

Didcot East Junction			
Adjustment to Sectional Running Times (to be shown after this location)			
Movement	Reason	Timing Load	Value
Train on Up Main or Up Relief that has departed Didcot Yard	Acceleration	50-92S16 60-66S14	{5}
Crossing and conflicting moves			
First Movement	Second Movement	Margin	
A down train crossing from the down main to down relief or down avoider passes Didcot East Jn	An up main service from the direction of Wantage Road passes Didcot Parkway	2	
A down train crossing from the down main to down relief or down avoider passes Didcot East Jn	An up main service from the direction of Wantage Road departs Didcot Parkway	1	
A down train crossing from the down relief to the down avoider	A down train from the down relief passes Didcot East Jn	4	
Up Relief to Up Main line services having stopped at Didcot Parkway	Down Relief line services to down Didcot Avoiding line	4½	
Signalling Limitations			
It is not possible to add pathing time between Didcot Parkway Platforms 3,4 or 5 and Didcot East Jn because the protecting signal for Didcot East Jn is at the east platform end at Didcot Parkway. Pathing time or increased dwell time should be added at Didcot Parkway instead.			

Didcot Parkway			
Adjustment to Sectional Running Times (to be shown approaching location)			
Movement	Reason	Timing Load	Value
Using Platform 4 or 5 from DML or DRL	Approach Control 16x / HST / 22X	16x / HST	{1½}
Dwell Time			
L/H, 220 & 221	1½		
HST, L/H, 220 & 221 Up direction between 07:00 and 09:30 - Monday to Friday	2		
HST, L/H, 220 & 221 Down direction between 16:45 and 19:45 - Monday to Friday	2		
Class 142 to 159	1		
Class 165/6	1		
Platform Re-occupation		Margin	
Main Line Platform (except below) for following moves		4	
Relief Line Platform (except below) for following moves		3	
At the East end of Didcot Parkway station where trains are using the same platform in the opposite direction.		5	