



Proposed new passenger station at Glyne Gap, Bexhill

Technical note – Stage 3b: Operational assessment

March 2013
Rother District Council, East Sussex County Council, Land Securities Group PLC

Confidential



Proposed new passenger station at Glyne Gap, Bexhill

Technical note – Stage 3b: Operational assessment

March 2013

Rother District Council, East Sussex County Council, Land Securities Group PLC

Confidential

Rother District Council, Town Hall, Bexhill-on-Sea TN39 3JX

Issue and revision record

| Revision | Date | Originator | Checker | Approver | Description |
|-----------------|---------------|-------------------|----------------|-----------------|---|
| A | 26 Nov 2012 | MCS | KP | RJF | Draft technical note summarising operational issues surrounding Glyne Gap station |
| B | 28 March 2013 | MCS/KP | KP/RJF | RJF | Final version with client comments addressed |

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Content

| Chapter | Title | Page |
|----------------|---|-------------|
| | Executive Summary | i |
| 1. | Scope of this analysis | 1 |
| 2. | Assumptions and data sources | 2 |
| 2.1 | Assumptions | 2 |
| 2.2 | Types of potential conflict analysed | 3 |
| 2.3 | Data sources | 3 |
| 3. | Conclusions for services at Glyne Gap | 4 |
| 3.1 | Outline timetable at Glyne Gap | 4 |
| 3.2 | Implications for study | 5 |
| | Appendices | 7 |
| | Appendix A. Glyne Gap and surrounding existing stations: location map | 8 |
| | Appendix B. Details of timetabling assessment | 9 |

Executive Summary

This report presents the results of a detailed operational assessment of the viability of serving a new station at Glyne Gap, located between Bexhill and Bo Peep Junction, west of Hastings. The analysis has been based upon the present day timetable (May 2012) – we are aware that major timetable changes are due as part of the Thameslink project which could impact on this analysis, but these plans have not been made public at present.

The operational analysis has paid attention to key network conflicts and constraints in the area, in particular those at:

- Bo Peep Junction where the London-Hastings line meets the East Coastway line;
- Hastings station, due to the limited numbers of platforms and the inter-actions with Hastings line trains;
- West of Eastbourne, due to platform constraints at Brighton, and Brighton Main Line interactions from Keymer Junction (Wivelsfield) northwards; and
- East of Ore caused by single track line capacity issues on the line to Ashford.

The analysis has identified that a close to regular interval hourly service could be provided at a Glyne Gap station, but that the service origin/destination would be imbalanced with:

- westbound the service running to Brighton; whilst
- eastbound the service coming from London Victoria.

The actual service calling at the station would be the all-stations service, with the current semi-fast Brighton-Ashford service unable to call due to operational and train capacity reasons.

The analysis has also shown that to achieve a higher frequency than hourly would require major retimetabling – eastbound services every half-hour could be possible with little impact upon the timetable, but westbound this would not be possible.

The results of the analysis contained in this report have been carried through to the station demand forecasting and business case development, train service frequency being a key driver of demand.

1. Scope of this analysis

Mott MacDonald has been commissioned by Rother District Council, East Sussex County Council and Land Securities Group plc to develop the commercial, operational and infrastructural viability of a new station at Glyne Gap, located to the east of Bexhill station in East Sussex. This report presents the results of the operational viability. This has focused in particular on the practical feasibility of stopping existing train services at the new station, and identifying any timetabling difficulties that doing so might present. The issues analysed are:

- Conflicts with other trains, for example at critical junctions such as Bo Peep Junction where the Glyne Gap stop would result in trains arriving at these locations at different times; and
- Turnaround times: where the slower journey resulting from additional station stops would mean that a train would no longer have sufficient time to form its return working.

A turnaround time is the time needed for a train to be able to restart its operation at the end of a particular working. This time is required for the driver and/or guard to change ends if necessary, any crew changes and to reboot the train if required. Minimum turnaround times are specified in the Network Rail Timetable Planning Rules, with any shorter times likely to impact upon a reliable service.

After identifying the two above issues, this note then identifies those services which could stop at Glyne Gap and so puts forward an approximate possible timetable for the station.

Reference is made in this report to comments provided by Southern and Network Rail during the Stakeholder Consultation process held on 2nd November 2012 at East Sussex County Council headquarters in Lewes.

This review focuses on the core Monday-to-Friday service, when the line sees its heaviest usage and therefore when issues of conflict and train utilisation are most likely to emerge. Generally speaking, the Saturday service is very similar to the off-peak (inter-peak) service pattern on weekdays. Sundays see a less intensive service, with only two trains per hour through Bexhill: the Brighton – Ore local service does not run; all other things being equal, it is likely that a less intensive service will give rise to fewer timetabling issues.

This note uses the terms “up” and “down” for directions, following railway convention. In this case, the “up” direction is essentially eastbound and northbound, i.e. Ore → Hastings → St Leonards and then either towards Eastbourne, Brighton and London or towards London via Tonbridge. Accordingly, “down” means trains away from London/Brighton/Tonbridge and towards Hastings and Ore. On this basis, at Glyne Gap, trains towards Bexhill and Eastbourne are “up”, with those towards St Leonards, Hastings and Ore being “down”. Running lines are commonly labelled in accordance with this convention.

2. Assumptions and data sources

2.1 Assumptions

Our timetabling assessment has been carried out in accordance with the following assumptions:

- Glyne Gap station will be located at the approximate location shown on the map included in Appendix A.
- The timetable is based on May 2012 services (it has not proved possible to consider future timetables as the major Thameslink upgrade will lead to a major remapping of the Brighton Main Line and would have a major impact on the West Coastway service, but has not yet been specified)..
- No changes have been made to linespeeds, sectional running times or signalling/junction headways, reoccupation times and similar as against current specifications. As with the previous assumption, this is as agreed in the 2 November 2012 stakeholder discussion meetings, i.e. that current timetables and infrastructure would form the basis of our analysis.
- Brighton – Ashford “Marshlink” diesel-worked services are assumed to be out of scope – that is, these should not stop at Glyne Gap. This reflects the views expressed by Southern Railway and Network Rail at the stakeholder discussion meeting on 2nd November 2012, that:
 - these 2-car trains would not have the capacity to accommodate demand from an additional station call, being already close to capacity;
 - the units’ poorer acceleration means that they would suffer a worse time penalty than electric units in stopping at Glyne Gap, leading to line capacity issues;
 - slowing these “semi-fast” trains would be commercially undesirable slowing the journey time for through trips; and
 - that any change to the timetabling of these services would have to be restricted to the section west of Ore, this reflecting the further assumption that there can be no changes to the timetabling of the sensitive Ore – Ashford section, which is largely single-track and interfaces with a busy rail hub at Ashford International.

For the above reasons, the Marshlink trains are not shown in the analysis.

- No changes can be made to trains’ timings west of Eastbourne, due to interactions with the Brighton Main Line at both Brighton and north of Keymer Junction (Wivelsfield).
- No changes can be made to trains’ timings on the Hastings – Tonbridge – London line, due to the signal line sections on this route and interactions with other routes at Tonbridge northwards.
- All timings shown are taken from the working timetable (WTT) – in some cases times shown in the public timetable will be slightly different.
- Stopping an electric train at Glyne Gap would add two minutes to the journey times between Bexhill and St Leonards Warrior Square (the same in both directions); this is assumed to cover braking, dwell time at the station, and acceleration back to line speed.
- Unless stated otherwise, down trains (i.e. those from the west/north) which are proposed to stop at Glyne Gap will leave stations up to and including Bexhill at the same times, and will then arrive at St Leonards Warrior Square and subsequent stations two minutes later. In the up direction (i.e. towards Eastbourne and Brighton/London), they will leave Ore or Hastings, and stations up to and including St Leonards Warrior Square, two minutes earlier, enabling them to stop at Bexhill and all subsequent stations to the east at their current times. Exceptions to this assumption are shown.
- No conflicts arise to up (westbound) Coastway services at Bo Peep Junction.
- We have not had sight of up-to-date rolling-stock diagrams, and therefore our assumptions regarding train usage (which trains form which later workings) are based on our understanding of current operations on Southern and South-Eastern, as informed by WTTs. As such, the indications given regarding which trains form which subsequent services are also assumptions.

In addition, detailed assumptions, derived from the WTT, Timetable Planning Rules and other railway sources, and relating to specific matters such as how many minutes are to be allowed for specific types of movement, signalling headways and junction/platform reoccupation times, are detailed in Appendix B.

2.2 Types of potential conflict analysed

Conflicts arise where a train is prevented from passing a location at its timetabled time due to the presence of another train. This could be due to the simple fact that a train is occupying the same piece of track for instance a station platform, or at a junction where an allowance has to be built into the timetable for the junction to be cleared, the route to be set and the signal to be cleared as well as the time required for the train to accelerate and achieve line speed and clear the junction again for the next train.

Potential conflicts considered are as follows:

- Bo Peep Junction: conflicts may arise at this flat junction where the “1066 Line” from London via Tonbridge converges with the East Coastway from Bexhill; in particular, down Coastway trains may conflict with both up 1066 Line services needing to cross their path to go towards Tonbridge, and with down services presenting at the junction at the same time or too close in front/behind.
- Bo Peep Junction – Hastings: Headway conflicts may arise if trains are planned to follow too closely behind one another along this section. The signal spacing along the route and the line speed places physical constraints on the frequency of trains.
- Turnaround times: as discussed above, a later arrival at Hastings or Ore as a result of a Glyne Gap stop, and an earlier departure of the same physical train on its next working back towards Brighton or London, may leave insufficient turnaround time. In order to maintain timetable commitments from Brighton, services may have to be planned to leave Hastings or Ore earlier so that they may stop at Glyne Gap without affecting arrival time at London or Brighton.
 - Movements around stations: conflicts may also arise around movements of trains in Hastings, Ore and Eastbourne stations, which have multiple platforms and sidings. As complex station layouts have many junctions and crossovers, additional time is required to allow the routes to be set into each platform/siding and for trains to traverse and clear each junction/crossover.
 - Trains accessing/leaving St Leonards Carriage Sidings: trains to and from this depot, just west of Bo Peep Junction, enter and leave via the down Coastway track. This means that the down Coastway line is blocked for the duration of the movement and the time required to reset the route.
 - Willingdon Junction: this is the junction north of Eastbourne where the line to Brighton diverges from that to Hastings. Time required to allow the route to be set, trains to pass and the route to be reset.
 - A 12-minute turnaround is acceptable in the sidings at Ore (there being no specific stipulation in the Timetable Planning Rules). Timetable Planning Rules are agreed between TOC and Network Rail to set minimum service times against which the timetable is cast, this time includes the time taken to arrive, change ends and depart and clear the sidings.

2.3 Data sources

We have used the following data sources in carrying out this analysis:

- Timetable planning rules, Kent & Sussex, 2012 (NR), v. 2.5 - SO170, SO200, SO590 and SO600¹
- Public timetable, May 2012
- Working timetables WA05 and WE03, May 2012

¹ This is what used to be known as the Rules Of The Plan.

3. Conclusions for services at Glyne Gap

3.1 Outline timetable at Glyne Gap

Details of our analysis are shown in Appendix B to this note. This shows in detail which services could apparently stop at Glyne Gap without difficulty, which could not do so without causing significant conflict, and which could *potentially* stop at Glyne Gap if other changes to the timetable were made to avert conflicts. Where there are conflicts, the issues causing them are identified.

The result is that we would propose that the following pattern of services might be timetabled through a station at Glyne Gap, looking firstly at down (eastbound) trains:

Table 3.1: Possible Glyne Gap stops – down services (eastbound)

| GG dep. | Headcode ² | Dep. origin ³ | Origin | Destination | Status |
|---------|-----------------------|--------------------------|------------|-------------|-------------|
| 06:52 | 2D03 | 06:33 | Eastbourne | Hastings | provisional |
| 08:05 | 2D09 | 07:38 | Eastbourne | Ore | OK |
| 09:06 | 2D11 | 07:52 | Brighton | Ore | OK |
| 10:06 | 2D17 | 08:52 | Brighton | Ore | provisional |
| 10:44 | 1F08 | 08:47 | London Vic | Ore | OK |
| 11:43 | 1F12 | 09:47 | London Vic | Ore | provisional |
| 12:43 | 1F16 | 10:47 | London Vic | Ore | OK |
| 13:43 | 1F20 | 11:47 | London Vic | Ore | OK |
| 14:43 | 1F24 | 12:47 | London Vic | Ore | OK |
| 16:05 | 2D33 | 14:52 | Brighton | Ore | provisional |
| 16:43 | 1F32 | 14:47 | London Vic | Ore | OK |
| 17:06 | 2D35 | 15:52 | Brighton | Ore | OK |
| 18:07 | 2D37 | 16:52 | Brighton | Ore | OK |
| 19:08 | 2D43 | 17:52 | Brighton | Ore | OK |
| 19:42 | 1F42 | 17:35 | London Vic | Ore | provisional |
| 20:15 | 1F44 | 18:06 | London Vic | Ore | OK |
| 21:45 | 1F52 | 19:47 | London Vic | Ore | OK |
| 22:45 | 1F56 | 20:47 | London Vic | Hastings | OK |
| 23:44 | 1F60 | 21:47 | London Vic | Hastings | provisional |

The last column, “status”, indicates the conflict status: where the service is marked as “provisional”, it could stop at Glyne Gap at the times shown, but only if other changes were made to the timetable – however, such services are only included where the changes appear to be feasible, i.e. without making changes to existing services west of Brighton or between Brighton and London. Details of the conflicts needing to be resolved are included in Appendix B. As an example, the current 06:33 Eastbourne to Hastings (train ID 2D03) could stop at Glyne Gap at 06:52 if its departure time from Eastbourne were moved forward to 06:31

² Headcode is the individual train identification code in the timetable. It is used to identify the train in the timetable and all associated train running information such as formation, route, performance characteristics etc.

³ This is the present-day departure time, shown for train identification purposes. In a few cases, the departure time will change by up to 2 minutes if the train is to stop at Glyne Gap – see Appendix B for full details.

to avoid a conflict around Hastings and allow it enough time to turn around at Hastings to form its next working; our analysis suggests that this would be feasible.

Table 3.2: Possible Glyne Gap stops – up services (westbound)

| GG dep. | Headcode | Dep. origin ⁴ | Origin | Destination | Status |
|---------|----------|--------------------------|----------|-----------------|-------------|
| 05:48 | 2D06 | 05:42 | Hastings | Eastbourne | OK |
| 06:21 | 1F05 | 06:15 | Hastings | London Victoria | OK |
| 07:26 | 1F09 | 07:20 | Hastings | London Victoria | OK |
| 08:32 | 2D08 | 08:22 | Ore | Brighton | OK |
| 09:30 | 2D12 | 09:20 | Ore | Brighton | OK |
| 11:32 | 2D16 | 11:22 | Ore | Brighton | OK |
| 12:32 | 2D18 | 12:22 | Ore | Brighton | OK |
| 13:32 | 2D20 | 13:22 | Ore | Brighton | OK |
| 14:32 | 2D22 | 14:22 | Ore | Brighton | OK |
| 15:30 | 2D24 | 15:20 | Ore | Brighton | OK |
| 15:58 | 1F45 | 15:48 | Ore | London Victoria | OK |
| 16:32 | 2D28 | 16:22 | Ore | Brighton | OK |
| 17:32 | 2D30 | 17:22 | Ore | Brighton | OK |
| 18:32 | 2D34 | 18:22 | Ore | Brighton | OK |
| 19:34 | 2D38 | 19:27 | Hastings | Brighton | provisional |
| 20:32 | 2D40 | 20:22 | Ore | Brighton | OK |
| 21:36 | 1F69 | 21:22 | Ore | London Victoria | OK |
| 22:32 | 2D44 | 22:22 | Ore | Brighton | OK |
| 23:28 | 2D46 | 23:22 | Hastings | Brighton | OK |

As can be seen, only one train in this direction would require any further amendments to the timetable, because fewer conflicts arise in the up direction. Trains travelling in the up (westbound) direction are subject to fewer conflicts meaning that only one timetable amendment will have to be made to allow a stopping service in this direction at Glyne Gap.

We would, of course, emphasise that these proposed stops at Glyne Gap have been put forward purely on the basis of timetable analysis, and they do not imply that there is a business case for stopping trains there. Rather, they show what type of timetable can sensibly be assumed for demand-forecasting purposes, and therefore they inform the business case appraisal process.

3.2 Implications for study

It can be seen that, from a timetabling perspective, one train per hour can be timetabled to stop at Glyne Gap on an almost hourly frequency with minimal changes to the existing timetable. Notably, while the number of trains proposed to serve Glyne Gap in each direction is the same, down trains are for the most part formed of services from London, whereas in the up direction they are generally Brighton trains. Clearly this “uneven service” is in some respects sub-optimal: the station would generally have direct services to

⁴ Once again, this is the present-day departure time, including for train identification purposes. In all cases here other than train 2D38, the departure time would be two minutes earlier to allow the Glyne Gap stop; details are in Appendix B.

Brighton but not from it, however, the opposite will apply to services to London. That said, there would be a peak-time direct train to and from London.

We are aware that stakeholders have expressed a desire for Glyne Gap to be served by two trains per hour. Operationally, this would be difficult: while in the down direction several trains from Brighton could potentially stop at Glyne Gap if other amendments were made to the timetable⁵, in the up direction the trains from Ore to London Victoria could generally not do so in the inter-peak period without substantial further changes to the timetable. This is because of physical line constraints, they can follow five minutes behind Hastings – Tonbridge – London Charing Cross services between Hastings and Bo Peep Junction, meaning that the Coastway trains could not leave early enough to allow a Glyne Gap stop. Nor could these trains arrive later into Eastbourne: they would then not have sufficient time to couple to the additional coaches they acquire there, before changing direction to continue their journey towards London. As such, given that it would not be sensible to have a half-hourly service from Glyne Gap in one direction and an hourly service in the other, we have proposed the above services as a compromise which gives a reasonably regular service throughout the day, at the cost of the unevenness of destinations described above.

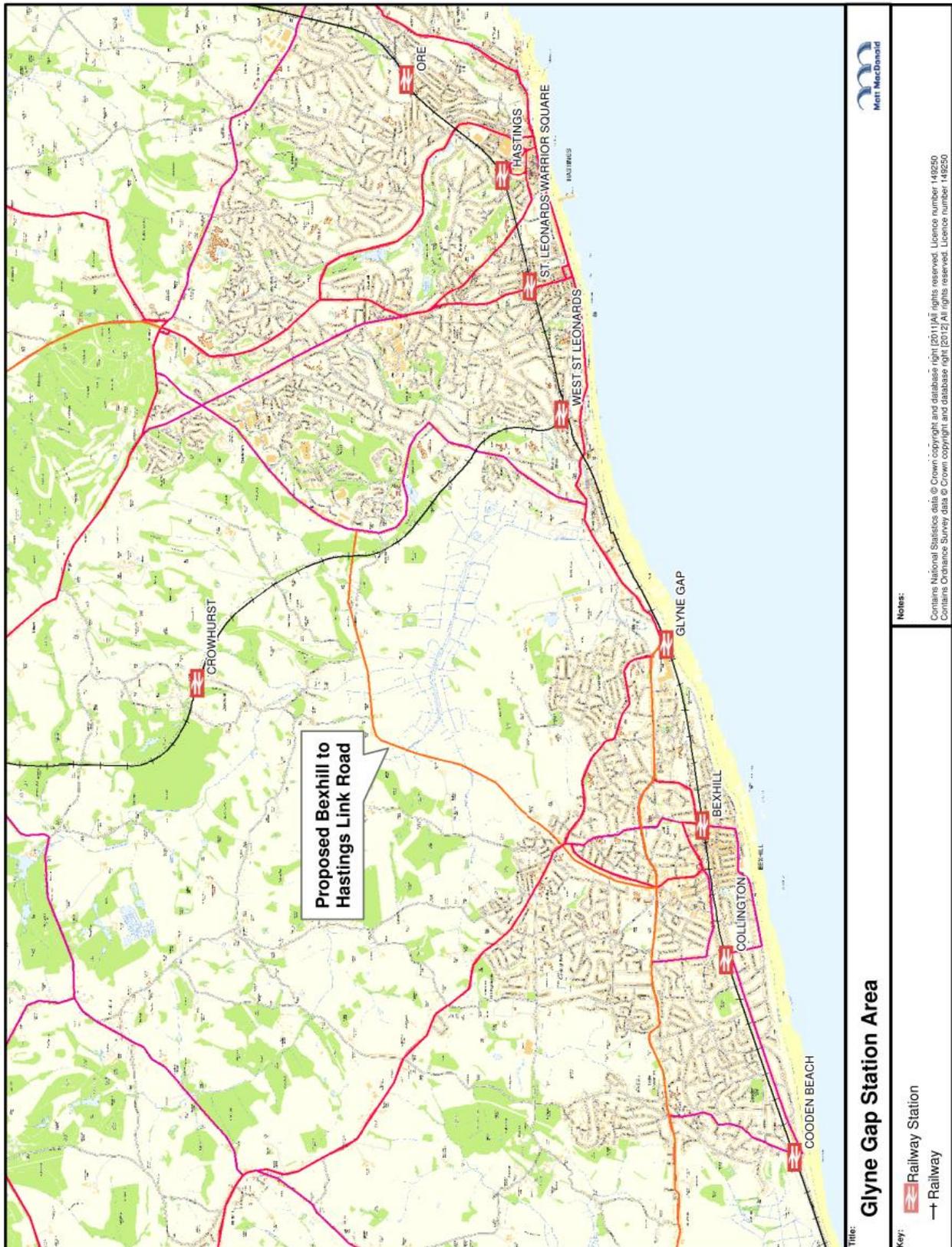
For the purposes of the Glyne Gap demand forecasting and business case appraisal work, the service patterns as set out above in Tables 3.1 and 3.2 have been used.

⁵ The extra down trains would leave Glyne Gap at around 06:36, 09:43, 11:05, 12:05, 13:05, 14:05, 15:05, 18:49, 20:43 and 00:44 – subject to other amendments which could be made to the timetable, again as set out in Appendix B.

Appendices

| | |
|---|---|
| Appendix A. Glyne Gap and surrounding existing stations: location map | 8 |
| Appendix B. Details of timetabling assessment | 9 |

Appendix A. Glyne Gap and surrounding existing stations: location map



Appendix B. Details of timetabling assessment

Rules: timings and allowances used in assessment

| | Headways* | Conn allowce | Turnaround | Allowances | Dwell | Plat length |
|-----------------------|--|--------------|------------|------------|-------|-------------|
| London | | | | | | |
| Brighton | | | | | | |
| SO590 | Lewes | | | | | |
| | Southerham Junction | | | | | |
| | Glynde | | | | | |
| | Berwick | | | | | |
| | Polegate | | | | | |
| | Willingdon Junction | | | | | |
| | Hampden Park | | | | | |
| | Eastbourne | 3 | 4 | 4 | | |
| | Hampden Park | | | | | |
| | Willingdon Junction | AB | | | 0.5 | |
| SO600 | Pevensey and Westham | | | | | 116 |
| | Pevensey Bay | | | | | 78 |
| | Normans Bay | | | | | 80 |
| | Cooden Beach | | | | | 128 |
| | Collington S | | | | | 80 |
| | Bexhill | | | 6 | 1 | 254 |
| | St Leonards West Marina CSD | | | | | |
| | St Leonards CET Point | | | | | |
| | Bopeep Junction | | | | 3 | |
| | St Leonards Warrior Square | 4-5 | 4 | | | |
| Hastings arr | | 4 | | 3 | 1 | |
| Hastings dep | | | | | | |
| Hastings Park Sidings | AB | | | 2 | | |
| Ore | No specific entries for Ore in SO200 so default values apply | | | | | 107 |

AB - headway is transit time plus 2 mins for signallers' actions

* These can be assumed to change when resignalling has taken place west of Bopeep Jn but present infrastructure is being used throughout this assessment

The standard headway as shown in 5.2.1 [reproduced above] is defined as the minimum planned interval between trains at their closest point in any route section as shown. Assumptions as to the capacity of any particular route section should not be made solely by the information contained within this sub-section.

Network Rail will expect operators to allow greater margins between trains, where possible, in order that the finished timetable is robust.

If operators time a series of trains at the minimum headway as shown, they are expected to allow an additional margin of either 2 minutes before another train is timed to follow, or 1 minute each for the next 2 successive trains. A series should normally be defined as a maximum of 4 successive trains. Above is quoted from TPR

Standard timing allowances

| | |
|-----------------------------------|--|
| Approaching bays/loops/crossovers | 1/2 minute for approach control |
| Terminating times | add 1/2 minute to anything to terminate on a half minute |
| Connectional allowance | 5 minutes |
| Standard dwell time | 1/2 minute unless terminating and going forward ECS, where 1 minute to be used |

Junction margins

| | |
|---|-----------|
| Between all movements exc. as below | 2 minutes |
| Resetting of route for departing service after arrival of conflicting inward service | 1 minute |
| Re-occupation of platforms when change of direction or a conflicting move is involved | 3 minutes |

| Turnaround times | 2 cars | 3 cars | 4 cars | 5 cars | 6 cars | 7 cars | 8 cars | 9 cars | 10 cars | 11 cars | 12 cars |
|------------------|--------|--------|--------|--------|--------|--------|--------|--------|---------|---------|---------|
| Class 313 | | 4 | | | 5 | | | | | | |
| Class 377 | | 4 | 4 | 4 | 4 | 5 | 5 | | 6 | | 6 |
| Class 171 | | 3 | 4 | 4 | 4 | 4 | 5 | | | | |

Notes on above:

- Where no value is shown in table above, the default values below the table apply.
- Platform lengths only shown for Willingdon Junction – Bo Peep Junction section, plus for Ore; value shown is shortest platform.
- Eastbourne turnaround time is 5 minutes for splitting moves, 6 minutes for joining, and an additional half minute for calling-on, i.e. for a train approaching an already occupied platform.
- 0.5 minutes extra to be allowed at Willingdon Junction for class 171.
- Bexhill turnaround: 6 minutes if departing from same platform; times are greater if shunting needed.
- London trains to be allowed 1 minute dwell time at Bexhill.
- Bo Peep Junction: 3 minutes between all conflicting moves.
- Hastings: 3 minutes to be allowed between conflict moves over junctions.
- 2 minutes is sectional running time from Hastings Park Sidings to Hastings station.

Notation in following sheets

In "conflicts" columns:

- No conflict identified at this location
- X Conflict identified here - see "notes" column
- [X] Conflict identified here but believed capable of resolution - see "notes" column

In "indicator" column:

-  No conflict identified as affecting this train - i.e. it can stop at GG
-  Possible conflict affects this train but may still be able to serve GG as set out in notes
-  Train affected by conflict such that it could not serve GG
- Bo Peep Jn Conflict at the junction itself, typically between a down Coastway train and an up train to Tonbridge
- BPJ - HGS Conflict arising due to insufficient headway left between trains on this section
- Turnaround Conflict arising due to insufficient time left at end point (Hastings or Ore) to form next service (or, on the "Up" sheet, from previous service)

Note that where no "turnaround time" conflict is identified, the next train that the working is understood to form is only given in the "notes" column on the "Down" sheet as it is not relevant to up trains terminating at Brighton, London etc.

"Predicted times" are the departure times that would apply if stops at Glyne Gap were inserted; these are shown in grey where conflicts would need to be resolved and not at all where conflicts do not appear capable of easy resolution. While based on the WTT, half-minutes are rounded to the NEXT whole minute in these columns. Predicted times that don't follow the basic rule of only adjusting times east of Bexhill are shown in bold italics.

Glossary of station codes and other abbreviations

| Code | Meaning |
|----------------------|----------------------------|
| BEX | Bexhill |
| BPJ | Bo Peep Junction* |
| BTN | Brighton |
| CHX | London Charing Cross |
| CST | London Cannon Street |
| EBN | Eastbourne |
| HGS | Hastings |
| LBG | London Bridge |
| ORE | Ore |
| SLQ | St Leonards Warrior Square |
| TON | Tonbridge |
| VIC | London Victoria |
| Other abbreviations: | |
| ECS | empty coaching stock |
| CS | carriage sidings |

* This is not an official location abbreviation but has been used for convenience.

| Train ID Headcode | Times per current TT | | Predicted times | | Conflicts | | Forms train | Notes | | | | | |
|----------------------|----------------------|--------------------|-----------------|-------|-----------|-------|----------------|-------|------|-------------|-----------|----------|--|
| | Dep. origin | Origin Destination | Arr. dest. | BEX | Glyne Gap | SLQ | | | Dest | Bo Peep Un. | BPJ - HGS | Tumround | Indicator |
| 1F64 | 22:47 | VIC | HGS | 00:50 | 00:41 | 00:44 | 00:50 | 00:52 | [X] | | [X] | | BPJ: with 5H28 - that could be moved Forms 5F64 to EBN @ 00:36 - would need to retime but probably feasible BPJ: with 5G03 - this could not easily be moved due to 5G03 forming 2G03 after 1 min dwell @ HGS and due to other ECS moves of St Leonards CS BPJ-HGS: again conflict with 5G03 and following ECS moves Forms 1F05 to VIC @ 06:15 BPJ-HGS: 5H94 6.5 mins behind but 5H94 could probably run 2 mins later if required. Forms 1F07 to VIC @ 06:49 - insufficient turnaround if arrived later However, it may be possible to mins to depart EBN 2 mins earlier at 06:12 assuming no conflict with 5G03 Forms 2D08 to HGS (platform at TONGARU) and EBN (road above this platform) to TON 5.5 mins behind (allowance and 2 mins dwell at HGS before departure for OBE - this is through 1H04, 1H05, 1H06, 1H07, 1H08, 1H09, 1H10, 1H11, 1H12, 1H13, 1H14, 1H15, 1H16, 1H17, 1H18, 1H19, 1H20, 1H21, 1H22, 1H23, 1H24, 1H25, 1H26, 1H27, 1H28, 1H29, 1H30, 1H31, 1H32, 1H33, 1H34, 1H35, 1H36, 1H37, 1H38, 1H39, 1H40, 1H41, 1H42, 1H43, 1H44, 1H45, 1H46, 1H47, 1H48, 1H49, 1H50, 1H51, 1H52, 1H53, 1H54, 1H55, 1H56, 1H57, 1H58, 1H59, 1H60, 1H61, 1H62, 1H63, 1H64, 1H65, 1H66, 1H67, 1H68, 1H69, 1H70, 1H71, 1H72, 1H73, 1H74, 1H75, 1H76, 1H77, 1H78, 1H79, 1H80, 1H81, 1H82, 1H83, 1H84, 1H85, 1H86, 1H87, 1H88, 1H89, 1H90, 1H91, 1H92, 1H93, 1H94, 1H95, 1H96, 1H97, 1H98, 1H99, 1H100, 1H101, 1H102, 1H103, 1H104, 1H105, 1H106, 1H107, 1H108, 1H109, 1H110, 1H111, 1H112, 1H113, 1H114, 1H115, 1H116, 1H117, 1H118, 1H119, 1H120, 1H121, 1H122, 1H123, 1H124, 1H125, 1H126, 1H127, 1H128, 1H129, 1H130, 1H131, 1H132, 1H133, 1H134, 1H135, 1H136, 1H137, 1H138, 1H139, 1H140, 1H141, 1H142, 1H143, 1H144, 1H145, 1H146, 1H147, 1H148, 1H149, 1H150, 1H151, 1H152, 1H153, 1H154, 1H155, 1H156, 1H157, 1H158, 1H159, 1H160, 1H161, 1H162, 1H163, 1H164, 1H165, 1H166, 1H167, 1H168, 1H169, 1H170, 1H171, 1H172, 1H173, 1H174, 1H175, 1H176, 1H177, 1H178, 1H179, 1H180, 1H181, 1H182, 1H183, 1H184, 1H185, 1H186, 1H187, 1H188, 1H189, 1H190, 1H191, 1H192, 1H193, 1H194, 1H195, 1H196, 1H197, 1H198, 1H199, 1H200, 1H201, 1H202, 1H203, 1H204, 1H205, 1H206, 1H207, 1H208, 1H209, 1H210, 1H211, 1H212, 1H213, 1H214, 1H215, 1H216, 1H217, 1H218, 1H219, 1H220, 1H221, 1H222, 1H223, 1H224, 1H225, 1H226, 1H227, 1H228, 1H229, 1H230, 1H231, 1H232, 1H233, 1H234, 1H235, 1H236, 1H237, 1H238, 1H239, 1H240, 1H241, 1H242, 1H243, 1H244, 1H245, 1H246, 1H247, 1H248, 1H249, 1H250, 1H251, 1H252, 1H253, 1H254, 1H255, 1H256, 1H257, 1H258, 1H259, 1H260, 1H261, 1H262, 1H263, 1H264, 1H265, 1H266, 1H267, 1H268, 1H269, 1H270, 1H271, 1H272, 1H273, 1H274, 1H275, 1H276, 1H277, 1H278, 1H279, 1H280, 1H281, 1H282, 1H283, 1H284, 1H285, 1H286, 1H287, 1H288, 1H289, 1H290, 1H291, 1H292, 1H293, 1H294, 1H295, 1H296, 1H297, 1H298, 1H299, 1H300, 1H301, 1H302, 1H303, 1H304, 1H305, 1H306, 1H307, 1H308, 1H309, 1H310, 1H311, 1H312, 1H313, 1H314, 1H315, 1H316, 1H317, 1H318, 1H319, 1H320, 1H321, 1H322, 1H323, 1H324, 1H325, 1H326, 1H327, 1H328, 1H329, 1H330, 1H331, 1H332, 1H333, 1H334, 1H335, 1H336, 1H337, 1H338, 1H339, 1H340, 1H341, 1H342, 1H343, 1H344, 1H345, 1H346, 1H347, 1H348, 1H349, 1H350, 1H351, 1H352, 1H353, 1H354, 1H355, 1H356, 1H357, 1H358, 1H359, 1H360, 1H361, 1H362, 1H363, 1H364, 1H365, 1H366, 1H367, 1H368, 1H369, 1H370, 1H371, 1H372, 1H373, 1H374, 1H375, 1H376, 1H377, 1H378, 1H379, 1H380, 1H381, 1H382, 1H383, 1H384, 1H385, 1H386, 1H387, 1H388, 1H389, 1H390, 1H391, 1H392, 1H393, 1H394, 1H395, 1H396, 1H397, 1H398, 1H399, 1H400, 1H401, 1H402, 1H403, 1H404, 1H405, 1H406, 1H407, 1H408, 1H409, 1H410, 1H411, 1H412, 1H413, 1H414, 1H415, 1H416, 1H417, 1H418, 1H419, 1H420, 1H421, 1H422, 1H423, 1H424, 1H425, 1H426, 1H427, 1H428, 1H429, 1H430, 1H431, 1H432, 1H433, 1H434, 1H435, 1H436, 1H437, 1H438, 1H439, 1H440, 1H441, 1H442, 1H443, 1H444, 1H445, 1H446, 1H447, 1H448, 1H449, 1H450, 1H451, 1H452, 1H453, 1H454, 1H455, 1H456, 1H457, 1H458, 1H459, 1H460, 1H461, 1H462, 1H463, 1H464, 1H465, 1H466, 1H467, 1H468, 1H469, 1H470, 1H471, 1H472, 1H473, 1H474, 1H475, 1H476, 1H477, 1H478, 1H479, 1H480, 1H481, 1H482, 1H483, 1H484, 1H485, 1H486, 1H487, 1H488, 1H489, 1H490, 1H491, 1H492, 1H493, 1H494, 1H495, 1H496, 1H497, 1H498, 1H499, 1H500, 1H501, 1H502, 1H503, 1H504, 1H505, 1H506, 1H507, 1H508, 1H509, 1H510, 1H511, 1H512, 1H513, 1H514, 1H515, 1H516, 1H517, 1H518, 1H519, 1H520, 1H521, 1H522, 1H523, 1H524, 1H525, 1H526, 1H527, 1H528, 1H529, 1H530, 1H531, 1H532, 1H533, 1H534, 1H535, 1H536, 1H537, 1H538, 1H539, 1H540, 1H541, 1H542, 1H543, 1H544, 1H545, 1H546, 1H547, 1H548, 1H549, 1H550, 1H551, 1H552, 1H553, 1H554, 1H555, 1H556, 1H557, 1H558, 1H559, 1H560, 1H561, 1H562, 1H563, 1H564, 1H565, 1H566, 1H567, 1H568, 1H569, 1H570, 1H571, 1H572, 1H573, 1H574, 1H575, 1H576, 1H577, 1H578, 1H579, 1H580, 1H581, 1H582, 1H583, 1H584, 1H585, 1H586, 1H587, 1H588, 1H589, 1H590, 1H591, 1H592, 1H593, 1H594, 1H595, 1H596, 1H597, 1H598, 1H599, 1H600, 1H601, 1H602, 1H603, 1H604, 1H605, 1H606, 1H607, 1H608, 1H609, 1H610, 1H611, 1H612, 1H613, 1H614, 1H615, 1H616, 1H617, 1H618, 1H619, 1H620, 1H621, 1H622, 1H623, 1H624, 1H625, 1H626, 1H627, 1H628, 1H629, 1H630, 1H631, 1H632, 1H633, 1H634, 1H635, 1H636, 1H637, 1H638, 1H639, 1H640, 1H641, 1H642, 1H643, 1H644, 1H645, 1H646, 1H647, 1H648, 1H649, 1H650, 1H651, 1H652, 1H653, 1H654, 1H655, 1H656, 1H657, 1H658, 1H659, 1H660, 1H661, 1H662, 1H663, 1H664, 1H665, 1H666, 1H667, 1H668, 1H669, 1H670, 1H671, 1H672, 1H673, 1H674, 1H675, 1H676, 1H677, 1H678, 1H679, 1H680, 1H681, 1H682, 1H683, 1H684, 1H685, 1H686, 1H687, 1H688, 1H689, 1H690, 1H691, 1H692, 1H693, 1H694, 1H695, 1H696, 1H697, 1H698, 1H699, 1H700, 1H701, 1H702, 1H703, 1H704, 1H705, 1H706, 1H707, 1H708, 1H709, 1H710, 1H711, 1H712, 1H713, 1H714, 1H715, 1H716, 1H717, 1H718, 1H719, 1H720, 1H721, 1H722, 1H723, 1H724, 1H725, 1H726, 1H727, 1H728, 1H729, 1H730, 1H731, 1H732, 1H733, 1H734, 1H735, 1H736, 1H737, 1H738, 1H739, 1H740, 1H741, 1H742, 1H743, 1H744, 1H745, 1H746, 1H747, 1H748, 1H749, 1H750, 1H751, 1H752, 1H753, 1H754, 1H755, 1H756, 1H757, 1H758, 1H759, 1H760, 1H761, 1H762, 1H763, 1H764, 1H765, 1H766, 1H767, 1H768, 1H769, 1H770, 1H771, 1H772, 1H773, 1H774, 1H775, 1H776, 1H777, 1H778, 1H779, 1H780, 1H781, 1H782, 1H783, 1H784, 1H785, 1H786, 1H787, 1H788, 1H789, 1H790, 1H791, 1H792, 1H793, 1H794, 1H795, 1H796, 1H797, 1H798, 1H799, 1H800, 1H801, 1H802, 1H803, 1H804, 1H805, 1H806, 1H807, 1H808, 1H809, 1H810, 1H811, 1H812, 1H813, 1H814, 1H815, 1H816, 1H817, 1H818, 1H819, 1H820, 1H821, 1H822, 1H823, 1H824, 1H825, 1H826, 1H827, 1H828, 1H829, 1H830, 1H831, 1H832, 1H833, 1H834, 1H835, 1H836, 1H837, 1H838, 1H839, 1H840, 1H841, 1H842, 1H843, 1H844, 1H845, 1H846, 1H847, 1H848, 1H849, 1H850, 1H851, 1H852, 1H853, 1H854, 1H855, 1H856, 1H857, 1H858, 1H859, 1H860, 1H861, 1H862, 1H863, 1H864, 1H865, 1H866, 1H867, 1H868, 1H869, 1H870, 1H871, 1H872, 1H873, 1H874, 1H875, 1H876, 1H877, 1H878, 1H879, 1H880, 1H881, 1H882, 1H883, 1H884, 1H885, 1H886, 1H887, 1H888, 1H889, 1H890, 1H891, 1H892, 1H893, 1H894, 1H895, 1H896, 1H897, 1H898, 1H899, 1H900, 1H901, 1H902, 1H903, 1H904, 1H905, 1H906, 1H907, 1H908, 1H909, 1H910, 1H911, 1H912, 1H913, 1H914, 1H915, 1H916, 1H917, 1H918, 1H919, 1H920, 1H921, 1H922, 1H923, 1H924, 1H925, 1H926, 1H927, 1H928, 1H929, 1H930, 1H931, 1H932, 1H933, 1H934, 1H935, 1H936, 1H937, 1H938, 1H939, 1H940, 1H941, 1H942, 1H943, 1H944, 1H945, 1H946, 1H947, 1H948, 1H949, 1H950, 1H951, 1H952, 1H953, 1H954, 1H955, 1H956, 1H957, 1H958, 1H959, 1H960, 1H961, 1H962, 1H963, 1H964, 1H965, 1H966, 1H967, 1H968, 1H969, 1H970, 1H971, 1H972, 1H973, 1H974, 1H975, 1H976, 1H977, 1H978, 1H979, 1H980, 1H981, 1H982, 1H983, 1H984, 1H985, 1H986, 1H987, 1H988, 1H989, 1H990, 1H991, 1H992, 1H993, 1H994, 1H995, 1H996, 1H997, 1H998, 1H999, 1H1000, 1H1001, 1H1002, 1H1003, 1H1004, 1H1005, 1H1006, 1H1007, 1H1008, 1H1009, 1H1010, 1H1011, 1H1012, 1H1013, 1H1014, 1H1015, 1H1016, 1H1017, 1H1018, 1H1019, 1H1020, 1H1021, 1H1022, 1H1023, 1H1024, 1H1025, 1H1026, 1H1027, 1H1028, 1H1029, 1H1030, 1H1031, 1H1032, 1H1033, 1H1034, 1H1035, 1H1036, 1H1037, 1H1038, 1H1039, 1H1040, 1H1041, 1H1042, 1H1043, 1H1044, 1H1045, 1H1046, 1H1047, 1H1048, 1H1049, 1H1050, 1H1051, 1H1052, 1H1053, 1H1054, 1H1055, 1H1056, 1H1057, 1H1058, 1H1059, 1H1060, 1H1061, 1H1062, 1H1063, 1H1064, 1H1065, 1H1066, 1H1067, 1H1068, 1H1069, 1H1070, 1H1071, 1H1072, 1H1073, 1H1074, 1H1075, 1H1076, 1H1077, 1H1078, 1H1079, 1H1080, 1H1081, 1H1082, 1H1083, 1H1084, 1H1085, 1H1086, 1H1087, 1H1088, 1H1089, 1H1090, 1H1091, 1H1092, 1H1093, 1H1094, 1H1095, 1H1096, 1H1097, 1H1098, 1H1099, 1H1100, 1H1101, 1H1102, 1H1103, 1H1104, 1H1105, 1H1106, 1H1107, 1H1108, 1H1109, 1H1110, 1H1111, 1H1112, 1H1113, 1H1114, 1H1115, 1H1116, 1H1117, 1H1118, 1H1119, 1H1120, 1H1121, 1H1122, 1H1123, 1H1124, 1H1125, 1H1126, 1H1127, 1H1128, 1H1129, 1H1130, 1H1131, 1H1132, 1H1133, 1H1134, 1H1135, 1H1136, 1H1137, 1H1138, 1H1139, 1H1140, 1H1141, 1H1142, 1H1143, 1H1144, 1H1145, 1H1146, 1H1147, 1H1148, 1H1149, 1H1150, 1H1151, 1H1152, 1H1153, 1H1154, 1H1155, 1H1156, 1H1157, 1H1158, 1H1159, 1H1160, 1H1161, 1H1162, 1H1163, 1H1164, 1H1165, 1H1166, 1H1167, 1H1168, 1H1169, 1H1170, 1H1171, 1H1172, 1H1173, 1H1174, 1H1175, 1H1176, 1H1177, 1H1178, 1H1179, 1H1180, 1H1181, 1H1182, 1H1183, 1H1184, 1H1185, 1H1186, 1H1187, 1H1188, 1H1189, 1H1190, 1H1191, 1H1192, 1H1193, 1H1194, 1H1195, 1H1196, 1H1197, 1H1198, 1H1199, 1H1200, 1H1201, 1H1202, 1H1203, 1H1204, 1H1205, 1H1206, 1H1207, 1H1208, 1H1209, 1H1210, 1H1211, 1H1212, 1H1213, 1H1214, 1H1215, 1H1216, 1H1217, 1H1218, 1H1219, 1H1220, 1H1221, 1H1222, 1H1223, 1H1224, 1H1225, 1H1226, 1H1227, 1H1228, 1H1229, 1H1230, 1H1231, 1H1232, 1H1233, 1H1234, 1H1235, 1H1236, 1H1237, 1H1238, 1H1239, 1H1240, 1H1241, 1H1242, 1H1243, 1H1244, 1H1245, 1H1246, 1H1247, 1H1248, 1H1249, 1H1250, 1H1251, 1H1252, 1H1253, 1H1254, 1H1255, 1H1256, 1H1257, 1H1258, 1H1259, 1H1260, 1H1261, 1H1262, 1H1263, 1H1264, 1H1265, 1H1266, 1H1267, 1H1268, 1H1269, 1H1270, 1H1271, 1H1272, 1H1273, 1H1274, 1H1275, 1H1276, 1H1277, 1H1278, 1H1279, 1H1280, 1H1281, 1H1282, 1H1283, 1H1284, 1H1285, 1H1286, 1H1287, 1H1288, 1H1289, 1H1290, 1H1291, 1H1292, 1H1293, 1H1294, 1H1295, 1H1296, 1H1297, 1H1298, 1H1299, 1H1300, 1H1301, 1H1302, 1H1303, 1H1304, 1H1305, 1H1306, 1H1307, 1H1308, 1H1309, 1H1310, 1H1311, 1H1312, 1H1313, 1H1314, 1H1315, 1H1316, 1H1317, 1H1318, 1H1319, 1H1320, 1H1321, 1H1322, 1H1323, 1H1324, 1H1325, 1H1326, 1H1327, 1H1328, 1H1329, 1H1330, 1H1331, 1H1332, 1H1333, 1H1334, 1H1335, 1H1336, 1H1337, 1H1338, 1H1339, 1H1340, 1H1341, 1H1342, 1H1343, 1H1344, 1H1345, 1H1346, 1H1347, 1H1348, 1H1349, 1H1350, 1H1351, 1H1352, 1H1353, 1H1354, 1H1355, 1H1356, 1H1357, 1H1358, 1H1359, 1H1360, 1H1361, 1H1362, 1H1363, 1H1364, 1H1365, 1H1366, 1H1367, 1H1368, 1H1369, 1H1370, 1H1371, 1H1372, 1H1373, 1H1374, 1H1375, 1H1376, 1H1377, 1H1378, 1H1379, 1H1380, 1H1381, 1H1382, 1H1383, 1H1384, 1H1385, 1H1386, 1H1387, 1H1388, 1H1389, 1H1390, 1H1391, 1H1392, 1H1393, 1H1394, 1H1395, 1H1396, 1H1397, 1H1398, 1H1399, 1H1400, 1H1401, 1H1402, 1H1403, 1H1404, 1H1405, 1H1406, 1H1407, 1H1408, 1H1409, 1H1410, 1H1411, 1H1412, 1H1413, 1H1414, 1H1415, 1H1416, 1H1417, 1H1418, 1H1419, 1H1420, 1H1421, 1H1422, 1H1423, 1H1424, 1H1425, 1H1426, 1H1427, 1H1428, 1H1429, 1H1430, 1H1431, 1H1432, 1H1433, 1H1434, 1H1435, 1H1436, 1H1437, 1H1438, 1H1439, 1H1440, 1H1441, 1H1442, 1H1443, 1H1444, 1H1445, 1H1446, 1H1447, 1H1448, 1H1449, 1H1450, 1H1451, 1H1452, 1H1453, 1H1454, 1H1455, 1H1456, 1H1457, 1H1458, 1H1459, 1H1460, 1H1461, 1H1462, 1H1463, 1H1464, 1H1465, 1H1466, 1H1467, 1H1468, 1H1469, 1H1470, 1H1471, 1H1472, 1H1473, 1H1474, 1H1475, 1H1476, 1H1477, 1H1478, 1H1479, 1H1480, 1H1481, 1H1482, 1H1483, 1H1484, 1H1485, 1H1486, 1H1487, 1H1488, 1H1489, 1H1490, 1H1491, 1H1492, 1H1493, 1H1494, 1H1495, 1H1496, 1H1497, 1H1498, 1H1499, 1H1500, 1H1501, 1H1502, 1H1503, 1H1504, 1H1505, 1H1506, 1H1507, 1H1508, 1H1509, 1H1510, 1H1511, 1H1512, 1H1513, 1H1514, 1H1515, 1H1516, 1H1517, 1H1518, 1H1519, 1H1520, 1H1521, 1H1522, 1H1523, 1H1524, 1H1525, 1H1526, 1H1527, 1H1528, 1H1529, 1H1530, 1H1531, 1H1532, 1H1533, 1H1534, 1H1535, 1H1536, 1H1537, 1H1538, 1H1539, 1H1540, 1H1541, 1H1542, 1H1543, 1H1544, 1H1545, 1H1546, 1H1547, 1H1548, 1H1549, 1H1550, 1H1551, 1H1552, 1H1553, 1H1554, 1H1555, 1H1556, 1H1557, 1H1558, 1H1559, 1H1560, 1H1561, 1H1562, 1H1563, 1H1564, 1H1565, 1H1566, 1H1567, 1H1568, 1H1569, 1H1570, 1H1571, 1H1572, 1H1573, 1H1574, 1H1575, 1H1576, 1H1577, 1H1578, 1H1579, 1H1580, 1H1581, 1H1582, 1H1583, 1H1584, 1H1585, 1H1586, 1H1587, 1H1588, 1H1589, 1H1590, 1H1591, 1H1592, 1H1593, 1H1594, 1H1595, 1H1596, 1H1597, 1H1598 |

| Train ID Headcode | Formed from | Times per current TT | | Predicted times | | | Conflicts | | | Notes |
|-------------------|-------------|----------------------|--------|-----------------|-----------|-------|------------|---------|-------------|--|
| | | Dep. origin | Origin | SLQ | Glyne Gap | BEX | Turnaround | HGS-BPJ | Bo Peep Jn. | |
| 1F78 | 5F78 | 05:07 | 05:05 | 05:08 | 05:13 | 05:17 | [X] | - | - | Formed by 5F78 which will need retiming to allow 1F78 to depart 05:05 |
| 2D06 | 5D06 | 05:42 | 05:40 | 05:43 | 05:48 | 05:52 | - | - | - | Formed by 2D01 arrival from EBN @ 06:44 - insufficient even if 2D01 does not stop at GG. |
| 1F05 | 2D69 | 06:15 | 06:13 | 06:16 | 06:21 | 06:27 | X | - | - | Formed by 2D05 arrival from EBN @ 07:32 - insufficient time and 2D05 cannot leave EBN earlier. |
| 1F07 | 2D01 | 06:49 | 07:18 | 07:21 | 07:26 | 07:31 | X | - | - | Current path only 5 mins behind 1H72 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 1F09 | 2D03 | 07:20 | 07:38 | | | | X | - | - | Current path only 5 mins behind 1H76 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 1F13 | 2D05 | 07:38 | 08:20 | 08:27 | 08:32 | 08:36 | - | - | - | Current path only 5 mins behind 5H17 HGS to St Leonards CS; not clear whether 5H17 can easily be moved - possibly not. Also impossible to leave ORE at current time and arrive EBN 2 mins later at 10:59 due to occupation at Willington Jn / EBN station. |
| 2D08 | 2F04 | 08:22 | 09:18 | 09:25 | 09:30 | 09:36 | - | - | - | Current path only 5 mins behind 1H80 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 1F17 | 2D09 | 08:47 | 11:20 | 11:27 | 11:32 | 11:36 | - | - | - | Current path only 5 mins behind 1H84 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 2D12 | 1F02 | 09:20 | 12:20 | 12:27 | 12:32 | 12:36 | - | - | - | Current path only 5 mins behind 1H88 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 1F21 | 2D11 | 09:50 | 13:20 | 13:27 | 13:32 | 13:36 | - | - | - | Current path only 5 mins behind 1H54 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 2D14 | 1F04 | 10:22 | 14:20 | 14:27 | 14:32 | 14:36 | - | - | - | Current path only 5 mins behind 1H58 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 1F25 | 2D17 | 10:50 | 15:18 | 15:25 | 15:30 | 15:34 | - | - | - | Current path only 5 mins behind 1H66 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 2D16 | 1F08 | 11:22 | 16:20 | 16:27 | 16:32 | 16:36 | - | - | - | Current path only 5 mins behind 1H70 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 1F29 | 2D21 | 11:50 | 17:20 | 17:27 | 17:32 | 17:36 | - | - | - | Current path only 5 mins behind 1H74 HGS to CHX, and can't run later as plat 3 at HGS needs to be vacated to allow arrival of 1H92 @ 18:54. However it appears possible instead to run 5H07 to Hastings Park Sidings (as it does anyway on certain dates) to return ECS to St Leonards CS later. |
| 2D18 | 1F12 | 12:22 | 18:20 | 18:27 | 18:32 | 18:36 | - | - | - | Current path only 5 mins behind 1H76 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 1F33 | 2D23 | 12:50 | 18:48 | 18:56 | 19:01 | 19:05 | - | - | - | Current path only 5 mins behind 1H82 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 2D20 | 1F16 | 13:22 | 19:26 | 19:29 | 19:34 | 19:38 | [X] | - | - | Formed by 5D38 arrival implying turnaround time in HGS Park Sidings of only 9 mins - if this is acceptable, then no issue. Alternatively may be possible to arrive 2 mins later at EBN and resume current timings if 4-min turnaround at EBN is acceptable (should be for 4-car class 377). |
| 1F37 | 2D25 | 13:50 | 20:20 | 20:27 | 20:32 | 20:36 | - | - | - | "Predicted times" are a compromise of leaving ORE 1 min earlier and arriving EBN 1 min later. |
| 2D22 | 1F20 | 14:22 | 20:20 | 20:27 | 20:32 | 20:36 | - | - | - | Current path only 5 mins behind 1H78 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 1F41 | 2D27 | 14:50 | 21:20 | 21:31 | 21:36 | 21:40 | - | - | - | Current path only 5 mins behind 1H82 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 2D24 | 1F24 | 15:20 | 22:20 | 22:27 | 22:32 | 22:39 | - | - | - | Current path only 5 mins behind 1H82 HGS to CHX so cannot leave ORE/HGS earlier. Also impossible to leave ORE at current time and arrive EBN 2 mins later because of turnaround/attachment time required @ EBN to fit onward path to VIC. |
| 1F45 | 2D29 | 15:48 | 23:20 | 23:23 | 23:28 | 23:32 | - | - | - | See comment under predicted departure time from ORE. |
| 2D28 | 1F28 | 16:22 | 23:20 | 23:23 | 23:28 | 23:32 | - | - | - | |
| 1F49 | 2D33 | 16:50 | | | | | - | - | - | |
| 2D30 | 1F32 | 17:22 | | | | | - | - | - | |
| 1F53 | 2D35 | 17:50 | | | | | - | - | - | |
| 2D34 | 1F36 | 18:22 | | | | | - | - | - | |
| 1F59 | 2D37 | 18:50 | | | | | - | - | - | |
| 2D38 | 1F40 | 19:27 | | | | | - | - | - | |
| 1F63 | 2D43 | 19:50 | | | | | - | - | - | |
| 2D40 | 1F42 | 20:22 | | | | | - | - | - | |
| 1F67 | 1F44 | 20:50 | | | | | - | - | - | |
| 1F69 | 1F48 | 21:22 | | | | | - | - | - | |
| 2D44 | 1F52 | 21:52 | | | | | - | - | - | |
| 2D46 | 1F56 | 23:22 | | | | | - | - | - | |