

South Devon Railway – Working Timetable - Rails and Ales 2012
Table 400 **Friday 24th August 2012**

UP – SINGLE

Method of Working: Buckfastleigh to Bishops Bridge – Electric Key Token; Bishops Bridge to Totnes – One Train Working with Train Staff

| Class | | C | C | D | | D | | C | C | | C | D | | C |
|----------------------|------------|--------------|--------------|----------------|--------------|---------|--|--------------|--------------|--|--------------|---------|--|--------------|
| Pilot Loco | | | | | | | | | | | | | | |
| Train Loco | | 3205 | 1369 | 6430 | 3205 | 6430 | | 1369 | 6430 | | 3205 | 6430 | | 1369 |
| Train Set | | B(5) | M(5) | A(1) | B(5) | A(1) | | M(5) | A(1) | | B(5) | A(1) | | M(5) |
| Note | | | | | | | | | | | | | | |
| Buckfastleigh | | Plat | Plat | Yard (2) | Plat | | | Plat | Plat | | Plat | | | Plat |
| | Dep | 10.00 | 10.45 | 11.25 | 11.45 | | | 12.45 | 13.25 | | 13.45 | | | 14.45 |
| Bishops Bridge | Arr | | 10x58 | | 11x58 | | | 12x58 | | | 13x58 | | | 14x58 |
| | | Main | Loop | Main | Loop | Loop Sp | | Loop | Main | | Loop | Loop Sp | | Loop |
| | Dep | <i>10/13</i> | 11x03 | 11.38 | 12x03 | 12.08 | | 13x03 | <i>13/38</i> | | 14x03 | 14.08 | | 15x03 |
| Staverton | Arr | 10.14 | 11.04 | <i>Shunts</i> | 12.04 | 12.10 | | 13.04 | 13.40 | | 14.04 | 14.10 | | 15.04 |
| | Dep | 10.15 | 11.06 | <i>To</i> | 12.06 | | | 13.06 | | | 14.06 | | | 15.06 |
| Dock Siding | | | | <i>Loop Sp</i> | | | | | | | | | | |
| Nappers Halt | Dep | | | | | | | | | | | | | |
| | | Staff | Staff | | Staff | | | Staff | | | Staff | | | Staff |
| Totnes | Arr | 10.27 | 11.18 | | 12.18 | | | 13.18 | | | 14.18 | | | 15.18 |
| | | Plat | Plat | | Plat | | | Plat | | | Plat | | | Plat |

DOWN – SINGLE

Method of Working: Totnes to Bishops Bridge – One Train Working with Train Staff; Bishops Bridge to Buckfastleigh – Electric Key Token

| Class | | | C | | C | | C | C | | D | C | | C | C |
|----------------------|------------|--|--------------|--|--------------|--|--------------|--------------|--|---------|--------------|--|--------------|--------------|
| Pilot Loco | | | | | | | | | | | | | | |
| Train Loco | | | 3205 | | 1369 | | 6430 | 3205 | | 6430 | 1369 | | 6430 | 3205 |
| Train Set | | | B(5) | | M(5) | | A(1) | B(5) | | A(1) | M(5) | | A(1) | B(5) |
| Note | | | | | | | | | | | | | | |
| Totnes | | | Plat | | Plat | | | Plat | | | Plat | | | Plat |
| | Dep | | 10.45 | | 11.45 | | | 12.45 | | | 13.45 | | | 14.45 |
| | | | Staff | | Staff | | | Staff | | | Staff | | | Staff |
| Nappers Halt | Dep | | | | | | | | | | | | | |
| Dock Siding | | | | | | | | | | | | | | |
| Staverton | Arr | | 10.57 | | 11.57 | | | 12.57 | | | 13.57 | | | 14.57 |
| | Dep | | 11.00 | | 12.00 | | 12.18 | 13.00 | | 13.45 | 14.00 | | 14.18 | 15.00 |
| Bishops Bridge | Arr | | | | | | | | | 13.48 | | | | |
| | | | Main | | Main | | Main | Main | | Loop Sp | Main | | Main | Main |
| | Dep | | <i>11/02</i> | | <i>12/02</i> | | <i>12/20</i> | <i>13/02</i> | | | <i>14/02</i> | | <i>14/20</i> | <i>15/02</i> |
| Buckfastleigh | Arr | | 11.15 | | 12.15 | | 12.32 | 13.15 | | | 14.15 | | 14.32 | 15.15 |
| | | | Plat | | Plat | | Plat | Plat | | | Plat | | Plat | Plat |

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UP – SINGLE

Method of Working: Buckfastleigh to Bishops Bridge – Electric Key Token; Bishops Bridge to Totnes – One Train Working with Train Staff

| | | | | | | | | | | | | | | |
|----------------------|------------|-------|--|-------|---------|--|-------|-------|--------|--|--------|--|--------|--|
| Class | | C | | C | D | | C | C | C | | C | | C | |
| Pilot Loco | | | | | | | | | | | | | | |
| Train Loco | | 6430 | | 3205 | 6430 | | D8110 | 6430 | | | | | | |
| Train Set | | A(1) | | B(5) | A(1) | | M(5) | A(1) | W55000 | | W55000 | | W55000 | |
| Note | | | | | | | | | | | | | | |
| Buckfastleigh | | Plat | | Plat | | | Plat | Plat | Plat | | Plat | | Plat | |
| | Dep | 15.25 | | 15.45 | | | 16.45 | 17.30 | 18.30 | | 20.30 | | | |
| Bishops Bridge | Arr | | | 15x58 | | | 16x58 | 17x43 | 18x43 | | | | | |
| | | Main | | Loop | Loop Sp | | Loop | Loop | Main | | Main | | | |
| | Dep | 15/38 | | 16x03 | 14.08 | | 17x03 | 17x48 | 18x48 | | 20/43 | | | |
| Staverton | Arr | 15.40 | | 16.04 | 14.10 | | 17.04 | 17.49 | 18.50 | | 20.44 | | | |
| | Dep | | | 16.06 | | | 17.06 | 18.00 | 19.00 | | 21.00 | | 22.00 | |
| Dock Siding | | | | | | | | | | | | | | |
| Nappers Halt | Dep | | | | | | | | | | | | | |
| | | | | Staff | | | Staff | Staff | Staff | | Staff | | Staff | |
| Totnes | Arr | | | 16.18 | | | 17.18 | 18.12 | 19.12 | | 21.12 | | 22.12 | |
| | | | | Plat | | | Plat | Plat | Plat | | Plat | | Plat | |

DOWN – SINGLE

Method of Working: Totnes to Bishops Bridge – One Train Working with Train Staff; Bishops Bridge to Buckfastleigh – Electric Key Token

| | | | | | | | | | | | | | | |
|----------------------|------------|--|---------|-------|--|-------|-------|-------|-------|--------|--|--------|--|--------|
| Class | | | D | C | | C | C | C | C | C | | C | | C |
| Pilot Loco | | | | | | | | | | | | | | |
| Train Loco | | | 6430 | 1369 | | 6430 | 3205 | D8110 | 6430 | | | | | |
| Train Set | | | A(1) | M(5) | | A(1) | B(5) | M(5) | A(1) | W55000 | | W55000 | | W55000 |
| Note | | | | | | | | | | | | | | |
| Totnes | | | | Plat | | | Plat | Plat | Plat | Plat | | Plat | | Plat |
| | Dep | | | 15.45 | | | 16.45 | 17.32 | 18.22 | 19.17 | | 21.17 | | 22.22 |
| | | | | Staff | | | Staff | Staff | Staff | Staff | | Staff | | Staff |
| Nappers Halt | Dep | | | | | | | | | | | | | |
| Dock Siding | | | | | | | | | | | | | | |
| Staverton | Arr | | | 15.57 | | | 16.57 | 17.44 | 18.34 | 19.29 | | 21.29 | | 22.34 |
| | Dep | | 15.45 | 16.00 | | 16.18 | 17.00 | 17.45 | 18.45 | 19.45 | | | | 22.45 |
| Bishops Bridge | Arr | | 15.48 | | | | | | | | | | | |
| | | | Loop Sp | Main | | Main | Main | Main | Main | Main | | | | Main |
| | Dep | | | 16/02 | | 16/20 | 17/02 | 17/47 | 18/47 | 19/47 | | | | 22/47 |
| Buckfastleigh | Arr | | | 16.15 | | 16.32 | 17.15 | 18.00 | 19.00 | 20.00 | | | | 23.00 |
| | | | | Plat | | Plat | Plat | Plat | Plat | Plat | | Plat | | Plat |