

# **Waterloo & City Line**

**Timetable Notice No. 148/17**

## **Christmas and New Year Holiday Train Arrangements**

**Saturday, 23rd December 2017 to Monday, 1st  
January 2018**

**A digital version of this Notice can be found on the  
Scheduling Services Sharepoint site at  
<http://onelink.tfl.gov.uk/sites/ss/sitepages/home.aspx>**

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# **Timetable**



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 London Underground Limited  
 55 Broadway, London SW1H 0BD  
 08 November 2017

NIGEL HOLNESS  
*Director of Network Operations*

*A.R. Vigor*

SCHEDULES MANAGER (TIMETABLES)

### SUMMARY OF SPECIAL ARRANGEMENTS

**(a) Saturday, 23rd December**

The **Saturdays** service shown in Working Timetable No. 7 will operate with the following alterations:-

**Train 201**, 00.26¾ ex Bank, on arrival Waterloo arrival platform (No. 26) at 00.30¾, will be revised to stable. **Cancelled** departing 00.33 (empty) to Waterloo depot.

**Train 202**, 00.28 (empty) ex Waterloo depot, on arrival Waterloo departure platform (No. 25), at 00.29½ will be revised to form 00.32 (empty) to Waterloo shed, arrive 00.34 and stable.

**(b) Christmas Eve, Sunday, 24th December**

There will be **no service** on this day.

**(c) Christmas Day, Monday, 25th December**

There will be **no service** on this day and all stations will be **closed**.

**(d) Boxing Day, Tuesday, 26th December**

There will be **no service** on this day.

**(e) Wednesday to Friday, 27th to 29th December**

The special service shown on pages 6 to 11 of this notice will operate.

First and last trains will run at normal **Mondays to Fridays** times.

A normal **Mondays to Fridays** service will operate until approximately 06.45. After 06.45, trains will continue to operate between Waterloo and Bank every three minutes, until 09.45. After 09.45, service levels will reduce with trains operating every five minutes until approximately 16.30. After 16.30, service levels will increase with trains operating every four minutes until 18.30. After 18.30, service levels will reduce with trains operating every six minutes until approximately 23.30, then every 10 minutes until last trains.

**(f) Saturday, 30th December**

The **Saturdays** service shown in Working Timetable No. 7 will operate with the following alterations:-

**Train 206**, 00.14 (empty) ex Waterloo Depot, will revised to run to Bank (**platform 8**) and stable. **Cancelled** stabling in Bank (platform 7).

**Train 201**, 00.19¾ ex Waterloo Siding, will be revised to reverse via Bank (**platform 7**), 00.24¾ - 00.26¾, then run as booked. **Cancelled** reversing via Bank (platform 8).

**(g) New Year's Eve, Sunday, 31st December**

There will be **no service** on this day.

**(h) New Year's Day, Monday, 1st January**

There will be **no service** on this day.

### SCHEDULED TRAINS IN SERVICE "SNAPSHOTS"

	06 00	09 00	12 00	15 00	18 00	21 00	24 00
<b>Wednesday to Friday, 27th to 29th December</b>	1	5	3	3	4	3	2

Does not include changeover trains or stock moves

## GENERAL NOTES AND ABBREVIATIONS

The following additional notes will apply:-

- WO** - Wednesday only.  
**WX** - Wednesday excepted.  
**WThX** - Wednesday and Thursday excepted.  
**ThFX** - Thursday and Friday excepted.  
**ThO** - Thursday only.  
**ThX** - Thursday excepted.

For all other General Notes and Abbreviations see page 2 of Working Timetable No. 7.

## SIGNAL CONTROL DATA

Revised Signal Control Data has been issued in connection with this notice.

## ARRANGEMENTS FOR STEPPING BACK AT BANK

### Wednesday to Friday, 27th to 29th December

Train Operators will step back one train at Bank on trains arriving from 06.38¾ until 09.57¾.

## ARRANGEMENTS FOR STEPPING BACK AT WATERLOO SIDING

### Wednesday to Friday, 27th to 29th December

Train Operators will step back one train at Waterloo Siding on trains arriving from 06.27 until 18.31½.

## ARRANGEMENTS FOR PLATFORM STABLING OVERNIGHT AT BANK

Overnight stabling at Bank platforms will take place as shown in the following table:-

Night	Platform 7	Platform 8
Saturday night, 23rd December/ Wednesday morning, 27th December	<b>Train</b>	
Wednesday night, 27th December/ Thursday morning, 28th December	<b>Train</b>	
Thursday night, 28th December/ Friday morning, 29th December		<b>Train</b>
Friday night, 29th December/ Saturday morning, 30th December	<b>Train</b>	
Saturday night, 30th December/ Tuesday morning, 2nd January		<b>Train</b>
Tuesday night, 2nd January / Wednesday morning, 3rd January		<b>Train</b>

## ARRANGEMENTS FOR PLATFORM STABLING OVERNIGHT AT WATERLOO

Overnight stabling at Waterloo platforms/sidings will take place as shown in the following table.

Night	Pfm 25	Pfm 26	5 Road	6 Road	7 Road
Saturday night, 23rd December/ Wednesday morning, 27th December		<b>Train</b>	<b>Train</b>		<b>Train</b>
Wednesday night, 27th December/ Thursday morning, 28th December		<b>Train</b>		<b>Train</b>	<b>Train</b>
Thursday night, 28th December/ Friday morning, 29th December		<b>Train</b>	<b>Train</b>	<b>Train</b>	
Friday night, 29th December/ Saturday morning, 30th December			<b>Train</b>	<b>Train</b>	<b>Train</b>
Saturday night, 30th December/ Tuesday morning, 2nd January			<b>Train</b>	<b>Train</b>	<b>Train</b>
Tuesday night, 2nd January / Wednesday morning, 3rd January		<b>Train</b>	<b>Train</b>		<b>Train</b>

## ARRANGEMENTS FOR TRAIN WASHING AT WATERLOO SIDING

### Wednesday to Friday, 27th to 29th December

**Train 202** washes between departing Waterloo at 23.52¾ and returning at 24.00.

**Train 204** washes between departing Waterloo at 00.22¾ and returning at 00.32½.

Two Train Operators are provided for both of these moves.

DEPOT WORKING				WEDNESDAY TO FRIDAY, 27th TO 29th DECEMBER			
Train No.	Start	Train No.	Finish	Train No.	Start	Train No.	Finish
<b>WATERLOO DEPOT</b>				<b>BANK</b>			
205	05 35 WO	206	05 37	207	05 58 7 WO	205	05 43 8 WO
206	05 35 26	207	06 04 WO	205	06 43 7 ThO		
201	05 53			205	06 43 8 ThX	207	23 24 8 ThO
204	06 05	205	09 53			207	23 24 7 ThX
203	06 11	201	10 02				
202	06 49	206	10 55 Shed				
206	10 50	203	18 38				
201	16 31	201	23 30				
		203	00 18				
207	23 17	202	00 31 26 FX				
203	00 11	202	00 35 FO				
		204	00 38 Shed				

ROLLING STOCK WORKING							WEDNESDAY TO FRIDAY, 27th TO 29th DECEMBER						
Train No.	Start Morning	Finish Morning	Start Afternoon	Finish Evening	Start Night	Finish Night							
201	WLO DT 05 53	WLO DT 10 02	WLO DT 16 31	—	—	WLO DT 23 30							
202	WLO DT 06 49	—	—	—	—	WLO DT 00 35							
203★	WLO DT 06 11	—	—	WLO DT 18 38	WLO DT 00 11	WLO DT 00 18							
204	WLO DT 06 05	—	—	—	—	WLO DT 00 38							
205	BNKPFM 06 43	WLO DT 09 53											
207					WLO DT 23 17	BNKPFM 23 24							
DEPOT													
Waterloo Depot	4	2	1	1	2	3							
Waterloo Shed	—	—	—	—	—	1							
Waterloo Bank	1	—	—	—	—	1							
TOTAL	5	2	1	1	2	5							
TRAINS IN SERVICE	5	3	4	3	3†	—							

**Notes:-**

† - Does not include 1 train for changeover purposes and 1 train for tripcock testing requirements.

## WEDNESDAY TO FRIDAY, 27 TO 29 DECEMBER

## WESTBOUND

Train No. ....	206	207	201	201		204	204	203	203		201	201	204	204	203	203		201	201	
Trip No. ....	1	1	3	4		3	4	3	4		7	8	7	8	7	8		11	12	
Crew Running No. ....	4	1	6	6		7	7	8	8		6	6	7	7	5	5		2	2	
Notes ....	Start Ety	Start Ety WO	ThX	ThO		ThX	ThO	ThX	ThO		ThX	ThO	ThX	ThO	ThX	ThO		ThX	ThO	
Platform No. ....	7	7	7	8		7	8	7	8		7	8	7	8	7	8		7	8	
BANK {arr. ....	05 58	06 01	06 06	06 06	...	06 14	06 14	06 21	06 21	...	06 26	06 26	06 31	06 31	06 36	06 36	...	06 40	06 40	...
WATERLOO {dep. ....	05 35	06 02	06 09	06 10	...	06 17	06 18	06 25	06 25	...	06 30	06 30	06 35	06 35	06 39	06 40	...	06 43	06 44	...
Waterloo Siding ....			06 13	06 13	...	06 19	06 19	06 26	06 26	...	06 31	06 31	06 36	06 36	06 42	06 42	...	06 45	06 45	...
Waterloo Depot ....	05 37	06 04	06 14	06 14	...	06 20	06 20	06 27	06 27	...	06 32	06 32	06 37	06 37	06 43	06 43	...	06 46	06 46	...
To form ....	Stop	Stop	06 17	06 17	...	06 23	06 23	06 28	06 28	...	06 33	06 33	06 38	06 38	06 44	06 44	...	06 47	06 47	...
By Crew Running No. ....								5	5		8	8	6	6	7	7		5	5	

Train No. ....	205	205	205		204	203	201	202	205		204	203	201	202	205	204		203	201	202
Trip No. ....	3	2	4		10	10	14	2	6		12	12	16	4	8	14		14	18	6
Crew Running No. ....	3	3	3		8	6	7	5	9		2	3	8	6	7	5		9	2	3
Notes ....	Start ThO	Start ThFX	Start FO																	
Platform No. ....	7	8	8		7	7	7	7	7		7	7	7	7	7	7		7	7	7
BANK {arr. ....	06 43	06 43	06 43	...	06 47	06 51	06 54	06 57	07 00	...	07 03	07 06	07 09	07 12	07 15	07 18	...	07 21	07 24	07 27
WATERLOO {dep. ....	06 47	06 47	06 47	...	06 51	06 55	06 58	07 01	07 03	...	07 06	07 09	07 12	07 15	07 18	07 21	...	07 24	07 27	07 30
Waterloo Siding ....	06 48	06 48	06 48	...	06 53	06 56	06 59	07 02	07 05	...	07 08	07 11	07 14	07 17	07 20	07 23	...	07 26	07 29	07 32
Waterloo Depot ....	06 49	06 49	06 49	...	06 54	06 57	07 00	07 03	07 06	...	07 09	07 12	07 15	07 18	07 21	07 24	...	07 27	07 30	07 33
To form ....	06 52	06 52	06 52	...	06 55	06 58	07 01	07 04	07 07	...	07 10	07 13	07 16	07 19	07 22	07 25	...	07 28	07 31	07 34
By Crew Running No. ....	2	2	2		3	8	6	7	5		9	2	3	8	6	7		5	9	2

Train No. ....	205	204	203		201	202	205	204	203		201	202	205	204	203	201		202	205	204
Trip No. ....	10	16	16		20	8	12	18	18		22	10	14	20	20	24		12	16	22
Crew Running No. ....	8	6	7		5	9	2	3	8		6	7	5	9	2	3		8	6	7
Notes ....																				
Platform No. ....	7	7	7		7	7	7	7	7		7	7	7	7	7	7		7	7	7
BANK {arr. ....	07 30	07 33	07 36	...	07 39	07 42	07 45	07 48	07 51	...	07 54	07 57	08 00	08 03	08 06	08 09	...	08 12	08 15	08 18
WATERLOO {dep. ....	07 33	07 36	07 39	...	07 42	07 45	07 48	07 51	07 54	...	07 57	08 00	08 03	08 06	08 09	08 12	...	08 15	08 18	08 21
Waterloo Siding ....	07 35	07 38	07 41	...	07 44	07 47	07 50	07 53	07 56	...	07 59	08 02	08 05	08 08	08 11	08 14	...	08 17	08 20	08 23
Waterloo Depot ....	07 36	07 39	07 42	...	07 45	07 48	07 51	07 54	07 57	...	08 00	08 03	08 06	08 09	08 12	08 15	...	08 18	08 21	08 24
To form ....	07 37	07 40	07 43	...	07 46	07 49	07 52	07 55	07 58	...	08 01	08 04	08 07	08 10	08 13	08 16	...	08 19	08 22	08 25
By Crew Running No. ....	3	8	6		7	5	9	2	3		8	6	7	5	9	2		3	8	6

Train No. ....	203	201	202		205	204	203	201	202		205	204	203	201	202	205		204	203	201
Trip No. ....	22	26	14		18	24	24	28	16		20	26	26	30	18	22		28	28	32
Crew Running No. ....	5	9	2		3	8	6	7	5		9	2	3	8	6	7		5	9	2
Notes ....																				
Platform No. ....	7	7	7		7	7	7	7	7		7	7	7	7	7	7		7	7	7
BANK {arr. ....	08 21	08 24	08 27	...	08 30	08 33	08 36	08 39	08 42	...	08 45	08 48	08 51	08 54	08 57	09 00	...	09 03	09 06	09 09
WATERLOO {dep. ....	08 24	08 27	08 30	...	08 33	08 36	08 39	08 42	08 45	...	08 48	08 51	08 54	08 57	09 00	09 03	...	09 06	09 09	09 12
Waterloo Siding ....	08 26	08 29	08 32	...	08 35	08 38	08 41	08 44	08 47	...	08 50	08 53	08 56	08 59	09 02	09 05	...	09 08	09 11	09 14
Waterloo Depot ....	08 27	08 30	08 33	...	08 36	08 39	08 42	08 45	08 48	...	08 51	08 54	08 57	09 00	09 03	09 06	...	09 09	09 12	09 15
To form ....	08 28	08 31	08 34	...	08 37	08 40	08 43	08 46	08 49	...	08 52	08 55	08 58	09 01	09 04	09 07	...	09 10	09 13	09 16
By Crew Running No. ....	7	5	9		2	3	8	6	7		5	9	2	3	8	6		7	5	9

Train No. ....	202	205	204		203	201	202	205	204		203	201	202	205	204	203		201	202	204
Trip No. ....	20	24	30		30	34	22	26	32		32	36	24	28	34	34		38	26	36
Crew Running No. ....	3	8	6		7	5	9	2	3		8	6	7	5	9	2		3	8	7
Notes ....																				
Platform No. ....	7	7	7		7	7	7	7	7		7	7	7	7	7	7		7	7	8
BANK {arr. ....	09 12	09 15	09 18	...	09 21	09 24	09 27	09 30	09 33	...	09 36	09 39	09 42	09 45	09 48	09 51	...	09 54	09 57	10 02
WATERLOO {dep. ....	09 15	09 18	09 21	...	09 24	09 27	09 30	09 33	09 36	...	09 39	09 42	09 45	09 48	09 51	09 54	...	09 57	10 01	10 06
Waterloo Siding ....	09 17	09 20	09 23	...	09 26	09 29	09 32	09 35	09 38	...	09 41	09 44	09 47	09 50	09 53	09 56	...	09 59	10 02	10 07
Waterloo Depot ....	09 18	09 21	09 24	...	09 27	09 30	09 33	09 36	09 39	...	09 42	09 45	09 48	09 51	09 54	09 57	...	10 01	10 03	10 08
To form ....	09 19	09 22	09 25	...	09 28	09 31	09 34	09 37	09 40	...	09 43	09 46	09 49	Stop	09 54	09 58	...	Stop	10 04	10 09
By Crew Running No. ....	2	3	8		6	7	5	9	2		3	8	6	7	9			2		8

## EASTBOUND

## WEDNESDAY TO FRIDAY, 27 TO 29 DECEMBER

Train No. ....	205	201	201		204	204	203	203	201	201		204	204	203	203	201	201		204	203
Trip No. ....	1	2	1		2	1	2	1	6	5		6	5	6	5	10	9		9	9
Crew Running No. ....	3	6	6		7	7	8	8	6	6		7	7	5	5	8	8		6	7
Notes ....	Start Ety ThFX	Start ThO YW	Start ThX YW		Start ThO	Start ThX	Start ThO	Start ThX	ThO	ThX		ThO	ThX	ThO	ThX	ThO	ThX			
Waterloo Depot	05 35	05 53	05 53	...	06 05	06 05	06 11	06 11	06 17	06 17	...	06 23	06 23	06 28	06 28	06 33	06 33	...	06 38	06 44
Waterloo Siding	05 36	05 54	05 54	...	06 06	06 06	06 12	06 12	06 18	06 18	...	06 24	06 24	06 29	06 29	06 34	06 34	...	06 39	06 45
WATERLOO {arr. dep.}	05 39	06 00	06 00	...	06 07	06 07	06 14	06 14	06 20	06 20	...	06 25	06 25	06 30	06 30	06 34	06 34	...	06 40	06 45
BANK	05 43	06 04	06 04	...	06 11	06 12	06 18	06 18	06 24	06 24	...	06 29	06 29	06 34	06 34	06 38	06 39	...	06 45	06 49
Platform No. ....	8	8	7		8	7	8	7	8	7		8	7	8	7	8	7		7	7
																▽	▽		▽	▽
To form	Stop	06 06	06 06	...	06 14	06 14	06 21	06 21	06 26	06 26	...	06 31	06 31	06 36	06 36	06 40	06 40	...	06 47	06 51
By Crew Running No. ....																2	2		8	6
Train No. ....	201	202	205		204	203	201	202	205		204	203	201	202	205	204		203	201	202
Trip No. ....	13	1	5		11	11	15	3	7		13	13	17	5	9	15		15	19	7
Crew Running No. ....	5	9	2		3	8	6	7	5		9	2	3	8	6	7		5	9	2
Notes ....		Start																		
Waterloo Depot	06 47	06 49	06 52	...	06 55	06 58	07 01	07 04	07 07	...	07 10	07 13	07 16	07 19	07 22	07 25	...	07 28	07 31	07 34
Waterloo Siding	06 47	06 50	06 53	...	06 56	06 59	07 02	07 05	07 08	...	07 11	07 14	07 17	07 20	07 23	07 26	...	07 29	07 32	07 35
WATERLOO {arr. dep.}	06 48	06 51	06 54	...	06 57	07 00	07 03	07 06	07 09	...	07 12	07 15	07 18	07 21	07 24	07 27	...	07 30	07 33	07 36
BANK	06 53	06 56	06 59	...	07 02	07 04	07 07	07 10	07 13	...	07 16	07 19	07 22	07 25	07 28	07 31	...	07 34	07 37	07 40
Platform No. ....	7	7	7		7	7	7	7	7		7	7	7	7	7	7		7	7	7
	▽	▽	▽		▽	▽	▽	▽	▽		▽	▽	▽	▽	▽	▽		▽	▽	▽
To form	06 54	06 57	07 00	...	07 03	07 06	07 09	07 12	07 15	...	07 18	07 21	07 24	07 27	07 30	07 33	...	07 36	07 39	07 42
By Crew Running No. ....	7	5	9		2	3	8	6	7		5	9	2	3	8	6		7	5	9
Train No. ....	205	204	203		201	202	205	204	203		201	202	205	204	203	201		202	205	204
Trip No. ....	11	17	17		21	9	13	19	19		23	11	15	21	21	25		13	17	23
Crew Running No. ....	3	8	6		7	5	9	2	3		8	6	7	5	9	2		3	8	6
Notes ....																				
Waterloo Depot	07 37	07 40	07 43	...	07 46	07 49	07 52	07 55	07 58	...	08 01	08 04	08 07	08 10	08 13	08 16	...	08 19	08 22	08 25
Waterloo Siding	07 38	07 41	07 44	...	07 47	07 50	07 53	07 56	07 59	...	08 02	08 05	08 08	08 11	08 14	08 17	...	08 20	08 23	08 26
WATERLOO {arr. dep.}	07 39	07 42	07 45	...	07 48	07 51	07 54	07 57	08 00	...	08 03	08 06	08 09	08 12	08 15	08 18	...	08 21	08 24	08 27
BANK	07 43	07 46	07 49	...	07 52	07 55	07 58	08 01	08 04	...	08 07	08 10	08 13	08 16	08 19	08 22	...	08 25	08 28	08 31
Platform No. ....	7	7	7		7	7	7	7	7		7	7	7	7	7	7		7	7	7
	▽	▽	▽		▽	▽	▽	▽	▽		▽	▽	▽	▽	▽	▽		▽	▽	▽
To form	07 45	07 48	07 51	...	07 54	07 57	08 00	08 03	08 06	...	08 09	08 12	08 15	08 18	08 21	08 24	...	08 27	08 30	08 33
By Crew Running No. ....	2	3	8		6	7	5	9	2		3	8	6	7	5	9		2	3	8
Train No. ....	203	201	202		205	204	203	201	202		205	204	203	201	202	205		204	203	201
Trip No. ....	23	27	15		19	25	25	29	17		21	27	27	31	19	23		29	29	33
Crew Running No. ....	7	5	9		2	3	8	6	7		5	9	2	3	8	6		7	5	9
Notes ....																				
Waterloo Depot	08 28	08 31	08 34	...	08 37	08 40	08 43	08 46	08 49	...	08 52	08 55	08 58	09 01	09 04	09 07	...	09 10	09 13	09 16
Waterloo Siding	08 29	08 32	08 35	...	08 38	08 41	08 44	08 47	08 50	...	08 53	08 56	08 59	09 02	09 05	09 08	...	09 11	09 14	09 17
WATERLOO {arr. dep.}	08 30	08 33	08 36	...	08 39	08 42	08 45	08 48	08 51	...	08 54	08 57	09 00	09 03	09 06	09 09	...	09 12	09 15	09 18
BANK	08 34	08 37	08 40	...	08 43	08 46	08 49	08 52	08 55	...	08 58	09 01	09 04	09 07	09 10	09 13	...	09 16	09 19	09 22
Platform No. ....	7	7	7		7	7	7	7	7		7	7	7	7	7	7		7	7	7
	▽	▽	▽		▽	▽	▽	▽	▽		▽	▽	▽	▽	▽	▽		▽	▽	▽
To form	08 36	08 39	08 42	...	08 45	08 48	08 51	08 54	08 57	...	09 00	09 03	09 06	09 09	09 12	09 15	...	09 18	09 21	09 24
By Crew Running No. ....	6	7	5		9	2	3	8	6		7	5	9	2	3	8		6	7	5
Train No. ....	202	205	204		203	201	202	205	204		203	201	202	204	203	202		204	203	202
Trip No. ....	21	25	31		31	35	23	27	33		33	37	25	35	35	27		37	37	29
Crew Running No. ....	2	3	8		6	7	5	9	2		3	8	6	7	9	2		8	7	9
Notes ....																				
Waterloo Depot	09 19	09 22	09 25	...	09 28	09 31	09 34	09 37	09 40	...	09 43	09 46	09 49	09 54	09 58	10 04	...	10 09	10 14	10 19
Waterloo Siding	09 20	09 23	09 26	...	09 29	09 32	09 35	09 38	09 41	...	09 44	09 47	09 50	09 55	09 59	10 05	...	10 10	10 15	10 20
WATERLOO {arr. dep.}	09 21	09 24	09 27	...	09 30	09 33	09 36	09 39	09 42	...	09 45	09 48	09 51	09 56	10 00	10 05	...	10 10	10 15	10 20
BANK	09 25	09 28	09 31	...	09 34	09 37	09 40	09 43	09 46	...	09 49	09 52	09 55	10 00	10 04	10 09	...	10 14	10 19	10 24
Platform No. ....	7	7	7		7	7	7	7	7		7	7	7	8	8	8		8	8	8
	▽	▽	▽		▽	▽	▽	▽	▽		▽	▽	▽	8	8	8		8	8	8
To form	09 27	09 30	09 33	...	09 36	09 39	09 42	09 45	09 48	...	09 51	09 54	09 57	10 02	10 07	10 12	...	10 17	10 22	10 27
By Crew Running No. ....	9	2	3		8	6	7	5	9		2	3	8	9	10	12		10	11	13

## WEDNESDAY TO FRIDAY, 27 TO 29 DECEMBER

## WESTBOUND

Train No. ....	203	202	204		203	202	204	203	202		204	206	203	202	204	203		202	204	203
Trip No. ....	36	28	38		38	30	40	40	32		42	3	42	34	44	44		36	46	46
Crew Running No. ....	9	2	8		7	9	2	8	7		9	4	2	8	7	9		2	8	7
Notes ....												Ety								
Platform No. ....	8	8	8		8	8	8	8	8		8		8	8	8	8		8	8	8
BANK {arr. ....	10 07½	10 12½	10 17½	...	10 22½	10 27½	10 32½	10 37½	10 42½	...	10 47½	...	10 52½	10 57½	11 02½	11 07½	...	11 12½	11 17½	11 22½
WATERLOO {dep. ....	10 11½	10 16½	10 21½	...	10 26½	10 31½	10 36½	10 41½	10 46½	...	10 51½	Pfm 25	10 56½	11 01½	11 06½	11 11½	...	11 16½	11 21½	11 26½
Waterloo Siding {arr. ....	10 12½	10 17½	10 22½	...	10 27½	10 32½	10 37½	10 42½	10 47½	...	10 52½	10 53½	10 57½	11 02½	11 07½	11 12½	...	11 17½	11 22½	11 27½
Waterloo Depot {dep. ....	10 13½	10 18½	10 23½	...	10 28½	10 33½	10 38½	10 43½	10 48½	...	10 53½	—	10 58½	11 03½	11 08½	11 13½	...	11 18½	11 23½	11 28½
Notes ....	▽	▽	▽		▽	▽	▽	▽	▽		▽	Shed Rd	▽	▽	▽	▽		▽	▽	▽
To form ....	10 14½	10 19½	10 24½	...	10 29½	10 34½	10 39½	10 44½	10 49½	...	10 55	Stop	10 59½	11 04½	11 09½	11 14½	...	11 19½	11 24½	11 29½
By Crew Running No. ....	7	9	2		8	7	9	2	8		7		9	2	8	7		9	2	8

Train No. ....	202	204	203		202	204	203	202	204		203	202	204	203	202	204		203	202	204
Trip No. ....	38	48	48		40	50	50	42	52		52	44	54	54	46	56		56	48	58
Crew Running No. ....	9	2	8		7	9	2	8	7		9	2	8	7	9	2		8	7	9
Notes ....																				
Platform No. ....	8	8	8		8	8	8	8	8		8	8	8	8	8	8		8	8	8
BANK {arr. ....	11 27½	11 32½	11 37½	...	11 42½	11 47½	11 52½	11 57½	12 02½	...	12 07½	12 12½	12 17½	12 22½	12 27½	12 32½	...	12 37½	12 42½	12 47½
WATERLOO {dep. ....	11 31½	11 36½	11 41½	...	11 46½	11 51½	11 56½	12 01½	12 06½	...	12 11½	12 16½	12 21½	12 26½	12 31½	12 36½	...	12 41½	12 46½	12 51½
Waterloo Siding {arr. ....	11 32½	11 37½	11 42½	...	11 47½	11 52½	11 57½	12 02½	12 07½	...	12 12½	12 17½	12 22½	12 27½	12 32½	12 37½	...	12 42½	12 47½	12 52½
Waterloo Depot {dep. ....	11 33½	11 38½	11 43½	...	11 48½	11 53½	11 58½	12 03½	12 08½	...	12 13½	12 18½	12 23½	12 28½	12 33½	12 38½	...	12 43½	12 48½	12 53½
Notes ....	▽	▽	▽		▽	▽	▽	▽	▽		▽	▽	▽	▽	▽	▽		▽	▽	▽
To form ....	11 34½	11 39½	11 44½	...	11 49½	11 54½	11 59½	12 04½	12 09½	...	12 14½	12 19½	12 24½	12 29½	12 34½	12 39½	...	12 44½	12 49½	12 54½
By Crew Running No. ....	7	9	2		8	7	9	2	8		7	9	2	8	7	9		2	8	7

Train No. ....	203	202	204	203		202	204	203	202	204	203	202	204	203		202	204	203	202	204
Trip No. ....	58	50	60	60		52	62	62	54	64	64	56	66	66		58	68	68	60	70
Crew Running No. ....	2	8	7	9		2	8	7	9	2	8	7	9	2		8	7	9	2	8
Notes ....																				
Platform No. ....	8	8	8	8		8	8	8	8	8	8	8	8	8		8	8	8	8	8
BANK {arr. ....	12 52½	12 57½	13 02½	13 07½	...	13 12½	13 17½	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 {dep. ....	12 56½	13 01½	13 06½	13 11½	...	13 16½	13 21½	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 {arr. ....	12 57½	13 02½	13 07½	13 12½	...	13 17½	13 22½	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 {dep. ....	12 58½	13 03½	13 08½	13 13½	...	13 18½	13 23½	13 28½	13 33½	13 38½	13 43½	13 48½	13 53½	13 58½	...	14 03½	14 08½	14 13½	14 18½	14 23½
Notes ....	▽	▽	▽	▽		▽	▽	▽	▽	▽	▽	▽	▽	▽		▽	▽	▽	▽	▽
To form ....	12 59½	13 04½	13 09½	13 14½	...	13 19½	13 24½	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. ....	9	2	8	7		9	2	8	7	9	2	8	7	9		2	8	7	9	2

Train No. ....	203	202	204		203	202	204	203	202		204	203	202	204	203	202		204	203	202
Trip No. ....	70	62	72		72	64	74	74	66		76	76	68	78	78	70		80	80	72
Crew Running No. ....	7	9	2		8	7	9	2	8		7	9	2	8	7	9		2	8	7
Notes ....																				
Platform No. ....	8	8	8		8	8	8	8	8		8	8	8	8	8	8		8	8	8
BANK {arr. ....	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	15 27½	...	15 32½	15 37½	15 42½
WATERLOO {dep. ....	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	15 31½	...	15 36½	15 41½	15 46½
Waterloo Siding {arr. ....	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	15 32½	...	15 37½	15 42½	15 47½
Waterloo Depot {dep. ....	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	15 33½	...	15 38½	15 43½	15 48½
Notes ....	▽	▽	▽		▽	▽	▽	▽	▽		▽	▽	▽	▽	▽	▽		▽	▽	▽
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	15 34½	...	15 39½	15 44½	15 49½
By Crew Running No. ....	8	7	9		2	8	7	9	2		8	7	9	2	8	7		9	2	8

Train No. ....	204	203	202	204		203	202	204	203	202	204	203	201	202		204	203	201	202	204
Trip No. ....	82	82	74	84		84	76	86	86	78	88	88	40	80		90	90	42	82	92
Crew Running No. ....	9	2	8	7		9	2	8	7	9	2	8	3	7		9	2	8	3	7
Notes ....																				
Platform No. ....	8	8	8	8		8	8	8	8	8	8	8	8	8		8	8	8	8	8
BANK {arr. ....	15 47½	15 52½	15 57½	16 02½	...	16 07½	16 12½	16 17½	16 22½	16 27½	16 32½	16 37½	16 42	16 46½	...	16 50½	16 54½	16 58½	17 02½	17 06½
WATERLOO {dep. ....	15 51½	15 56½	16 01½	16 06½	...	16 11½	16 16½	16 21½	16 26½	16 31½	16 36½	16 41½	16 46	16 50½	...	16 54½	16 58½	17 02½	17 06½	17 10½
Waterloo Siding {arr. ....	15 52½	15 57½	16 02½	16 07½	...	16 12½	16 17½	16 22½	16 27½	16 32½	16 38½	16 42½	16 47½	16 51½	...	16 55½	16 59½	17 03½	17 07½	17 11½
Waterloo Depot {dep. ....	15 53½	15 58½	16 03½	16 08½	...	16 13½	16 18½	16 23½	16 28½	16 33½	16 39½	16 43½	16 48½	16 52½	...	16 56½	17 00½	17 04½	17 08½	17 12½
Notes ....	▽	▽	▽	▽		▽	▽	▽	▽	▽	▽	▽	▽	▽		▽	▽	▽	▽	▽
To form ....	15 54½	15 59½	16 04½	16 09½	...	16 14½	16 19½	16 24½	16 29½	16 37	16 41½	16 46½	16 50½	16 54½	...	16 58½	17 02½	17 06½	17 10½	17 14½
By Crew Running No. ....	7	9	2	8		7	9	2	8	7	9	2	8	3		7	9	2	8	3



## EASTBOUND

**WEDNESDAY TO FRIDAY, 27 TO 29 DECEMBER**

Train No. ....	204	203	202		204	203	202	206	204		203	202	204	203	202	204		203	202	204
Trip No. ....	39	39	31		41	41	33	2	43		43	35	45	45	37	47		47	39	49
Crew Running No. ....	2	8	7		9	2	8	4	7		9	2	8	7	9	2		8	7	9
Notes ....								Start Ety												
Waterloo Depot Waterloo Siding WATERLOO BANK Platform No.	10 24 <sub>1</sub> 10 25 <sub>1</sub> 10 25 <sub>1</sub> 10 29 <sub>1</sub> 8	10 29 <sub>1</sub> 10 30 <sub>1</sub> 10 30 <sub>1</sub> 10 34 <sub>1</sub> 8	10 34 <sub>1</sub> 10 35 <sub>1</sub> 10 35 <sub>1</sub> 10 39 <sub>1</sub> 8	...	10 39 <sub>1</sub> 10 40 <sub>1</sub> 10 40 <sub>1</sub> 10 44 <sub>1</sub> 8	10 44 <sub>1</sub> 10 45 <sub>1</sub> 10 45 <sub>1</sub> 10 49 <sub>1</sub> 8	10 49 <sub>1</sub> 10 50 <sub>1</sub> 10 50 <sub>1</sub> 10 54 <sub>1</sub> 8	10 50 <sub>1</sub> 10 52 <sub>1</sub> 10 50 <sub>1</sub> ...	10 55 <sub>1</sub> 10 55 <sub>1</sub> 10 56 <sub>1</sub> 11 00 <sub>1</sub> 8	...	10 59 <sub>1</sub> 11 00 <sub>1</sub> 11 00 <sub>1</sub> 11 04 <sub>1</sub> 8	11 04 <sub>1</sub> 11 05 <sub>1</sub> 11 05 <sub>1</sub> 11 09 <sub>1</sub> 8	11 09 <sub>1</sub> 11 10 <sub>1</sub> 11 10 <sub>1</sub> 11 14 <sub>1</sub> 8	11 14 <sub>1</sub> 11 15 <sub>1</sub> 11 15 <sub>1</sub> 11 19 <sub>1</sub> 8	11 19 <sub>1</sub> 11 20 <sub>1</sub> 11 20 <sub>1</sub> 11 24 <sub>1</sub> 8	11 24 <sub>1</sub> 11 25 <sub>1</sub> 11 25 <sub>1</sub> 11 29 <sub>1</sub> 8	...	11 29 <sub>1</sub> 11 30 <sub>1</sub> 11 30 <sub>1</sub> 11 34 <sub>1</sub> 8	11 34 <sub>1</sub> 11 35 <sub>1</sub> 11 35 <sub>1</sub> 11 39 <sub>1</sub> 8	11 39 <sub>1</sub> 11 40 <sub>1</sub> 11 40 <sub>1</sub> 11 44 <sub>1</sub> 8
To form By Crew Running No.	10 32 <sub>1</sub>	10 37 <sub>1</sub>	10 42 <sub>1</sub>	...	10 47 <sub>1</sub>	10 52 <sub>1</sub>	10 57 <sub>1</sub>	10 53 <sub>1</sub>	11 02 <sub>1</sub>	...	11 07 <sub>1</sub>	11 12 <sub>1</sub>	11 17 <sub>1</sub>	11 22 <sub>1</sub>	11 27 <sub>1</sub>	11 32 <sub>1</sub>	...	11 37 <sub>1</sub>	11 42 <sub>1</sub>	11 47 <sub>1</sub>

Train No. ....	203	202	204		203	202	204	203	202		204	203	202	204	203	202		204	203	202
Trip No. ....	49	41	51		51	43	53	53	45		55	55	47	57	57	49		59	59	51
Crew Running No. ....	2	8	7		9	2	8	7	9		2	8	7	9	2	8		7	9	2
Notes ....																				
Waterloo Depot ..... Waterloo Siding ..... WATERLOO {arr. .... dep. .... BANK ..... Platform No. ....	11 44½ 11 45 11 45½ 11 49½ 8	11 49½ 11 50 11 50½ 11 54½ 8	11 54½ 11 55 11 55½ 11 59½ 8	...	11 59½ 12 00 12 00½ 12 04½ 8	12 04½ 12 05 12 05½ 12 09½ 8	12 09½ 12 10 12 10½ 12 14½ 8	12 14½ 12 15 12 15½ 12 19½ 8	12 19½ 12 20 12 20½ 12 24½ 8	...	12 24½ 12 25 12 25½ 12 29½ 8	12 29½ 12 30 12 30½ 12 34½ 8	12 34½ 12 35 12 35½ 12 39½ 8	12 39½ 12 40 12 40½ 12 44½ 8	12 44½ 12 45 12 45½ 12 49½ 8	12 49½ 12 50 12 50½ 12 54½ 8	...	12 54½ 12 55 12 55½ 12 59½ 8	12 59½ 13 00 13 00½ 13 04½ 8	13 04½ 13 05 13 05½ 13 09½ 8
To form By Crew Running No. ....	11 52½	11 57½	12 02½	...	12 07½	12 12½	12 17½	12 22½	12 27½	...	12 32½	12 37½	12 42½	12 47½	12 52½	12 57½	...	13 02½	13 07½	13 12½

Train No. ....	204	203	202		204	203	202	204	203		202	204	203	202	204	203		202	204	203
Trip No. ....	61	61	53		63	63	55	65	65		57	67	67	59	69	69		61	71	71
Crew Running No. ....	8	7	9		2	8	7	9	2		8	7	9	2	8	7		9	2	8
Notes ....																				
Waterloo Depot Waterloo Siding WATERLOO {arr. dep. BANK Platform No.	13 09 <sub>1</sub> 13 10 <sub>1</sub> 13 10 <sub>1</sub> 13 14 <sub>1</sub> 8	13 14 <sub>1</sub> 13 15 <sub>1</sub> 13 15 <sub>1</sub> 13 19 <sub>1</sub> 8	13 19 <sub>1</sub> 13 20 <sub>1</sub> 13 20 <sub>1</sub> 13 24 <sub>1</sub> 8		13 24 <sub>1</sub> 13 25 <sub>1</sub> 13 30 <sub>1</sub> 13 29 <sub>1</sub> 8	13 29 <sub>1</sub> 13 30 <sub>1</sub> 13 30 <sub>1</sub> 13 34 <sub>1</sub> 8	13 34 <sub>1</sub> 13 35 <sub>1</sub> 13 35 <sub>1</sub> 13 39 <sub>1</sub> 8	13 39 <sub>1</sub> 13 40 <sub>1</sub> 13 40 <sub>1</sub> 13 44 <sub>1</sub> 8	13 44 <sub>1</sub> 13 45 <sub>1</sub> 13 45 <sub>1</sub> 13 49 <sub>1</sub> 8		13 49 <sub>1</sub> 13 50 <sub>1</sub> 13 55 <sub>1</sub> 13 54 <sub>1</sub> 8	13 54 <sub>1</sub> 13 55 <sub>1</sub> 14 00 <sub>1</sub> 13 59 <sub>1</sub> 8	13 59 <sub>1</sub> 14 00 <sub>1</sub> 14 05 <sub>1</sub> 14 04 <sub>1</sub> 8	14 04 <sub>1</sub> 14 10 <sub>1</sub> 14 10 <sub>1</sub> 14 14 <sub>1</sub> 8	14 09 <sub>1</sub> 14 15 <sub>1</sub> 14 10 <sub>1</sub> 14 19 <sub>1</sub> 8		14 14 <sub>1</sub> 14 20 <sub>1</sub> 14 25 <sub>1</sub> 14 24 <sub>1</sub> 8	14 19 <sub>1</sub> 14 20 <sub>1</sub> 14 25 <sub>1</sub> 14 29 <sub>1</sub> 8	14 24 <sub>1</sub> 14 25 <sub>1</sub> 14 30 <sub>1</sub> 14 29 <sub>1</sub> 8	14 29 <sub>1</sub> 14 30 <sub>1</sub> 14 34 <sub>1</sub> 14 34 <sub>1</sub> 8
To form By Crew Running No.	13 17 <sub>1</sub>	13 22 <sub>1</sub>	13 27 <sub>1</sub>	...	13 32 <sub>1</sub>	13 37 <sub>1</sub>	13 42 <sub>1</sub>	13 47 <sub>1</sub>	13 52 <sub>1</sub>	...	13 57 <sub>1</sub>	14 02 <sub>1</sub>	14 07 <sub>1</sub>	14 12 <sub>1</sub>	14 17 <sub>1</sub>	14 22 <sub>1</sub>	...	14 27 <sub>1</sub>	14 32 <sub>1</sub>	14 37 <sub>1</sub>

Train No.	202	204	203		202	204	203	202	204		203	202	204	203	202	204		203	202	204
Trip No.	63	73	73		65	75	75	67	77		77	69	79	79	71	81		81	73	83
Crew Running No.	7	9	2		8	7	9	2	8		7	9	2	8	7	9		2	8	7
Notes																				
Waterloo Depot Waterloo Siding	14 34½	14 39½	14 44½	...	14 49½	14 54½	14 59½	15 04½	15 09½	...	15 14½	15 19½	15 24½	15 29½	15 34½	15 39½	...	15 44½	15 49½	15 54½
WATERLOO {arr. dep.	14 35	14 40	14 45	...	14 50	14 55	15 00	15 05	15 10	...	15 15	15 20	15 25	15 30	15 35	15 40	...	15 45	15 50	15 55
BANK	14 35½	14 40½	14 45½	...	14 50½	14 55½	15 00½	15 05½	15 10½	...	15 15½	15 20½	15 25½	15 30½	15 35½	15 40½	...	15 45½	15 50½	15 55½
Platform No.	14 39½ 8	14 44½ 8	14 49½ 8	...	14 54½ 8	14 59½ 8	15 04½ 8	15 09½ 8	15 14½ 8	...	15 19½ 8	15 24½ 8	15 29½ 8	15 34½ 8	15 39½ 8	15 44½ 8	...	15 49½ 8	15 54½ 8	15 59½ 8
To form By Crew Running No.	14 42½	14 47½	14 52½	...	14 57½	15 02½	15 07½	15 12½	15 17½	...	15 22½	15 27½	15 32½	15 37½	15 42½	15 47½	...	15 52½	15 57½	16 02½

Train No. ....	203	202	204		203	202	204	203	201		202	204	203	201	202	204		203	201	202
Trip No. ....	83	75	85		85	77	87	87	39		79	89	89	41	81	91		91	43	83
Crew Running No. ....	9	2	8		7	9	2	8	3		7	9	2	8	3	7		9	2	8
Notes ....									Start											
Waterloo Depot Waterloo Siding WATERLOO {arr. dep. BANK Platform No. ....	15 59½ 16 00 16 00½ 16 04½ 8	16 04½ 16 05 16 05½ 16 09½ 8	16 09½ 16 10 16 10½ 16 14½ 8	...	16 14½ 16 15 16 15½ 16 19½ 8	16 19½ 16 20 16 20½ 16 24½ 8	16 24½ 16 25 16 25½ 16 29½ 8	16 29½ 16 30 16 30½ 16 34½ 8	16 31 — 16 32½ 16 35½ 16 39½ 8	...	16 37 16 37½ 16 39½ 16 43½ 8	16 41½ 16 42 16 44½ 16 48½ 8	16 46½ 16 47 16 48½ 16 52½ 8	16 50½ 16 51 16 52½ 16 56½ 8	16 54½ 16 55 16 56½ 17 00½ 8	16 58½ 16 59 17 00½ 17 04½ 8	...	17 02½ 17 03 17 04½ 17 08½ 8	17 06½ 17 07 17 08½ 17 12½ 8	17 10½ 17 11 17 12½ 17 16½ 8
To form By Crew Running No. ....	16 07½	16 12½	16 17½	...	16 22½	16 27½	16 32½	16 37½	16 42	...	16 46½	16 50½	16 54½	16 58½	17 02½	17 06½	...	17 10½	17 14½	17 18½

WEDNESDAY TO FRIDAY, 27 TO 29 DECEMBER															WESTBOUND					
Train No. . . . .	203	201	202		204	203	201	202	204		203	201	202	204	203	201		202	204	203
Trip No. . . . .	92	44	84		94	94	46	86	96		96	48	88	98	98	50		90	100	100
Crew Running No. . . . .	9	2	8		3	7	9	2	8		3	7	9	2	8	3		7	9	2
Notes . . . . .																				
Platform No. . . . .	8	8	8		8	8	8	8	8		8	8	8	8	8	8		8	8	8
BANK . . . . .	17 10 <sub>1</sub>	17 14 <sub>1</sub>	17 18 <sub>1</sub>	...	17 22 <sub>1</sub>	17 26 <sub>1</sub>	17 30 <sub>1</sub>	17 34 <sub>1</sub>	17 38 <sub>1</sub>	...	17 42 <sub>1</sub>	17 46 <sub>1</sub>	17 50 <sub>1</sub>	17 54 <sub>1</sub>	17 58 <sub>1</sub>	18 02 <sub>1</sub>	...	18 06 <sub>1</sub>	18 10 <sub>1</sub>	18 14 <sub>1</sub>
WATERLOO {arr. . . . .	17 14 <sub>1</sub>	17 18 <sub>1</sub>	17 22 <sub>1</sub>	...	17 26 <sub>1</sub>	17 30 <sub>1</sub>	17 34 <sub>1</sub>	17 38 <sub>1</sub>	17 42 <sub>1</sub>	...	17 46 <sub>1</sub>	17 50 <sub>1</sub>	17 54 <sub>1</sub>	17 58 <sub>1</sub>	18 02 <sub>1</sub>	18 06 <sub>1</sub>	...	18 10 <sub>1</sub>	18 14 <sub>1</sub>	18 18 <sub>1</sub>
dep. . . . .	17 15 <sub>1</sub>	17 19 <sub>1</sub>	17 23 <sub>1</sub>	...	17 27 <sub>1</sub>	17 31 <sub>1</sub>	17 35 <sub>1</sub>	17 39 <sub>1</sub>	17 43 <sub>1</sub>	...	17 47 <sub>1</sub>	17 51 <sub>1</sub>	17 55 <sub>1</sub>	17 59 <sub>1</sub>	18 03 <sub>1</sub>	18 07 <sub>1</sub>	...	18 11 <sub>1</sub>	18 15 <sub>1</sub>	18 19 <sub>1</sub>
Waterloo Siding . . . . .	17 16 <sub>1</sub>	17 20 <sub>1</sub>	17 24 <sub>1</sub>	...	17 28 <sub>1</sub>	17 32 <sub>1</sub>	17 36 <sub>1</sub>	17 40 <sub>1</sub>	17 44 <sub>1</sub>	...	17 48 <sub>1</sub>	17 52 <sub>1</sub>	17 56 <sub>1</sub>	18 00 <sub>1</sub>	18 04 <sub>1</sub>	18 08 <sub>1</sub>	...	18 12 <sub>1</sub>	18 16 <sub>1</sub>	18 20 <sub>1</sub>
Waterloo Depot . . . . .	▽	▽	▽		▽	▽	▽	▽	▽		▽	▽	▽	▽	▽	▽		▽	▽	▽
To form . . . . .	17 18 <sub>1</sub>	17 22 <sub>1</sub>	17 26 <sub>1</sub>	...	17 30 <sub>1</sub>	17 34 <sub>1</sub>	17 38 <sub>1</sub>	17 42 <sub>1</sub>	17 46 <sub>1</sub>	...	17 50 <sub>1</sub>	17 54 <sub>1</sub>	17 58 <sub>1</sub>	18 02 <sub>1</sub>	18 06 <sub>1</sub>	18 10 <sub>1</sub>	...	18 14 <sub>1</sub>	18 18 <sub>1</sub>	18 22 <sub>1</sub>
By Crew Running No. . . . .	7	9	2		8	3	7	9	2		8	3	7	9	2	8		3	7	9
Train No. . . . .	201	202	204	203		201	202	204	201	202	204	201	202	204		201	202	204	201	202
Trip No. . . . .	52	92	102	102		54	94	104	56	96	106	58	98	108		60	100	110	62	102
Crew Running No. . . . .	8	3	7	9		2	8	7	2	8	7	2	8	7		2	8	7	2	8
Notes . . . . .																				
Platform No. . . . .	8	8	8	8		8	8	8	8	8	8	8	8	8		8	8	8	8	8
BANK . . . . .	18 18 <sub>1</sub>	18 22 <sub>1</sub>	18 26 <sub>1</sub>	18 30 <sub>1</sub>	...	18 34 <sub>1</sub>	18 40 <sub>1</sub>	18 46 <sub>1</sub>	18 52 <sub>1</sub>	18 58 <sub>1</sub>	19 04 <sub>1</sub>	19 10 <sub>1</sub>	19 16 <sub>1</sub>	19 22 <sub>1</sub>	...	19 28 <sub>1</sub>	19 34 <sub>1</sub>	19 40 <sub>1</sub>	19 46 <sub>1</sub>	19 52 <sub>1</sub>
WATERLOO {arr. . . . .	18 22 <sub>1</sub>	18 26 <sub>1</sub>	18 30 <sub>1</sub>	18 34 <sub>1</sub>	...	18 38 <sub>1</sub>	18 44 <sub>1</sub>	18 50 <sub>1</sub>	18 56 <sub>1</sub>	19 02 <sub>1</sub>	19 08 <sub>1</sub>	19 14 <sub>1</sub>	19 20 <sub>1</sub>	19 26 <sub>1</sub>	...	19 32 <sub>1</sub>	19 38 <sub>1</sub>	19 44 <sub>1</sub>	19 50 <sub>1</sub>	19 56 <sub>1</sub>
dep. . . . .	18 23 <sub>1</sub>	18 27 <sub>1</sub>	18 32 <sub>1</sub>	18 36 <sub>1</sub>	...	18 40 <sub>1</sub>	18 46 <sub>1</sub>	18 52 <sub>1</sub>	18 58 <sub>1</sub>	19 04 <sub>1</sub>	19 10 <sub>1</sub>	19 16 <sub>1</sub>	19 22 <sub>1</sub>	19 28 <sub>1</sub>	...	19 34 <sub>1</sub>	19 40 <sub>1</sub>	19 46 <sub>1</sub>	19 52 <sub>1</sub>	19 58 <sub>1</sub>
Waterloo Siding . . . . .	18 24 <sub>1</sub>	18 28 <sub>1</sub>	18 33 <sub>1</sub>	—	...	18 41 <sub>1</sub>	18 47 <sub>1</sub>	18 53 <sub>1</sub>	18 59 <sub>1</sub>	19 05 <sub>1</sub>	19 11 <sub>1</sub>	19 17 <sub>1</sub>	19 23 <sub>1</sub>	19 29 <sub>1</sub>	...	19 35 <sub>1</sub>	19 41 <sub>1</sub>	19 47 <sub>1</sub>	19 53 <sub>1</sub>	19 59 <sub>1</sub>
Waterloo Depot . . . . .	▽	▽		18 38	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
To form . . . . .	18 26 <sub>1</sub>	18 31 <sub>1</sub>	18 38 <sub>1</sub>	Stop	...	18 44 <sub>1</sub>	18 50 <sub>1</sub>	18 56 <sub>1</sub>	19 02 <sub>1</sub>	19 08 <sub>1</sub>	19 14 <sub>1</sub>	19 20 <sub>1</sub>	19 26 <sub>1</sub>	19 32 <sub>1</sub>	...	19 38 <sub>1</sub>	19 44 <sub>1</sub>	19 50 <sub>1</sub>	19 56 <sub>1</sub>	20 02 <sub>1</sub>
By Crew Running No. . . . .	2	8																		
Train No. . . . .	204	201	202		204	201	202	204	201		202	204	201	202	204	201		202	204	201
Trip No. . . . .	112	64	104		114	66	106	116	68		108	118	70	110	120	72		112	122	74
Crew Running No. . . . .	7	2	8		7	2	8	7	2		8	7	2	8	7	2		8	7	2
Notes . . . . .																				
Platform No. . . . .	8	8	8		8	8	8	8	8		8	8	8	8	8	8		8	8	8
BANK . . . . .	19 58 <sub>1</sub>	20 04 <sub>1</sub>	20 10 <sub>1</sub>	...	20 16 <sub>1</sub>	20 22 <sub>1</sub>	20 28 <sub>1</sub>	20 34 <sub>1</sub>	20 40 <sub>1</sub>	...	20 46 <sub>1</sub>	20 52 <sub>1</sub>	20 58 <sub>1</sub>	21 04 <sub>1</sub>	21 10 <sub>1</sub>	21 16 <sub>1</sub>	...	21 22 <sub>1</sub>	21 28 <sub>1</sub>	21 34 <sub>1</sub>
WATERLOO {arr. . . . .	20 02 <sub>1</sub>	20 08 <sub>1</sub>	20 14 <sub>1</sub>	...	20 20 <sub>1</sub>	20 26 <sub>1</sub>	20 32 <sub>1</sub>	20 38 <sub>1</sub>	20 44 <sub>1</sub>	...	20 50 <sub>1</sub>	20 56 <sub>1</sub>	21 02 <sub>1</sub>	21 08 <sub>1</sub>	21 14 <sub>1</sub>	21 20 <sub>1</sub>	...	21 26 <sub>1</sub>	21 32 <sub>1</sub>	21 38 <sub>1</sub>
dep. . . . .	20 04 <sub>1</sub>	20 10 <sub>1</sub>	20 16 <sub>1</sub>	...	20 22 <sub>1</sub>	20 28 <sub>1</sub>	20 34 <sub>1</sub>	20 40 <sub>1</sub>	20 46 <sub>1</sub>	...	20 52 <sub>1</sub>	20 58 <sub>1</sub>	21 04 <sub>1</sub>	21 10 <sub>1</sub>	21 16 <sub>1</sub>	21 22 <sub>1</sub>	...	21 28 <sub>1</sub>	21 34 <sub>1</sub>	21 40 <sub>1</sub>
Waterloo Siding . . . . .	20 05 <sub>1</sub>	20 11 <sub>1</sub>	20 17 <sub>1</sub>	...	20 23 <sub>1</sub>	20 29 <sub>1</sub>	20 35 <sub>1</sub>	20 41 <sub>1</sub>	20 47 <sub>1</sub>	...	20 53 <sub>1</sub>	20 59 <sub>1</sub>	21 05 <sub>1</sub>	21 11 <sub>1</sub>	21 17 <sub>1</sub>	21 23 <sub>1</sub>	...	21 29 <sub>1</sub>	21 35 <sub>1</sub>	21 41 <sub>1</sub>
Waterloo Depot . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
To form . . . . .	20 08 <sub>1</sub>	20 14 <sub>1</sub>	20 20 <sub>1</sub>	...	20 26 <sub>1</sub>	20 32 <sub>1</sub>	20 38 <sub>1</sub>	20 44 <sub>1</sub>	20 50 <sub>1</sub>	...	20 56 <sub>1</sub>	21 02 <sub>1</sub>	21 08 <sub>1</sub>	21 14 <sub>1</sub>	21 20 <sub>1</sub>	21 26 <sub>1</sub>	...	21 32 <sub>1</sub>	21 38 <sub>1</sub>	21 44 <sub>1</sub>
By Crew Running No. . . . .																				
Train No. . . . .	202	204	201	202		204	201	202	204	201	202	204	201	202		204	201	202	204	201
Trip No. . . . .	114	124	76	116		126	78	118	128	80	120	130	82	122		132	84	124	134	86
Crew Running No. . . . .	8	7	2	8		7	2	8	7	2	8	7	2	8		7	2	8	7	2
Notes . . . . .																				
Platform No. . . . .	8	8	8	8		8	8	8	8	8	8	8	8	8		8	8	8	8	8
BANK . . . . .	21 40 <sub>1</sub>	21 46 <sub>1</sub>	21 52 <sub>1</sub>	21 58 <sub>1</sub>	...	22 04 <sub>1</sub>	22 10 <sub>1</sub>	22 16 <sub>1</sub>	22 22 <sub>1</sub>	22 28 <sub>1</sub>	22 34 <sub>1</sub>	22 40 <sub>1</sub>	22 46 <sub>1</sub>	22 52 <sub>1</sub>	...	22 58 <sub>1</sub>	23 04 <sub>1</sub>	23 10 <sub>1</sub>	23 16 <sub>1</sub>	23 22 <sub>1</sub>
WATERLOO {arr. . . . .	21 44 <sub>1</sub>	21 50 <sub>1</sub>	21 56 <sub>1</sub>	22 02 <sub>1</sub>	...	22 08 <sub>1</sub>	22 14 <sub>1</sub>	22 20 <sub>1</sub>	22 26 <sub>1</sub>	22 32 <sub>1</sub>	22 38 <sub>1</sub>	22 44 <sub>1</sub>	22 50 <sub>1</sub>	22 56 <sub>1</sub>	...	23 02 <sub>1</sub>	23 08 <sub>1</sub>	23 14 <sub>1</sub>	23 20 <sub>1</sub>	23 26 <sub>1</sub>
dep. . . . .	21 46 <sub>1</sub>	21 52 <sub>1</sub>	21 58 <sub>1</sub>	22 04 <sub>1</sub>	...	22 10 <sub>1</sub>	22 16 <sub>1</sub>	22 22 <sub>1</sub>	22 28 <sub>1</sub>	22 34 <sub>1</sub>	22 40 <sub>1</sub>	22 46 <sub>1</sub>	22 52 <sub>1</sub>	22 58 <sub>1</sub>	...	23 04 <sub>1</sub>	23 10 <sub>1</sub>	23 16 <sub>1</sub>	23 22 <sub>1</sub>	23 28 <sub>1</sub>
Waterloo Siding . . . . .	21 47 <sub>1</sub>	21 53 <sub>1</sub>	21 59 <sub>1</sub>	22 05 <sub>1</sub>	...	22 11 <sub>1</sub>	22 17 <sub>1</sub>	22 23 <sub>1</sub>	22 29 <sub>1</sub>	22 35 <sub>1</sub>	22 41 <sub>1</sub>	22 47 <sub>1</sub>	22 53 <sub>1</sub>	22 59 <sub>1</sub>	...	23 05 <sub>1</sub>	23 11 <sub>1</sub>	23 17 <sub>1</sub>	23 23 <sub>1</sub>	—
Waterloo Depot . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23 30
To form . . . . .	21 50 <sub>1</sub>	21 56 <sub>1</sub>	22 02 <sub>1</sub>	22 08 <sub>1</sub>	...	22 14 <sub>1</sub>	22 20 <sub>1</sub>	22 26 <sub>1</sub>	22 32 <sub>1</sub>	22 38 <sub>1</sub>	22 44 <sub>1</sub>	22 50 <sub>1</sub>	22 56 <sub>1</sub>	23 02 <sub>1</sub>	...	23 08 <sub>1</sub>	23 14 <sub>1</sub>	23 20 <sub>1</sub>	23 26	Stop
By Crew Running No. . . . .																				
Train No. . . . .	202	202	204	204	202	202	204	204	202	202	203			204	204	202	202	202		204
Trip No. . . . .	128	127	138	137	132	13														

## EASTBOUND

**WEDNESDAY TO FRIDAY, 27 TO 29 DECEMBER**

Train No. ....	204	203	201		202	204	203	201	202		204	203	201	202	204	203		201	202	204
Trip No. ....	93	93	45		85	95	95	47	87		97	97	49	89	99	99		51	91	101
Crew Running No. ....	3	7	9		2	8	3	7	9		2	8	3	7	9	2		8	3	7
Notes ....																				
Waterloo Depot Waterloo Siding	17 14 <sub>1</sub>	17 18 <sub>1</sub>	17 22 <sub>1</sub>	...	17 26 <sub>1</sub>	17 30 <sub>1</sub>	17 34 <sub>1</sub>	17 38 <sub>1</sub>	17 42 <sub>1</sub>	...	17 46 <sub>1</sub>	17 50 <sub>1</sub>	17 54 <sub>1</sub>	17 58 <sub>1</sub>	18 02 <sub>1</sub>	18 06 <sub>1</sub>	...	18 10 <sub>1</sub>	18 14 <sub>1</sub>	18 18 <sub>1</sub>
WATERLOO { arr.	17 15 <sub>1</sub>	17 19 <sub>1</sub>	17 23 <sub>1</sub>	...	17 27 <sub>1</sub>	17 31 <sub>1</sub>	17 35 <sub>1</sub>	17 39 <sub>1</sub>	17 43 <sub>1</sub>	...	17 47 <sub>1</sub>	17 51 <sub>1</sub>	17 55 <sub>1</sub>	17 59 <sub>1</sub>	18 03 <sub>1</sub>	18 07 <sub>1</sub>	...	18 11 <sub>1</sub>	18 15 <sub>1</sub>	18 19 <sub>1</sub>
BANK { dep.	17 16 <sub>1</sub>	17 20 <sub>1</sub>	17 24 <sub>1</sub>	...	17 28 <sub>1</sub>	17 32 <sub>1</sub>	17 36 <sub>1</sub>	17 40 <sub>1</sub>	17 44 <sub>1</sub>	...	17 48 <sub>1</sub>	17 52 <sub>1</sub>	17 56 <sub>1</sub>	18 00 <sub>1</sub>	18 04 <sub>1</sub>	18 08 <sub>1</sub>	...	18 12 <sub>1</sub>	18 16 <sub>1</sub>	18 20 <sub>1</sub>
Platform No. ....	17 20 <sub>1</sub> 8	17 24 <sub>1</sub> 8	17 28 <sub>1</sub> 8	...	17 32 <sub>1</sub> 8	17 36 <sub>1</sub> 8	17 40 <sub>1</sub> 8	17 44 <sub>1</sub> 8	17 48 <sub>1</sub> 8	...	17 52 <sub>1</sub> 8	17 56 <sub>1</sub> 8	18 00 <sub>1</sub> 8	18 04 <sub>1</sub> 8	18 08 <sub>1</sub> 8	18 12 <sub>1</sub> 8	...	18 16 <sub>1</sub> 8	18 20 <sub>1</sub> 8	18 24 <sub>1</sub> 8
To form By Crew Running No. ....	17 22 <sub>1</sub>	17 26 <sub>1</sub>	17 30 <sub>1</sub>	...	17 34 <sub>1</sub>	17 38 <sub>1</sub>	17 42 <sub>1</sub>	17 46 <sub>1</sub>	17 50 <sub>1</sub>	...	17 54 <sub>1</sub>	17 58 <sub>1</sub>	18 02 <sub>1</sub>	18 06 <sub>1</sub>	18 10 <sub>1</sub>	18 14 <sub>1</sub>	...	18 18 <sub>1</sub>	18 22 <sub>1</sub>	18 26 <sub>1</sub>

Train No. ....	203	201	202		204	201	202	204	201		202	204	201	202	204	201		202	204	201
Trip No. ....	101	53	93		103	55	95	105	57		97	107	59	99	109	61		101	111	63
Crew Running No. ....	9	2	8		7	2	8	7	2		8	7	2	8	7	2		8	7	2
Notes ....																				
Waterloo Depot Waterloo Siding WATERLOO { arr. dep. BANK Platform No. ....	18 22½ 18 23 18 24 18 28½ 8	18 26½ 18 27 18 28 18 32½ 8	18 31½ 18 32½ 18 33½ 18 37½ 8		18 38½ 18 39½ 18 39½ 18 43½ 8	18 44½ 18 45½ 18 45½ 18 49½ 8	18 50½ 18 51½ 18 51½ 18 55½ 8	18 56½ 18 57½ 18 57½ 19 01½ 8	19 02½ 19 03½ 19 03½ 19 07½ 8		19 08½ 19 09½ 19 09½ 19 13½ 8	19 14½ 19 15½ 19 15½ 19 19½ 8	19 20½ 19 21½ 19 21½ 19 25½ 8	19 26½ 19 27½ 19 27½ 19 31½ 8	19 32½ 19 33½ 19 33½ 19 37½ 8	19 38½ 19 39½ 19 39½ 19 43½ 8		19 44½ 19 45½ 19 45½ 19 49½ 8	19 50½ 19 51½ 19 51½ 19 55½ 8	19 56½ 19 57½ 19 57½ 20 01½ 8
To form By Crew Running No. ....	18 30½	18 34½	18 40	...	18 46	18 52	18 58	19 04	19 10	...	19 16	19 22	19 28	19 34	19 40	19 46	...	19 52	19 58	20 04

Train No. ....	202	204	201		202	204	201	202	204		201	202	204	201	202	204		201	202	204
Trip No. ....	103	113	65		105	115	67	107	117		69	109	119	71	111	121		73	113	123
Crew Running No. ....	8	7	2		8	7	2	8	7		2	8	7	2	8	7		2	8	7
Notes ....																				
Waterloo Depot Waterloo Siding	20 02 <sub>1</sub>	20 08 <sub>1</sub>	20 14 <sub>1</sub>	...	20 20 <sub>1</sub>	20 26 <sub>1</sub>	20 32 <sub>1</sub>	20 38 <sub>1</sub>	20 44 <sub>1</sub>	...	20 50 <sub>1</sub>	20 56 <sub>1</sub>	21 02 <sub>1</sub>	21 08 <sub>1</sub>	21 14 <sub>1</sub>	21 20 <sub>1</sub>	...	21 26 <sub>1</sub>	21 32 <sub>1</sub>	21 38 <sub>1</sub>
WATERLOO { arr.	20 03 <sub>1</sub>	20 09 <sub>1</sub>	20 15 <sub>1</sub>	...	20 21 <sub>1</sub>	20 27 <sub>1</sub>	20 33 <sub>1</sub>	20 39 <sub>1</sub>	20 45 <sub>1</sub>	...	20 51 <sub>1</sub>	20 57 <sub>1</sub>	21 03 <sub>1</sub>	21 09 <sub>1</sub>	21 15 <sub>1</sub>	21 21 <sub>1</sub>	...	21 27 <sub>1</sub>	21 33 <sub>1</sub>	21 39 <sub>1</sub>
BANK { dep.	20 03 <sub>2</sub>	20 09 <sub>2</sub>	20 15 <sub>2</sub>	...	20 21 <sub>2</sub>	20 27 <sub>2</sub>	20 33 <sub>2</sub>	20 39 <sub>2</sub>	20 45 <sub>2</sub>	...	20 51 <sub>2</sub>	20 57 <sub>2</sub>	21 03 <sub>2</sub>	21 09 <sub>2</sub>	21 15 <sub>2</sub>	21 21 <sub>2</sub>	...	21 27 <sub>2</sub>	21 33 <sub>2</sub>	21 39 <sub>2</sub>
BANK { Platform No.	20 07 <sub>1</sub>	20 13 <sub>1</sub>	20 19 <sub>1</sub>	...	20 25 <sub>1</sub>	20 31 <sub>1</sub>	20 37 <sub>1</sub>	20 43 <sub>1</sub>	20 49 <sub>1</sub>	...	20 55 <sub>1</sub>	21 01 <sub>1</sub>	21 07 <sub>1</sub>	21 13 <sub>1</sub>	21 19 <sub>1</sub>	21 25 <sub>1</sub>	...	21 31 <sub>1</sub>	21 37 <sub>1</sub>	21 43 <sub>1</sub>
	8	8	8		8	8	8	8	8		8	8	8	8	8	8		8	8	8
To form By Crew Running No.	20 10	20 16	20 22	...	20 28	20 34	20 40	20 46	20 52	...	20 58	21 04	21 10	21 16	21 22	21 28	...	21 34	21 40	21 46

Train No. ....	201	202	204	201		202	204	201	202	204	201	202	204	201		202	204	201	207	207
Trip No. ....	75	115	125	77		117	127	79	119	129	81	121	131	83		123	133	85	2	3
Crew Running No. ....	2	8	7	2		8	7	2	8	7	2	8	7	2		8	7	2	10	10
Notes ....																			Start Ety ThX	Start Ety ThO
Waterloo Depot Waterloo Siding	21 44 <sub>1</sub>	21 50 <sub>1</sub>	21 56 <sub>1</sub>	22 02 <sub>1</sub>	...	22 08 <sub>1</sub>	22 14 <sub>1</sub>	22 20 <sub>1</sub>	22 26 <sub>1</sub>	22 32 <sub>1</sub>	22 38 <sub>1</sub>	22 44 <sub>1</sub>	22 50 <sub>1</sub>	22 56 <sub>1</sub>	...	23 02 <sub>1</sub>	23 08 <sub>1</sub>	23 14 <sub>1</sub>	—	—
WATERLOO { arr. dep.	21 45 <sub>1</sub>	21 51 <sub>1</sub>	21 57 <sub>1</sub>	22 03 <sub>1</sub>	...	22 09 <sub>1</sub>	22 15 <sub>1</sub>	22 21 <sub>1</sub>	22 27 <sub>1</sub>	22 33 <sub>1</sub>	22 39 <sub>1</sub>	22 45 <sub>1</sub>	22 51 <sub>1</sub>	22 57 <sub>1</sub>	...	23 03 <sub>1</sub>	23 09 <sub>1</sub>	23 15 <sub>1</sub>	23 18 <sub>1</sub>	23 19 <sub>1</sub>
BANK	21 45 <sub>1</sub>	21 51 <sub>1</sub>	21 57 <sub>1</sub>	22 03 <sub>1</sub>	...	22 09 <sub>1</sub>	22 15 <sub>1</sub>	22 21 <sub>1</sub>	22 27 <sub>1</sub>	22 33 <sub>1</sub>	22 39 <sub>1</sub>	22 45 <sub>1</sub>	22 51 <sub>1</sub>	22 57 <sub>1</sub>	...	23 03 <sub>1</sub>	23 09 <sub>1</sub>	23 15 <sub>1</sub>	23 19 <sub>1</sub>	23 19 <sub>1</sub>
Platform No. ....	21 49 <sub>1</sub>	21 55 <sub>1</sub>	22 01 <sub>1</sub>	22 07 <sub>1</sub>	...	22 13 <sub>1</sub>	22 19 <sub>1</sub>	22 25 <sub>1</sub>	22 31 <sub>1</sub>	22 37 <sub>1</sub>	22 43 <sub>1</sub>	22 49 <sub>1</sub>	22 55 <sub>1</sub>	23 01 <sub>1</sub>	...	23 07 <sub>1</sub>	23 13 <sub>1</sub>	23 19 <sub>1</sub>	23 23 <sub>1</sub>	23 23 <sub>1</sub>
	8	8	8	8		8	8	8	8	8	8	8	8	8		8	8	8	7	8
To form By Crew Running No. ....	21 52	21 58	22 04	22 10	...	22 16	22 22	22 28	22 34	22 40	22 46	22 52	22 58	23 04	...	23 10	23 16	23 22	Stop	Stop

Train No. ....	202	202	204	204		202	202	204	204		202	202	204	204	203	202	202		204	204
Trip No. ....	125	126	135	136		129	130	139	140		133	134	143	144	103	137	138		147	148
Crew Running No. ....	8	8	7	7		8	8	7	7		8	8	7	7	9	8	8		7	7
Notes ....	ThX	ThO	ThX	ThO		ThX	ThO	ThX	ThO		ThX	ThO	ThX	ThO	Start Ety	ThX	ThO		Ety ThX	Ety ThO
Waterloo Depot Waterloo Siding	23 20 <sub>1</sub>	23 20 <sub>1</sub>	23 26 <sub>2</sub>	23 26 <sub>2</sub>	...	23 39 <sub>1</sub>	23 39 <sub>1</sub>	23 49 <sub>1</sub>	23 49 <sub>1</sub>	...	23 58 <sub>1</sub>	23 58 <sub>1</sub>	00 09 <sub>1</sub>	00 09 <sub>1</sub>	00 11	00 19 <sub>1</sub>	00 19 <sub>1</sub>	...	00 29	00 29
WATERLOO { arr. dep.	23 21 <sub>1</sub>	23 21 <sub>1</sub>	23 26 <sub>2</sub>	23 26 <sub>2</sub>	...	23 40 <sub>1</sub>	23 40 <sub>1</sub>	23 50 <sub>1</sub>	23 50 <sub>1</sub>	...	24 00 <sub>1</sub>	24 00 <sub>1</sub>	00 10 <sub>1</sub>	00 10 <sub>1</sub>	00 12 <sub>1</sub>	00 20 <sub>1</sub>	00 20 <sub>1</sub>	...	00 32 <sub>1</sub>	00 32 <sub>1</sub>
BANK	23 22 <sub>1</sub>	23 22 <sub>1</sub>	23 30 <sub>1</sub>	23 30 <sub>1</sub>	...	23 40 <sub>1</sub>	23 40 <sub>1</sub>	23 50 <sub>1</sub>	23 50 <sub>1</sub>	...	00 00 <sub>1</sub>	00 00 <sub>1</sub>	00 10 <sub>1</sub>	00 10 <sub>1</sub>	...	00 20 <sub>1</sub>	00 20 <sub>1</sub>	...	...	...
Platform No. ....	23 26 <sub>1</sub>	23 26 <sub>1</sub>	23 34 <sub>1</sub>	23 34 <sub>1</sub>	...	23 44 <sub>1</sub>	23 44 <sub>1</sub>	23 54 <sub>1</sub>	23 54 <sub>1</sub>	...	00 04 <sub>1</sub>	00 04 <sub>1</sub>	00 14 <sub>1</sub>	00 14 <sub>1</sub>	...	00 24 <sub>1</sub>	00 24 <sub>1</sub>	...	...	...
	8	7	8	7		8	7	8	7		8	7	8	7		8	7			
To form By Crew Running No. ....	23 28 <sub>1</sub>	23 28 <sub>1</sub>	23 36 <sub>1</sub>	23 36 <sub>1</sub>	...	23 46 <sub>1</sub>	23 46 <sub>1</sub>	23 56 <sub>1</sub>	23 56 <sub>1</sub>	...	00 06 <sub>1</sub>	00 06 <sub>1</sub>	00 16 <sub>1</sub>	00 16 <sub>1</sub>	00 16	00 26 <sub>1</sub>	00 26 <sub>1</sub>	...	00 35 <sub>1</sub>	00 35 <sub>1</sub>