{1}{2}$	16 02 $\frac{1}{2}$	16 07 $\frac{1}{2}$	16 11 $\frac{1}{2}$	16 15 $\frac{1}{2}$											





# EASTBOUND

# MONDAYS TO FRIDAYS

Train No. ... ..	204	203	201		205	202	204	203	201		205	202	204	203	201	205		202	204	203
Trip No. ... ..	31	91	91		40	84	33	93	93		42	86	35	95	95	44		88	37	97
Crew Running No. ... ..	1	4	2		7	5	8	3	6		1	4	2	7	5	8		3	6	1
Notes ... ..																				
Waterloo Depot ... ..	16 36 <sub>4</sub>	16 39 <sub>1</sub>	16 42 <sub>2</sub>	...	16 44 <sub>3</sub>	16 47 <sub>4</sub>	16 50 <sub>1</sub>	16 53 <sub>2</sub>	16 55 <sub>3</sub>	...	16 58 <sub>4</sub>	17 01 <sub>1</sub>	17 04 <sub>2</sub>	17 06 <sub>3</sub>	17 09 <sub>4</sub>	17 12 <sub>1</sub>	...	17 15 <sub>2</sub>	17 17 <sub>3</sub>	17 20 <sub>4</sub>
Waterloo Siding ... ..	16 37 <sub>1</sub>	16 40 <sub>2</sub>	16 42 <sub>3</sub>	...	16 45 <sub>4</sub>	16 48 <sub>1</sub>	16 51 <sub>2</sub>	16 53 <sub>3</sub>	16 56 <sub>4</sub>	...	16 59 <sub>1</sub>	17 02 <sub>2</sub>	17 04 <sub>3</sub>	17 07 <sub>4</sub>	17 10 <sub>1</sub>	17 13 <sub>2</sub>	...	17 15 <sub>3</sub>	17 18 <sub>4</sub>	17 21 <sub>1</sub>
WATERLOO {arr. ... ..	16 37 <sub>1</sub>	16 40 <sub>2</sub>	16 42 <sub>3</sub>	...	16 45 <sub>4</sub>	16 48 <sub>1</sub>	16 51 <sub>2</sub>	16 53 <sub>3</sub>	16 56 <sub>4</sub>	...	16 59 <sub>1</sub>	17 02 <sub>2</sub>	17 04 <sub>3</sub>	17 07 <sub>4</sub>	17 10 <sub>1</sub>	17 13 <sub>2</sub>	...	17 15 <sub>3</sub>	17 18 <sub>4</sub>	17 21 <sub>1</sub>
WATERLOO {dep. ... ..	16 38 <sub>1</sub>	16 41 <sub>2</sub>	16 43 <sub>3</sub>	...	16 46 <sub>4</sub>	16 49 <sub>1</sub>	16 52 <sub>2</sub>	16 54 <sub>3</sub>	16 57 <sub>4</sub>	...	17 00 <sub>1</sub>	17 03 <sub>2</sub>	17 05 <sub>3</sub>	17 08 <sub>4</sub>	17 11 <sub>1</sub>	17 14 <sub>2</sub>	...	17 16 <sub>3</sub>	17 19 <sub>4</sub>	17 22 <sub>1</sub>
BANK ... ..	16 42 <sub>1</sub>	16 45 <sub>2</sub>	16 48 <sub>3</sub>	...	16 50 <sub>4</sub>	16 53 <sub>1</sub>	16 56 <sub>2</sub>	16 59 <sub>3</sub>	17 01 <sub>4</sub>	...	17 04 <sub>1</sub>	17 07 <sub>2</sub>	17 10 <sub>3</sub>	17 12 <sub>4</sub>	17 15 <sub>1</sub>	17 18 <sub>2</sub>	...	17 21 <sub>3</sub>	17 23 <sub>4</sub>	17 26 <sub>1</sub>
Platform No. ... ..	7	7	7	...	7	7	7	7	7	...	7	7	7	7	7	7	...	7	7	7
To form ... ..	16 43 <sub>1</sub>	16 46 <sub>2</sub>	16 49 <sub>3</sub>	...	16 52 <sub>4</sub>	16 54 <sub>1</sub>	16 57 <sub>2</sub>	17 00 <sub>3</sub>	17 03 <sub>4</sub>	...	17 05 <sub>1</sub>	17 08 <sub>2</sub>	17 11 <sub>3</sub>	17 14 <sub>4</sub>	17 16 <sub>1</sub>	17 19 <sub>2</sub>	...	17 22 <sub>3</sub>	17 25 <sub>4</sub>	17 27 <sub>1</sub>
By Crew Running No. ... ..	6	1	4	...	2	7	5	8	3	...	6	1	4	2	7	5	...	8	3	6

Train No. ... ..	201	205	202		204	203	201	205	202		204	203	201	205	202	204		203	201	205
Trip No. ... ..	97	46	90		39	99	99	48	92		41	101	101	50	94	43		103	103	52
Crew Running No. ... ..	4	2	7		5	8	3	6	1		4	2	7	5	8	3		6	1	4
Notes ... ..																				
Waterloo Depot ... ..	17 23 <sub>1</sub>	17 26 <sub>2</sub>	17 28 <sub>3</sub>	...	17 31 <sub>4</sub>	17 34 <sub>1</sub>	17 37 <sub>2</sub>	17 39 <sub>3</sub>	17 42 <sub>4</sub>	...	17 45 <sub>1</sub>	17 48 <sub>2</sub>	17 50 <sub>3</sub>	17 53 <sub>4</sub>	17 56 <sub>1</sub>	17 59 <sub>2</sub>	...	18 01 <sub>3</sub>	18 04 <sub>4</sub>	18 07 <sub>1</sub>
Waterloo Siding ... ..	17 24 <sub>1</sub>	17 26 <sub>2</sub>	17 29 <sub>3</sub>	...	17 32 <sub>4</sub>	17 35 <sub>1</sub>	17 37 <sub>2</sub>	17 40 <sub>3</sub>	17 43 <sub>4</sub>	...	17 46 <sub>1</sub>	17 48 <sub>2</sub>	17 51 <sub>3</sub>	17 54 <sub>4</sub>	17 57 <sub>1</sub>	17 59 <sub>2</sub>	...	18 02 <sub>3</sub>	18 05 <sub>4</sub>	18 08 <sub>1</sub>
WATERLOO {arr. ... ..	17 25 <sub>1</sub>	17 27 <sub>2</sub>	17 30 <sub>3</sub>	...	17 33 <sub>4</sub>	17 36 <sub>1</sub>	17 38 <sub>2</sub>	17 41 <sub>3</sub>	17 44 <sub>4</sub>	...	17 47 <sub>1</sub>	17 49 <sub>2</sub>	17 52 <sub>3</sub>	17 55 <sub>4</sub>	17 58 <sub>1</sub>	18 00 <sub>2</sub>	...	18 03 <sub>3</sub>	18 06 <sub>4</sub>	18 09 <sub>1</sub>
WATERLOO {dep. ... ..	17 29 <sub>1</sub>	17 32 <sub>2</sub>	17 34 <sub>3</sub>	...	17 37 <sub>4</sub>	17 40 <sub>1</sub>	17 43 <sub>2</sub>	17 45 <sub>3</sub>	17 48 <sub>4</sub>	...	17 51 <sub>1</sub>	17 54 <sub>2</sub>	17 56 <sub>3</sub>	17 59 <sub>4</sub>	18 02 <sub>1</sub>	18 05 <sub>2</sub>	...	18 07 <sub>3</sub>	18 10 <sub>4</sub>	18 13 <sub>1</sub>
BANK ... ..	17 29 <sub>1</sub>	17 32 <sub>2</sub>	17 34 <sub>3</sub>	...	17 37 <sub>4</sub>	17 40 <sub>1</sub>	17 43 <sub>2</sub>	17 45 <sub>3</sub>	17 48 <sub>4</sub>	...	17 51 <sub>1</sub>	17 54 <sub>2</sub>	17 56 <sub>3</sub>	17 59 <sub>4</sub>	18 02 <sub>1</sub>	18 05 <sub>2</sub>	...	18 07 <sub>3</sub>	18 10 <sub>4</sub>	18 13 <sub>1</sub>
Platform No. ... ..	7	7	7	...	7	7	7	7	7	...	7	7	7	7	7	7	...	7	7	7
To form ... ..	17 30 <sub>1</sub>	17 33 <sub>2</sub>	17 36 <sub>3</sub>	...	17 38 <sub>4</sub>	17 41 <sub>1</sub>	17 44 <sub>2</sub>	17 47 <sub>3</sub>	17 49 <sub>4</sub>	...	17 52 <sub>1</sub>	17 55 <sub>2</sub>	17 58 <sub>3</sub>	18 00 <sub>4</sub>	18 03 <sub>1</sub>	18 06 <sub>2</sub>	...	18 09 <sub>3</sub>	18 11 <sub>4</sub>	18 14 <sub>1</sub>
By Crew Running No. ... ..	1	4	2	...	7	5	8	3	6	...	1	4	2	7	5	8	...	3	6	1

Train No. ... ..	202	204	203		201	205	202	204	203		201	205	202	204	203	201		205	202	204
Trip No. ... ..	96	45	105		105	54	98	47	107		107	56	100	49	109	109		58	102	51
Crew Running No. ... ..	2	7	5		8	3	6	1	4		2	7	5	8	3	6		1	4	2
Notes ... ..																				
Waterloo Depot ... ..	18 10 <sub>1</sub>	18 12 <sub>2</sub>	18 15 <sub>3</sub>	...	18 18 <sub>4</sub>	18 21 <sub>1</sub>	18 23 <sub>2</sub>	18 26 <sub>3</sub>	18 29 <sub>4</sub>	...	18 32 <sub>1</sub>	18 34 <sub>2</sub>	18 37 <sub>3</sub>	18 40 <sub>4</sub>	18 43 <sub>1</sub>	18 45 <sub>2</sub>	...	18 48 <sub>3</sub>	18 51 <sub>4</sub>	18 54 <sub>1</sub>
Waterloo Siding ... ..	18 10 <sub>1</sub>	18 13 <sub>2</sub>	18 16 <sub>3</sub>	...	18 19 <sub>4</sub>	18 21 <sub>1</sub>	18 24 <sub>2</sub>	18 27 <sub>3</sub>	18 30 <sub>4</sub>	...	18 32 <sub>1</sub>	18 35 <sub>2</sub>	18 38 <sub>3</sub>	18 41 <sub>4</sub>	18 43 <sub>1</sub>	18 46 <sub>2</sub>	...	18 49 <sub>3</sub>	18 52 <sub>4</sub>	18 54 <sub>1</sub>
WATERLOO {arr. ... ..	18 11 <sub>1</sub>	18 14 <sub>2</sub>	18 17 <sub>3</sub>	...	18 20 <sub>4</sub>	18 22 <sub>1</sub>	18 25 <sub>2</sub>	18 28 <sub>3</sub>	18 31 <sub>4</sub>	...	18 33 <sub>1</sub>	18 36 <sub>2</sub>	18 39 <sub>3</sub>	18 42 <sub>4</sub>	18 44 <sub>1</sub>	18 47 <sub>2</sub>	...	18 50 <sub>3</sub>	18 53 <sub>4</sub>	18 55 <sub>1</sub>
WATERLOO {dep. ... ..	18 16 <sub>1</sub>	18 18 <sub>2</sub>	18 21 <sub>3</sub>	...	18 24 <sub>4</sub>	18 27 <sub>1</sub>	18 29 <sub>2</sub>	18 32 <sub>3</sub>	18 35 <sub>4</sub>	...	18 38 <sub>1</sub>	18 40 <sub>2</sub>	18 43 <sub>3</sub>	18 46 <sub>4</sub>	18 49 <sub>1</sub>	18 51 <sub>2</sub>	...	18 54 <sub>3</sub>	18 57 <sub>4</sub>	19 00 <sub>1</sub>
BANK ... ..	18 16 <sub>1</sub>	18 18 <sub>2</sub>	18 21 <sub>3</sub>	...	18 24 <sub>4</sub>	18 27 <sub>1</sub>	18 29 <sub>2</sub>	18 32 <sub>3</sub>	18 35 <sub>4</sub>	...	18 38 <sub>1</sub>	18 40 <sub>2</sub>	18 43 <sub>3</sub>	18 46 <sub>4</sub>	18 49 <sub>1</sub>	18 51 <sub>2</sub>	...	18 54 <sub>3</sub>	18 57 <sub>4</sub>	19 00 <sub>1</sub>
Platform No. ... ..	7	7	7	...	7	7	7	7	7	...	7	7	7	7	7	7	...	7	7	7
To form ... ..	18 17 <sub>1</sub>	18 20 <sub>2</sub>	18 22 <sub>3</sub>	...	18 25 <sub>4</sub>	18 28 <sub>1</sub>	18 31 <sub>2</sub>	18 33 <sub>3</sub>	18 36 <sub>4</sub>	...	18 39 <sub>1</sub>	18 42 <sub>2</sub>	18 44 <sub>3</sub>	18 47 <sub>4</sub>	18 50 <sub>1</sub>	18 53 <sub>2</sub>	...	18 55 <sub>3</sub>	18 58 <sub>4</sub>	19 01 <sub>1</sub>
By Crew Running No. ... ..	4	2	7	...	5	8	3	6	1	...	4	2	7	5	8	3	...	6	1	4

Train No. ... ..	203	201	205	202		204	203	201	202	204	203	202	204	203		202	204	203	202	204
Trip No. ... ..	111	111	60	104		53	113	113	106	55	115	108	57	117		110	59	119	112	61
Crew Running No. ... ..	7	5	8	3		1	4	2	7	8	3	4	7	8		3	7	8	3	7
Notes ... ..																				
Waterloo Depot ... ..	18 56 <sub>1</sub>	18 59 <sub>2</sub>	19 02 <sub>3</sub>	19 05 <sub>4</sub>	...	19 07 <sub>1</sub>	19 10 <sub>2</sub>	19 13 <sub>3</sub>	19 19 <sub>4</sub>	19 22 <sub>1</sub>	19 26 <sub>2</sub>	19 33 <sub>3</sub>	19 38 <sub>4</sub>	19 43 <sub>1</sub>	...	19 50 <sub>2</sub>	19 56 <sub>3</sub>	20 02 <sub>4</sub>	20 08 <sub>1</sub>	20 14 <sub>2</sub>
Waterloo Siding ... ..	18 57 <sub>1</sub>	19 00 <sub>2</sub>	19 03 <sub>3</sub>	19 05 <sub>4</sub>	...	19 08 <sub>1</sub>	19 11 <sub>2</sub>	19 14 <sub>3</sub>	19 20 <sub>4</sub>	19 23 <sub>1</sub>	19 27 <sub>2</sub>	19 33 <sub>3</sub>	19 39 <sub>4</sub>	19 44 <sub>1</sub>	...	19 51 <sub>2</sub>	19 57 <sub>3</sub>	20 03 <sub>4</sub>	20 09 <sub>1</sub>	20 15 <sub>2</sub>
WATERLOO {arr. ... ..	18 58 <sub>1</sub>	19 01 <sub>2</sub>	19 04 <sub>3</sub>	19 07 <sub>4</sub>	...	19 09 <sub>1</sub>	19 12 <sub>2</sub>	19 16 <sub>3</sub>	19 20 <sub>4</sub>	19 24 <sub>1</sub>	19 29 <sub>2</sub>	19 34 <sub>3</sub>	19 39 <sub>4</sub>	19 45 <sub>1</sub>	...	19 51 <sub>2</sub>	19 57 <sub>3</sub>	20 03 <sub>4</sub>	20 09 <sub>1</sub>	20 15 <sub>2</sub>
WATERLOO {dep. ... ..	19 02 <sub>1</sub>	19 05 <sub>2</sub>	19 08 <sub>3</sub>	19 11 <sub>4</sub>	...	19 14 <sub>1</sub>	19 17 <sub>2</sub>	19 20 <sub>3</sub>	19 24 <sub>4</sub>	19 28 <sub>1</sub>	19 33 <sub>2</sub>	19 38 <sub>3</sub>	19 44 <sub>4</sub>	19 50 <sub>1</sub>	...	19 56 <sub>2</sub>	20 02 <sub>3</sub>	20 08 <sub>4</sub>	20 14 <sub>1</sub>	20 20 <sub>2</sub>
BANK ... ..	19 02 <sub>1</sub>	19 05 <sub>2</sub>	19 08 <sub>3</sub>	19 11 <sub>4</sub>	...	19 14 <sub>1</sub>	19 17 <sub>2</sub>	19 20 <sub>3</sub>	19 24 <sub>4</sub>	19 28 <sub>1</sub>	19 33 <sub>2</sub>	19 38 <sub>3</sub>	19 44 <sub>4</sub>	19 50 <sub>1</sub>	...	19 56 <sub>2</sub>	20 02 <sub>3</sub>	20 08 <sub>4</sub>	20 14 <sub>1</sub>	20 20 <sub>2</sub>
Platform No. ... ..	7	7	7	7	...	7	7	7	7	...	7	7	7	7	...	7	7	7	7	7
To form ... ..	19 04 <sub>1</sub>	19 06 <sub>2</sub>	19 09 <sub>3</sub>	19 12 <sub>4</sub>	...	19 15 <sub>1</sub>	19 19 <sub>2</sub>	19 22 <sub>3</sub>	19 26 <sub>4</sub>	19 30 <sub>1</sub>	19 35 <sub>2</sub>	19 40 <sub>3</sub>	19 46 <sub>4</sub>	19 52 <sub>1</sub>	...	19 58 <sub>2</sub>	20 04 <sub>3</sub>	20 10 <sub>4</sub>	20 16 <sub>1</sub>	20 22 <sub>2</sub>
By Crew Running No. ... ..	2	7	5	8	...	3	4	2	7	...	8	3	4	7	...	3	7	8	3	7

Train No. ... ..	203	206	202		204	203	204	203	205		205	204	204	203	203	204	204		203	203
Trip No. ... ..	121	12	114		63	123	65	125	62		63	67	68	127	128	71	72		131	132
Crew Running No. ... ..	8	10	3		7	8	7	8	9		9	7	7	8	8	7	7		8	8
Notes ... ..																				
Waterloo Depot ... ..	20 20 <sub>1</sub>	20 22 <sub>2</sub>	20 27 <sub>3</sub>	...	20 33 <sub>4</sub>	20 38 <sub>1</sub>	20 50 <sub>2</sub>	20 59 <sub>3</sub>	21 05 <sub>4</sub>	Start RR Ety 21 05	...	21 09 <sub>1</sub>	21 09 <sub>2</sub>	21 19 <sub>3</sub>	21 19 <sub>4</sub>	21 29 <sub>1</sub>	21 29 <sub>2</sub>	...	21 39 <sub>3</sub>	21 39 <sub>4</sub>
Waterloo Siding ... ..	20 21 <sub>1</sub>	20 24 <sub>2</sub>	20 28 <sub>3</sub>	...	20 33 <sub>4</sub>	20 39 <sub>1</sub>	20 51 <sub>2</sub>	21 00 <sub>3</sub>	21 06 <sub>4</sub>	Start Ety 21 05	...	21 09 <sub>1</sub>	21 10 <sub>2</sub>	21 10 <sub>3</sub>	21 20 <sub>4</sub>	21 20 <sub>1</sub>	21 30 <sub>2</sub>	...	21 40 <sub>3</sub>	21 40 <sub>4</sub>
WATERLOO {arr. ... ..	20 21 <sub>1</sub>	20 24 <sub>2</sub>	20 29 <sub>3</sub>	...	20 34 <sub>4</sub>	20 43 <sub>1</sub>	20 52 <sub>2</sub>	21 01 <sub>3</sub>	21 07 <sub>4</sub>	Start Ety 21 05	...	21 09 <sub>1</sub>	21 11 <sub>2</sub> </							

This page is intentionally left blank

This page is intentionally left blank

SATURDAYS													WESTBOUND							
Train No.	203		201	202		203	201		202		203	201		202	203		201	202		203
Trip No.	1		2	2		3	4		4		5	6		6	7		8	8		9
Crew Running No.	4		1	2		3	4		1		2	3		4	1		2	3		4
Notes	Start																			
Platform No.	7		8	8		8	8		8		8	8		8	8		8	8		8
BANK	08 02 <sup>1</sup>	...	08 07 <sup>1</sup>	08 12 <sup>1</sup>	...	08 17 <sup>1</sup>	08 22 <sup>1</sup>	...	08 27 <sup>1</sup>	...	08 32 <sup>1</sup>	08 37 <sup>1</sup>	...	08 42 <sup>1</sup>	08 47 <sup>1</sup>	...	08 52 <sup>1</sup>	08 57 <sup>1</sup>	...	09 02 <sup>1</sup>
WATERLOO	08 05 <sup>2</sup>	...	08 11 <sup>2</sup>	08 16 <sup>2</sup>	...	08 21 <sup>2</sup>	08 26 <sup>2</sup>	...	08 31 <sup>2</sup>	...	08 36 <sup>2</sup>	08 41 <sup>2</sup>	...	08 46 <sup>2</sup>	08 51 <sup>2</sup>	...	08 56 <sup>2</sup>	09 01 <sup>2</sup>	...	09 06 <sup>2</sup>
Waterloo Siding	08 06 <sup>3</sup>	...	08 12 <sup>3</sup>	08 17 <sup>3</sup>	...	08 22 <sup>3</sup>	08 27 <sup>3</sup>	...	08 32 <sup>3</sup>	...	08 37 <sup>3</sup>	08 42 <sup>3</sup>	...	08 47 <sup>3</sup>	08 52 <sup>3</sup>	...	08 57 <sup>3</sup>	09 02 <sup>3</sup>	...	09 07 <sup>3</sup>
Waterloo Depot	08 07 <sup>4</sup>	...	08 13 <sup>4</sup>	08 18 <sup>4</sup>	...	08 23 <sup>4</sup>	08 28 <sup>4</sup>	...	08 33 <sup>4</sup>	...	08 38 <sup>4</sup>	08 43 <sup>4</sup>	...	08 48 <sup>4</sup>	08 53 <sup>4</sup>	...	08 58 <sup>4</sup>	09 03 <sup>4</sup>	...	09 08 <sup>4</sup>
	∇		∇	∇		∇	∇		∇		∇	∇		∇	∇		∇	∇		∇
To form	08 09 <sup>1</sup>	...	08 14 <sup>1</sup>	08 19 <sup>1</sup>	...	08 24 <sup>1</sup>	08 29 <sup>1</sup>	...	08 34 <sup>1</sup>	...	08 39 <sup>1</sup>	08 44 <sup>1</sup>	...	08 49 <sup>1</sup>	08 54 <sup>1</sup>	...	08 59 <sup>1</sup>	09 04 <sup>1</sup>	...	09 09 <sup>1</sup>
By Crew Running No.	3		4	1		2	3		4		1	2		3	4		1	2		3

Train No.	201		202	203		201	202		203		201	202		203	201		202	203		201
Trip No.	10		10	11		12	12		13		14	14		15	16		16	17		18
Crew Running No.	1		2	3		4	1		2		3	4		1	2		3	4		1
Notes																				
Platform No.	8		8	8		8	8		8		8	8		8	8		8	8		8
BANK	09 07 <sup>1</sup>	...	09 12 <sup>1</sup>	09 17 <sup>1</sup>	...	09 22 <sup>1</sup>	09 27 <sup>1</sup>	...	09 32 <sup>1</sup>	...	09 37 <sup>1</sup>	09 42 <sup>1</sup>	...	09 47 <sup>1</sup>	09 52 <sup>1</sup>	...	09 57 <sup>1</sup>	10 02 <sup>1</sup>	...	10 07 <sup>1</sup>
WATERLOO	09 11 <sup>2</sup>	...	09 16 <sup>2</sup>	09 21 <sup>2</sup>	...	09 26 <sup>2</sup>	09 31 <sup>2</sup>	...	09 36 <sup>2</sup>	...	09 41 <sup>2</sup>	09 46 <sup>2</sup>	...	09 51 <sup>2</sup>	09 56 <sup>2</sup>	...	10 01 <sup>2</sup>	10 06 <sup>2</sup>	...	10 11 <sup>2</sup>
Waterloo Siding	09 12 <sup>3</sup>	...	09 17 <sup>3</sup>	09 22 <sup>3</sup>	...	09 27 <sup>3</sup>	09 32 <sup>3</sup>	...	09 37 <sup>3</sup>	...	09 42 <sup>3</sup>	09 47 <sup>3</sup>	...	09 52 <sup>3</sup>	09 57 <sup>3</sup>	...	10 02 <sup>3</sup>	10 07 <sup>3</sup>	...	10 12 <sup>3</sup>
Waterloo Depot	09 13 <sup>4</sup>	...	09 18 <sup>4</sup>	09 23 <sup>4</sup>	...	09 28 <sup>4</sup>	09 33 <sup>4</sup>	...	09 38 <sup>4</sup>	...	09 43 <sup>4</sup>	09 48 <sup>4</sup>	...	09 53 <sup>4</sup>	09 58 <sup>4</sup>	...	10 03 <sup>4</sup>	10 08 <sup>4</sup>	...	10 13 <sup>4</sup>
	∇		∇	∇		∇	∇		∇		∇	∇		∇	∇		∇	∇		∇
To form	09 14 <sup>1</sup>	...	09 19 <sup>1</sup>	09 24 <sup>1</sup>	...	09 29 <sup>1</sup>	09 34 <sup>1</sup>	...	09 39 <sup>1</sup>	...	09 44 <sup>1</sup>	09 49 <sup>1</sup>	...	09 54 <sup>1</sup>	09 59 <sup>1</sup>	...	10 04 <sup>1</sup>	10 09 <sup>1</sup>	...	10 14 <sup>1</sup>
By Crew Running No.	4		1	2		3	4		1		2	3		4	1		2	3		4

Train No.	202		203	201		202	203		201		202	203		201	202		203	201		202
Trip No.	18		19	20		20	21		22		22	23		24	24		25	26		26
Crew Running No.	2		3	4		1	2		3		4	1		2	3		4	1		2
Notes																				
Platform No.	8		8	8		8	8		8		8	8		8	8		8	8		8
BANK	10 12 <sup>1</sup>	...	10 17 <sup>1</sup>	10 22 <sup>1</sup>	...	10 27 <sup>1</sup>	10 32 <sup>1</sup>	...	10 37 <sup>1</sup>	...	10 42 <sup>1</sup>	10 47 <sup>1</sup>	...	10 52 <sup>1</sup>	10 57 <sup>1</sup>	...	11 02 <sup>1</sup>	11 07 <sup>1</sup>	...	11 12 <sup>1</sup>
WATERLOO	10 16 <sup>2</sup>	...	10 21 <sup>2</sup>	10 26 <sup>2</sup>	...	10 31 <sup>2</sup>	10 36 <sup>2</sup>	...	10 41 <sup>2</sup>	...	10 46 <sup>2</sup>	10 51 <sup>2</sup>	...	10 56 <sup>2</sup>	11 01 <sup>2</sup>	...	11 06 <sup>2</sup>	11 11 <sup>2</sup>	...	11 16 <sup>2</sup>
Waterloo Siding	10 17 <sup>3</sup>	...	10 22 <sup>3</sup>	10 27 <sup>3</sup>	...	10 32 <sup>3</sup>	10 37 <sup>3</sup>	...	10 42 <sup>3</sup>	...	10 47 <sup>3</sup>	10 52 <sup>3</sup>	...	10 57 <sup>3</sup>	11 02 <sup>3</sup>	...	11 07 <sup>3</sup>	11 12 <sup>3</sup>	...	11 17 <sup>3</sup>
Waterloo Depot	10 18 <sup>4</sup>	...	10 23 <sup>4</sup>	10 28 <sup>4</sup>	...	10 33 <sup>4</sup>	10 38 <sup>4</sup>	...	10 43 <sup>4</sup>	...	10 48 <sup>4</sup>	10 53 <sup>4</sup>	...	10 58 <sup>4</sup>	11 03 <sup>4</sup>	...	11 08 <sup>4</sup>	11 13 <sup>4</sup>	...	11 18 <sup>4</sup>
	∇		∇	∇		∇	∇		∇		∇	∇		∇	∇		∇	∇		∇
To form	10 19 <sup>1</sup>	...	10 24 <sup>1</sup>	10 29 <sup>1</sup>	...	10 34 <sup>1</sup>	10 39 <sup>1</sup>	...	10 44 <sup>1</sup>	...	10 49 <sup>1</sup>	10 54 <sup>1</sup>	...	10 59 <sup>1</sup>	11 04 <sup>1</sup>	...	11 09 <sup>1</sup>	11 14 <sup>1</sup>	...	11 19 <sup>1</sup>
By Crew Running No.	1		2	3		4	1		2		3	4		1	2		3	4		1

Train No.	203		201		202	203		201		202	203		201		202	203		201		202
Trip No.	27		28		28	29		30		30	31		32		32	33		34		34
Crew Running No.	3		4		1	2		3		4	1		2		3	4		1		2
Notes																				
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
BANK	11 17 <sup>1</sup>	...	11 22 <sup>1</sup>	...	11 27 <sup>1</sup>	11 32 <sup>1</sup>	...	11 37 <sup>1</sup>	...	11 42 <sup>1</sup>	11 47 <sup>1</sup>	...	11 52 <sup>1</sup>	...	11 57 <sup>1</sup>	12 02 <sup>1</sup>	...	12 07 <sup>1</sup>	...	12 12 <sup>1</sup>
WATERLOO	11 21 <sup>2</sup>	...	11 26 <sup>2</sup>	...	11 31 <sup>2</sup>	11 36 <sup>2</sup>	...	11 41 <sup>2</sup>	...	11 46 <sup>2</sup>	11 51 <sup>2</sup>	...	11 56 <sup>2</sup>	...	12 01 <sup>2</sup>	12 06 <sup>2</sup>	...	12 11 <sup>2</sup>	...	12 16 <sup>2</sup>
Waterloo Siding	11 22 <sup>3</sup>	...	11 27 <sup>3</sup>	...	11 32 <sup>3</sup>	11 37 <sup>3</sup>	...	11 42 <sup>3</sup>	...	11 47 <sup>3</sup>	11 52 <sup>3</sup>	...	11 57 <sup>3</sup>	...	12 02 <sup>3</sup>	12 07 <sup>3</sup>	...	12 12 <sup>3</sup>	...	12 17 <sup>3</sup>
Waterloo Depot	11 23 <sup>4</sup>	...	11 28 <sup>4</sup>	...	11 33 <sup>4</sup>	11 38 <sup>4</sup>	...	11 43 <sup>4</sup>	...	11 48 <sup>4</sup>	11 53 <sup>4</sup>	...	11 58 <sup>4</sup>	...	12 03 <sup>4</sup>	12 08 <sup>4</sup>	...	12 13 <sup>4</sup>	...	12 18 <sup>4</sup>
	∇		∇		∇	∇		∇		∇	∇		∇		∇	∇		∇		∇
To form	11 24 <sup>1</sup>	...	11 29 <sup>1</sup>	...	11 34 <sup>1</sup>	11 39 <sup>1</sup>	...	11 44 <sup>1</sup>	...	11 49 <sup>1</sup>	11 54 <sup>1</sup>	...	11 59 <sup>1</sup>	...	12 04 <sup>1</sup>	12 09 <sup>1</sup>	...	12 14 <sup>1</sup>	...	12 19 <sup>1</sup>
By Crew Running No.	2		3		4	1		2		3	4		1		2	3		4		1

Train No.	203		201	202		203	201		202		203	201		202	203		201	202		203
Trip No.	35		36	36		37	38		38		39	40		40	41		42	42		43
Crew Running No.	3		4	1		2	3		4		1	2		3	4		1	2		3
Notes																				
Platform No.	8		8	8		8	8		8		8	8		8	8		8	8		8
BANK	12 17 <sup>1</sup>	...	12 22 <sup>1</sup>	12 27 <sup>1</sup>	...	12 32 <sup>1</sup>	12 37 <sup>1</sup>	...	12 42 <sup>1</sup>	...	12 47 <sup>1</sup>	12 52 <sup>1</sup>	...	12 57 <sup>1</sup>	13 02 <sup>1</sup>	...	13 07 <sup>1</sup>	13 12 <sup>1</sup>	...	13 17 <sup>1</sup>
WATERLOO	12 21 <sup>2</sup>	...	12 26 <sup>2</sup>	12 31 <sup>2</sup>	...	12 36 <sup>2</sup>	12 41 <sup>2</sup>	...	12 46 <sup>2</sup>	...	12 51 <sup>2</sup>	12 56 <sup>2</sup>	...	13 01 <sup>2</sup>	13 06 <sup>2</sup>	...	13 11 <sup>2</sup>	13 16 <sup>2</sup>	...	13 21 <sup>2</sup>
Waterloo Siding	12 22 <sup>3</sup>	...	12 27 <sup>3</sup>	12 32 <sup>3</sup>	...	12 37 <sup>3</sup>	12 42 <sup>3</sup>	...	12 47 <sup>3</sup>	...	12 52 <sup>3</sup>	12 57 <sup>3</sup>	...	13 02 <sup>3</sup>	13 07 <sup>3</sup>	...	13 12 <sup>3</sup>	13 17 <sup>3</sup>	...	13 22 <sup>3</sup>
Waterloo Depot	12 23 <sup>4</sup>	...	12 28 <sup>4</sup>	12 33 <sup>4</sup>	...	12 38 <sup>4</sup>	12 43 <sup>4</sup>	...	12 48 <sup>4</sup>	...	12 53 <sup>4</sup>	12 58 <sup>4</sup>	...	13 03 <sup>4</sup>	13 08 <sup>4</sup>	...	13 13 <sup>4</sup>	13 18 <sup>4</sup>	...	13 23 <sup>4</sup>
	∇		∇	∇		∇	∇		∇		∇	∇		∇	∇		∇	∇		∇
To form	12 24 <sup>1</sup>	...	12 29 <sup>1</sup>	12 34 <sup>1</sup>	...	12 39 <sup>1</sup>	12 44 <sup>1</sup>	...	12 49 <sup>1</sup>	...	12 54 <sup>1</sup>	12 59 <sup>1</sup>	...	13 04 <sup>1</sup>	13 09 <sup>1</sup>	...	13 14 <sup>1</sup>	13 19 <sup>1</sup>	...	13 24 <sup>1</sup>
By Crew Running No.	2		3	4		1	2		3		4	1		2	3		4	1		2



SATURDAYS										WESTBOUND										
Train No.	201		202		203	201		202		203	201		202		203	201		202		203
Trip No.	44		44		45	46		46		47	48		48		49	50		50		51
Crew Running No.	4		1		2	3		4		1	2		3		4	1		2		3
Notes																				
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
BANK	13 22½	...	13 27½	...	13 32½	13 37½	...	13 42½	...	13 47½	13 52½	...	13 57½	...	14 02½	14 07½	...	14 12½	...	14 17½
WATERLOO	13 26½	...	13 31½	...	13 36½	13 41½	...	13 46½	...	13 51½	13 56½	...	14 01½	...	14 06½	14 11½	...	14 16½	...	14 21½
Waterloo Siding	13 27½	...	13 32½	...	13 37½	13 42½	...	13 47½	...	13 52½	13 57½	...	14 02½	...	14 07½	14 12½	...	14 17½	...	14 22½
Waterloo Depot	13 28½	...	13 33½	...	13 38½	13 43½	...	13 48½	...	13 53½	13 58½	...	14 03½	...	14 08½	14 13½	...	14 18½	...	14 23½
	▽		▽		▽	▽		▽		▽	▽		▽		▽	▽		▽		▽
To form	13 29½	...	13 34½	...	13 39½	13 44½	...	13 49½	...	13 54½	13 59½	...	14 04½	...	14 09½	14 14½	...	14 19½	...	14 24½
By Crew Running No.	3		4		1	2		3		4	1		2		3	4		1		2
Train No.	201		202	203		201	202		203		201	202		203	201		202	203		201
Trip No.	52		52	53		54	54		55		56	56		57	58		58	59		60
Crew Running No.	4		1	2		3	4		1		2	3		4	1		2	3		4
Notes																				
Platform No.	8		8	8		8	8		8		8	8		8	8		8	8		8
BANK	14 22½	...	14 27½	14 32½	...	14 37½	14 42½	...	14 47½	...	14 52½	14 57½	...	15 02½	15 07½	...	15 12½	15 17½	...	15 22½
WATERLOO	14 26½	...	14 31½	14 36½	...	14 41½	14 46½	...	14 51½	...	14 56½	15 01½	...	15 06½	15 11½	...	15 16½	15 21½	...	15 26½
Waterloo Siding	14 27½	...	14 32½	14 37½	...	14 42½	14 47½	...	14 52½	...	14 57½	15 02½	...	15 07½	15 12½	...	15 17½	15 22½	...	15 27½
Waterloo Depot	14 28½	...	14 33½	14 38½	...	14 43½	14 48½	...	14 53½	...	14 58½	15 03½	...	15 08½	15 13½	...	15 18½	15 23½	...	15 28½
	▽		▽	▽		▽	▽		▽		▽	▽		▽	▽		▽	▽		▽
To form	14 29½	...	14 34½	14 39½	...	14 44½	14 49½	...	14 54½	...	14 59½	15 04½	...	15 09½	15 14½	...	15 19½	15 24½	...	15 29½
By Crew Running No.	3		4	1		2	3		4		1	2		3	4		1	2		3
Train No.	202		203		201	202		203		201	202		203		201	202		203		201
Trip No.	60		61		62	62		63		64	64		65		66	66		67		68
Crew Running No.	1		2		3	4		1		2	3		4		1	2		3		4
Notes																				
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
BANK	15 27½	...	15 32½	...	15 37½	15 42½	...	15 47½	...	15 52½	15 57½	...	16 02½	...	16 07½	16 12½	...	16 17½	...	16 22½
WATERLOO	15 31½	...	15 36½	...	15 41½	15 46½	...	15 51½	...	15 56½	16 01½	...	16 06½	...	16 11½	16 16½	...	16 21½	...	16 26½
Waterloo Siding	15 32½	...	15 37½	...	15 42½	15 47½	...	15 52½	...	15 57½	16 02½	...	16 07½	...	16 12½	16 17½	...	16 22½	...	16 27½
Waterloo Depot	15 33½	...	15 38½	...	15 43½	15 48½	...	15 53½	...	15 58½	16 03½	...	16 08½	...	16 13½	16 18½	...	16 23½	...	16 28½
	▽		▽		▽	▽		▽		▽	▽		▽		▽	▽		▽		▽
To form	15 34½	...	15 39½	...	15 44½	15 49½	...	15 54½	...	15 59½	16 04½	...	16 09½	...	16 14½	16 19½	...	16 24½	...	16 29½
By Crew Running No.	4		1		2	3		4		1	2		3		4	1		2		3
Train No.	202		203	201		202	203		201		202	203		201	202		203	201		202
Trip No.	68		69	70		70	71		72		72	73		74	74		75	76		76
Crew Running No.	1		2	3		4	1		2		3	4		1	2		3	4		1
Notes																				
Platform No.	8		8	8		8	8		8		8	8		8	8		8	8		8
BANK	16 27½	...	16 32½	16 37½	...	16 42½	16 47½	...	16 52½	...	16 57½	17 02½	...	17 07½	17 12½	...	17 17½	17 22½	...	17 27½
WATERLOO	16 31½	...	16 36½	16 41½	...	16 46½	16 51½	...	16 56½	...	17 01½	17 06½	...	17 11½	17 16½	...	17 21½	17 26½	...	17 31½
Waterloo Siding	16 32½	...	16 37½	16 42½	...	16 47½	16 52½	...	16 57½	...	17 02½	17 07½	...	17 12½	17 17½	...	17 22½	17 27½	...	17 32½
Waterloo Depot	16 33½	...	16 38½	16 43½	...	16 48½	16 53½	...	16 58½	...	17 03½	17 08½	...	17 13½	17 18½	...	17 23½	17 28½	...	17 33½
	▽		▽	▽		▽	▽		▽		▽	▽		▽	▽		▽	▽		▽
To form	16 34½	...	16 39½	16 44½	...	16 49½	16 54½	...	16 59½	...	17 04½	17 09½	...	17 14½	17 19½	...	17 24½	17 29½	...	17 34½
By Crew Running No.	4		1	2		3	4		1		2	3		4	1		2	3		4
Train No.	203		201		202	203		201		202	203		201		202	203		202		203
Trip No.	77		78		78	79		80		80	81		82		82	83		84		85
Crew Running No.	2		3		4	1		2		3	4		1		2	3		4		3
Notes																				
Platform No.	8		8		8	8		8		8	8		8		8	8		8		8
BANK	17 32½	...	17 37½	...	17 42½	17 47½	...	17 52½	...	17 57½	18 02½	...	18 07½	...	18 12½	18 19½	...	18 27½	...	18 37½
WATERLOO	17 36½	...	17 41½	...	17 46½	17 51½	...	17 56½	...	18 01½	18 06½	...	18 11½	...	18 16½	18 23½	...	18 31½	...	18 41½
Waterloo Siding	17 37½	...	17 42½	...	17 47½	17 52½	...	17 57½	...	18 02½	18 07½	...	18 13	...	18 17½	18 24½	...	18 33	...	18 43
Waterloo Depot	17 38½	...	17 43½	...	17 48½	17 53½	...	17 58½	...	18 03½	18 08½	...	18 15	...	18 18½	18 25½	...	18 35	...	18 45
	▽		▽		▽	▽		▽		▽	▽		▽		▽	▽		▽		▽
To form	17 39½	...	17 44½	...	17 49½	17 54½	...	17 59½	...	18 04½	18 11½	...	Stop	...	18 19½	18 29½	...	Stop	...	Stop
By Crew Running No.	1		2		3	4		1		2	3		Stop		4	3		Stop		Stop

