

**BOOK PB**

Private and not for publication

# **WORKING TIMETABLE**

**SUNDAY 11 DECEMBER 2016 to SATURDAY 20 MAY 2017**

**PASSENGER TRAIN SERVICES**

**Section PB05**

**OXFORD TO WORCESTER SHRUB HILL**

## PB05 - OXFORD TO WORCESTER SHRUB HILL

**Mondays to Fridays**  
**12 December to 19 May**

			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Signal ID			<b>1W79</b>	<b>1W44</b>	<b>2E90</b>	<b>1W11</b>	<b>1W12</b>	<b>1W14</b>	<b>2E93</b>	<b>1W00</b>	<b>1W19</b>	<b>1W01</b>	<b>1W23</b>	<b>1W25</b>	<b>1W27</b>	<b>1W29</b>	<b>1W31</b>	<b>1W32</b>
Orig. Dep. Time			21.42	21.48		05.12	05.45	06.52	07.50	08.21	09.21	10.22	11.20	12.20	13.22	14.21	15.22	15.49
Orig. Loc. Name			London Paddington	London Paddington		London Paddington	London Paddington	London Paddington Great Malvern	London Paddington	London Paddington Hereford	London Paddington Worcester Foregate Street	London Paddington Hereford	London Paddington Great Malvern	London Paddington	London Paddington Worcester Foregate Street	London Paddington Worcester Foregate Street	London Paddington Great Malvern	London Paddington
Dest. Loc. Name					Worcester Foregate Street		Worcester Foregate Street											
Timing Load			<b>HST8-125</b>	<b>HST8-125</b>	<b>165-1</b>	<b>HST8-125</b>	<b>180</b>	<b>180</b>	<b>165-1</b>	<b>165-1</b>	<b>180</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>180</b>	<b>180</b>	<b>HST8-125</b>
Operating Characteristics																		
Dates Of Operation			<b>Sun</b>	<b>FSX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>
<b>Oxford</b>	dep	1	...	...	<b>05.14</b>	<b>06c21½</b>	<b>06cq52</b>	<b>08c01</b>	<b>08Dk58</b>	<b>09kp25</b>	<b>10cp20</b>	<b>11dp20</b>	<b>12cp22</b>	<b>13g21</b>	<b>14cp19</b>	<b>15c20</b>	<b>16kp22½</b>	<b>16c46½</b>
	mgn	2	...	...	...	...	...	(3½)	...	...	...	...	...	...	...	...	...	...
Wolvercote Jn	dep	3	...	...	05/18	06/25	06/56½	08/09	09/02	09/29	10/24½	11/24	12/26	13/25	14/23½	15/24½	16/27	16/50½
	mgn	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hanborough	dep	5	...	...	...	...	<b>07b02½</b>	<b>08b15</b>	<b>09a07½</b>	<b>09a34½</b>	<b>10b30½</b>	<b>11bp30</b>	<b>12b32</b>	<b>13b31</b>	<b>14b29½</b>	<b>15b30½</b>	<b>16a32½</b>	<b>16b56½</b>
Combe	dep	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Finstock	dep	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Charlbury	dep	8	...	...	05/26	06/32½	<b>07bp10½</b>	<b>08bp23</b>	<b>09ap15</b>	<b>09ap42</b>	<b>10bp38½</b>	<b>11bp38</b>	<b>12bp40</b>	<b>13bp39</b>	<b>14bp37½</b>	<b>15bp38½</b>	<b>16bp40½</b>	<b>17bp04½</b>
	mgn	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ascott-under-Wychwood	dep	10	...	...	05/29	06/35½	07/14	08/26½	09/19	09/46	10/42	11/42	12/44	13/43	14/41½	15/42	16/44	17/08½
	mgn	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shipton	dep	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kingham	dep	13	...	...	...	...	<b>07b19</b>	<b>08b31½</b>	<b>09ap24</b>	<b>09a51</b>	<b>10bp47</b>	<b>11b47½</b>	<b>12bp49½</b>	<b>13bp48½</b>	<b>14bp47</b>	<b>15bp47</b>	<b>16bp49</b>	<b>17b14</b>
	mgn	14	...	...	...	...	...	[1]	...	...	...	...	...	...	...	...	...	...
<b>Moreton-in-Marsh</b>	arr	15	...	...	<b>05.38½</b>	<b>06y45</b>	<b>07.25½</b>	<b>08.38</b>	<b>09y33</b>	<b>09.58½</b>	<b>10.53½</b>	<b>11.55½</b>	<b>12.57½</b>	<b>13.56½</b>	<b>14.55</b>	<b>15.53½</b>	<b>16.55½</b>	<b>17y22</b>
	dep	16	...	...	<b>05.42</b>	...	<b>07.27</b>	<b>08.39½</b>	...	<b>09.59½</b>	<b>10.55</b>	<b>11p57</b>	<b>12.59</b>	<b>13.58</b>	<b>14.56½</b>	<b>15.55</b>	<b>16p57</b>	...
	mgn	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Honeybourne	dep	18	...	...	<b>05a53</b>	...	<b>07b37½</b>	<b>08a49½</b>	...	<b>10a10½</b>	11/04	<b>12b08½</b>	<b>13b10½</b>	<b>14b09½</b>	15/06	<b>16b05½</b>	<b>17bp07½</b>	...
	mgn	19	...	...	...	...	...	...	...	[1]	...	[1]	...	...	...	...	[1]	...
<b>Evesham</b>	arr	20	...	<-----	<b>05.59</b>	...	<b>07.43½</b>	<b>08.55½</b>	...	<b>10.17½</b>	<b>11.09</b>	<b>12.16</b>	<b>13.17</b>	<b>14.16</b>	<b>15.11</b>	<b>16.11½</b>	<b>17.14½</b>	...
	dep	21	...	...	<b>06xp00</b>	...	<b>07.51½</b>	<b>08.57</b>	...	<b>10xp26</b>	<b>11.10½</b>	<b>12x24½</b>	<b>13.18½</b>	<b>14p29½</b>	<b>15p12½</b>	<b>16p22</b>	<b>17p18</b>	...
	mgn	22	...	...	...	...	...	...	...	(3½)	...	...	...	...	...	...	...	...
Pershore	dep	23	<-----	<b>00a03</b>	<b>06a07½</b>	...	<b>07b59</b>	<b>09a04</b>	...	<b>10a33½</b>	...	<b>12bp32</b>	<b>13bp26</b>	<b>14b37</b>	...	<b>16b29½</b>	<b>17bp25½</b>	...
	mgn	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Norton Jn	dep	25	00/05	00/08½	06/13	...	08/04½	09/09½	...	10/39	11/23	12/37½	13/31½	14/42½	15/22	16/35	17/31	...
	mgn	26	[1](1)	[1]	[1]	...	[1]	[1]	...	...	...	[1]	[1]	(2)	...	[1]	...	...
<b>Worcester Shrub Hill</b>	arr	27	<b>00v12</b>	<b>00.14</b>	<b>06.19</b>	...	<b>08.10</b>	<b>09.15</b>	...	<b>10d43½</b>	<b>11.28</b>	<b>12#43½</b>	<b>13.37½</b>	<b>14.49</b>	<b>15#26½</b>	<b>16#40½</b>	<b>17.35½</b>	...
	plt	28	<b>1</b>	<b>1</b>	<b>1B</b>	...	<b>1B</b>	<b>1</b>	...	<b>1</b>	<b>1B</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1B</b>	<b>1B</b>	<b>1</b>	...

# Public arrival 1 minutes earlier  
# Public arrival 2 minutes earlier

## PB05 - OXFORD TO WORCESTER SHRUB HILL

**Mondays to Fridays**

**12 December to 19 May**

			17	18	19	20	21	22	23	24
Signal ID			<b>1W33</b>	<b>1W02</b>	<b>1W36</b>	<b>1W03</b>	<b>1W04</b>	<b>1W41</b>	<b>1W44</b>	<b>1W44</b>
Orig. Dep. Time			16.22	17.22	17.49	18.22	19.22	20.22	21.48	21.48
Orig. Loc. Name			London Paddington Great Malvern	London Paddington Hereford	London Paddington	London Paddington Hereford	London Paddington Hereford	London Paddington Great Malvern	London Paddington Worcester Shrub Hill	London Paddington Worcester Shrub Hill
Dest. Loc. Name										
Timing Load			<b>180</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>165-1</b>
Operating Characteristics										
Dates Of Operation			<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>FSX</b>	<b>FO</b>
<b>Oxford</b>	dep	1	<b>17cp26</b>	<b>18c17</b>	<b>18cp51</b>	<b>19cp23</b>	<b>20cq23</b>	<b>21f21</b>	<b>22c54</b>	<b>22c55</b>
	mgn	2	...	...	...	...	...	...	...	...
Wolvercote Jn	dep	3	17/30½	18/21	18/55	19/27	20/27	21/25	22/58	22/59
	mgn	4	...	...	...	...	...	...	...	...
Hanborough	dep	5	<b>17ap36</b>	<b>18bp27</b>	...	<b>19bp33</b>	<b>20bp33</b>	<b>21b31</b>	<b>23b04</b>	<b>23a04½</b>
Combe	dep	6	<b>17ap39</b>	...	...	...	...	...	...	...
Finstock	dep	7	<b>17ap44½</b>	...	...	...	...	...	...	...
Charlbury	dep	8	<b>17xe50½</b>	<b>18c35½</b>	<b>19cp05</b>	<b>19c41½</b>	<b>20bp41</b>	<b>21bp39</b>	<b>23b12</b>	<b>23b12½</b>
	mgn	9	...	...	...	...	...	...	...	...
Ascott-under-Wychwood	dep	10	<b>17bp56</b>	18/39½	19/09	19/45½	20/45	21/43	23/16	23/16½
	mgn	11	...	...	...	...	...	...	...	...
Shipton	dep	12	<b>17b59½</b>	...	<b>19cp13</b>	...	...	...	<b>23b19½</b>	<b>23c20</b>
Kingham	dep	13	<b>18bp05</b>	<b>18c45½</b>	<b>19c19½</b>	<b>19c51½</b>	<b>20bp50½</b>	<b>21b48½</b>	<b>23b25½</b>	<b>23c26</b>
	mgn	14	...	...	...	...	...	...	...	...
<b>Moreton-in-Marsh</b>	arr	15	<b>18.11½</b>	<b>18.53½</b>	<b>19.27½</b>	<b>19.59½</b>	<b>20#58½</b>	<b>21.56½</b>	<b>23.33½</b>	<b>23v33½</b>
	dep	16	<b>18p13</b>	<b>18.55½</b>	<b>19.29½</b>	<b>20.01</b>	<b>21p00</b>	<b>21p58</b>	<b>23.35</b>	<b>23.35½</b>
	mgn	17	...	...	...	...	...	...	...	...
Honeybourne	dep	18	<b>18b23½</b>	<b>19bp07</b>	19/39	<b>20b12½</b>	<b>21bp11½</b>	<b>22b09½</b>	<b>23b46½</b>	<b>23b47</b>
	mgn	19	[1]	[1]	[1]	[1]	[1]	[1]	[1]	[1]
<b>Evesham</b>	arr	20	<b>18.30½</b>	<b>19.14½</b>	<b>19.45</b>	<b>20.20</b>	<b>21#19</b>	<b>22.17</b>	<b>23.54</b>	<b>23.54</b>
	dep	21	<b>18p39</b>	<b>19xp16</b>	<b>19xp47</b>	<b>20x22½</b>	<b>21xp23½</b>	<b>22.18½</b>	<b>23.55½</b>	<b>23.56</b>
	mgn	22	...	...	...	...	...	...	...	...
Pershore	dep	23	<b>18b46½</b>	<b>19b23½</b>	<b>19cp55</b>	<b>20bp30</b>	<b>21bp31</b>	<b>22bp26</b>	----->	----->
	mgn	24	...	...	...	...	...	...	...	...
Norton Jn	dep	25	18/52	19/29	20/00½	20/35½	21/36½	22/31½	...	...
	mgn	26	...	[1]	...	(½)	[1](4½)	[1](2)	...	...
<b>Worcester Shrub Hill</b>	arr	27	<b>18.56½</b>	<b>19.35</b>	<b>20.05</b>	<b>20.41</b>	<b>21.47</b>	<b>22.39½</b>	...	...
	plt	28	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	...	...

# Public arrival 1 minutes earlier

## PB05 - OXFORD TO WORCESTER SHRUB HILL

### Saturdays

17 December to 20 May

			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Signal ID			<b>1W44</b>	<b>1W47</b>	<b>1W10</b>	<b>1W11</b>	<b>1W13</b>	<b>1W00</b>	<b>5B65</b>	<b>1W21</b>	<b>1W02</b>	<b>1W29</b>	<b>1W33</b>	<b>1W45</b>	<b>1W06</b>	<b>1W07</b>	<b>1W08</b>	
Orig. Dep. Time			21.48	23.18	05.17	06.21	07.21	08.21	09.14	09.21	10.21	11.21	13.22	14.22	15.22	16.22	17.22	18.22
Orig. Loc. Name			London Paddington	London Paddington	London Paddington Great Malvern	London Paddington Great Malvern	London Paddington Great Malvern	London Paddington Hereford	Reading Traincare Depot Long Marston	London Paddington Worcester Foregate Street	London Paddington Hereford	London Paddington Great Malvern	London Paddington Great Malvern	London Paddington Great Malvern	London Paddington Great Malvern	London Paddington Hereford	London Paddington Worcester Foregate Street	London Paddington Hereford
Dest. Loc. Name																		
Timing Load			<b>165-1</b>	<b>165-1</b>	<b>HST8-125</b>	<b>165-1</b>	<b>165-1</b>	<b>HST8-125</b>	<b>165-1</b>	<b>165-1</b>	<b>HST8-125</b>	<b>165-1</b>	<b>165-1</b>	<b>165-1</b>	<b>165-1</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>HST8-125</b>
Operating Characteristics									<b>D</b>									
Dates Of Operation			<b>FO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>
<b>Oxford</b>	dep	1	...	<b>00Dg36</b>	<b>06c24</b>	<b>07e23</b>	<b>08h23</b>	<b>09k24</b>	09/51	<b>10Dk25</b>	<b>11h23</b>	<b>12Dj25</b>	<b>14Dk25</b>	<b>15h23</b>	<b>16h23</b>	<b>17k23</b>	<b>18j23</b>	<b>19j23</b>
	mgn	2	...	...	...	...	...	...	...	...	...	...	(1)	...	...	...	...	...
Wolvercote Jn	dep	3	...	00/40	06/28	07/27	08/27	09/28	09/54	10/29	11/27	12/30	14/30	15/27	16/27	17/27	18/27	19/27
	mgn	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hanborough	dep	5	...	<b>00a45½</b>	<b>06b34</b>	<b>07a32½</b>	<b>08a32½</b>	<b>09b34</b>	...	<b>10a34½</b>	<b>11b33</b>	<b>12a35½</b>	<b>14a35½</b>	<b>15a32½</b>	<b>16a32½</b>	<b>17b33</b>	<b>18b33</b>	<b>19b33</b>
Combe	dep	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Finstock	dep	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Charlbury	dep	8	...	<b>00a53</b>	<b>06b42</b>	<b>07a40</b>	<b>08a40</b>	<b>09b42</b>	10/02	<b>10a42</b>	<b>11b41</b>	<b>12a43</b>	<b>14a43</b>	<b>15a40</b>	<b>16a40</b>	<b>17b41</b>	<b>18b41</b>	<b>19b41</b>
	mgn	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ascott-under-Wychwood	dep	10	...	00/57	06/46	07/44	08/44	09/46	10/05	10/46	11/45	12/47	14/47	15/44	16/44	17/45	18/45	19/45
	mgn	11	...	...	...	...	...	...	(½)	...	...	...	...	...	...	...	...	...
Shipton	dep	12	...	...	...	...	...	...	...	...	...	...	<b>14a49½</b>	...	...	<b>17b48½</b>	...	...
Kingham	dep	13	...	<b>01a02</b>	<b>06b51½</b>	<b>07a49</b>	<b>08a49</b>	<b>09b51½</b>	...	<b>10a51</b>	<b>11b50½</b>	<b>12a52</b>	<b>14a54½</b>	<b>15a49</b>	<b>16a49</b>	<b>17b54½</b>	<b>18b50½</b>	<b>19b50½</b>
	mgn	14	...	[1](1)	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Moreton-in-Marsh</b>	arr	15	...	<b>01y12</b>	<b>06.59½</b>	<b>07.56½</b>	<b>08.56½</b>	<b>09.59½</b>	...	<b>10.58½</b>	<b>11.58½</b>	<b>12.59½</b>	<b>15.02</b>	<b>15.56½</b>	<b>16.56½</b>	<b>18.02½</b>	<b>18.58½</b>	<b>19.58½</b>
	dep	16	...	...	<b>07.01</b>	<b>07.57½</b>	<b>08.57½</b>	<b>10.01</b>	10/14½	<b>10.59½</b>	<b>12.00</b>	<b>13.00½</b>	<b>15.03</b>	<b>15.57½</b>	<b>16.57½</b>	<b>18.04</b>	<b>19.00</b>	<b>20.00</b>
	mgn	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Honeybourne	dep	18	...	...	<b>07b12½</b>	<b>08a08½</b>	<b>09a08½</b>	<b>10b12½</b>	10/23½	<b>11a10½</b>	<b>12b11½</b>	<b>13a11½</b>	<b>15a14</b>	<b>16a08½</b>	<b>17a08½</b>	<b>18b15½</b>	<b>19b11½</b>	<b>20b11½</b>
	mgn	19	...	...	[1]	[1]	[1]	[1]	...	[1]	[1]	[1]	[1]	[1]	[1]	[1]	[1]	[1]
<b>Evesham</b>	arr	20	<-----	...	<b>07.20</b>	<b>08.15½</b>	<b>09.15½</b>	<b>10.20</b>	...	<b>11.17½</b>	<b>12.19</b>	<b>13#18½</b>	<b>15.21</b>	<b>16.15½</b>	<b>17.15½</b>	<b>18.23</b>	<b>19.19</b>	<b>20.19</b>
	dep	21	...	...	<b>07x24½</b>	<b>08x21½</b>	<b>09x21</b>	<b>10x24½</b>	...	<b>11x31</b>	<b>12x27</b>	<b>13x23</b>	<b>15x22</b>	<b>16x21</b>	<b>17x21</b>	<b>18x24½</b>	<b>19x20½</b>	<b>20x23½</b>
	mgn	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pershore	dep	23	<b>00a04</b>	...	<b>07b32</b>	<b>08a29</b>	<b>09a28½</b>	<b>10b32</b>	...	<b>11a38½</b>	<b>12b34½</b>	<b>13a30½</b>	<b>15a29½</b>	<b>16a28½</b>	<b>17a28½</b>	<b>18b32</b>	<b>19b28</b>	<b>20b31</b>
	mgn	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Norton Jn	dep	25	00/09½	...	07/37½	08/34½	09/34	10/37½	...	11/44	12/40	13/36	15/35	16/34	17/34	18/37½	19/33½	20/36½
	mgn	26	[1]	...	[1]	[1]	[1]	[1]	...	[1]	[1]	[1]	[1]	[1]	[1]	[1]	[1]	[1]
<b>Worcester Shrub Hill</b>	arr	27	<b>00.15</b>	...	<b>07#43½</b>	<b>08.40</b>	<b>09.39½</b>	<b>10#43½</b>	...	<b>11.49½</b>	<b>12x46</b>	<b>13.41½</b>	<b>15.40½</b>	<b>16.39½</b>	<b>17.39½</b>	<b>18x43½</b>	<b>19.39</b>	<b>20.42½</b>
	plt	28	<b>1B</b>	...	<b>1B</b>	<b>1</b>	<b>1</b>	<b>1</b>	...	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

# Public arrival 1 minutes earlier

## PB05 - OXFORD TO WORCESTER SHRUB HILL

### Saturdays

17 December to 20 May

			17	18	19
Signal ID			<b>1W73</b>	<b>2E99</b>	<b>1W81</b>
Orig. Dep. Time			19.51		21.48
Orig. Loc. Name			London Paddington Great Malvern		London Paddington Worcester Shrub Hill
Dest. Loc. Name					
Timing Load			<b>165-1</b>	<b>165-1</b>	<b>165-1</b>
Operating Characteristics					
Dates Of Operation			<b>SO</b>	<b>SO</b>	<b>SO</b>
<b>Oxford</b>	dep	1	<b>20c49</b>	...	<b>22c51</b>
	mgn	2	...	...	...
Wolvercote Jn	dep	3	<b>20/53</b>	...	<b>22/55</b>
	mgn	4	...	...	...
Hanborough	dep	5	<b>20a58½</b>	...	<b>23a00½</b>
Combe	dep	6	...	...	...
Finstock	dep	7	...	...	...
Charlbury	dep	8	<b>21xa06</b>	...	<b>23a08</b>
	mgn	9	...	...	...
Ascott-under-Wychwood	dep	10	<b>21/10</b>	...	<b>23/12</b>
	mgn	11	...	...	...
Shipton	dep	12	<b>21a12½</b>	...	<b>23a14½</b>
Kingham	dep	13	<b>21a17½</b>	...	<b>23a19½</b>
	mgn	14	...	...	...
<b>Moreton-in-Marsh</b>	arr	15	<b>21.25</b>	...	<b>23.27</b>
	dep	16	<b>21.26</b>	...	<b>23.28</b>
	mgn	17	...	...	...
Honeybourne	dep	18	<b>21.36½</b>	...	<b>23a39</b>
	mgn	19	...	...	...
<b>Evesham</b>	arr	20	<b>21.42½</b>	...	<b>23.45</b>
	dep	21	<b>21.43½</b>	<b>23.30</b>	<b>23.46</b>
	mgn	22	...	...	...
Pershore	dep	23	<b>21a51</b>	...	<b>23a53½</b>
	mgn	24	[1]	...	...
Norton Jn	dep	25	<b>21/57½</b>	<b>23/39½</b>	<b>23/59</b>
	mgn	26	...	[1](4)	[1]
<b>Worcester Shrub Hill</b>	arr	27	<b>22.02</b>	<b>23.49</b>	----->
	plt	28	<b>1</b>	<b>1B</b>	...

## PB05 - OXFORD TO WORCESTER SHRUB HILL

### Sundays

11 December to 14 May

			1	2	3	4	5	6	7	8	9	10	11	12	13	14
Signal ID			<b>1W81</b>	<b>1W15</b>	<b>1W01</b>	<b>1W35</b>	<b>1W02</b>	<b>1W03</b>	<b>1W39</b>	<b>1W04</b>	<b>1W47</b>	<b>1W51</b>	<b>1W08</b>	<b>1W59</b>	<b>1W73</b>	<b>1W79</b>
Orig. Dep. Time			21.48	08.03	08.42	09.35	10.42	12.42	13.42	14.42	15.42	16.42	17.42	18.42	19.42	21.42
Orig. Loc. Name			London Paddington	London Paddington Great Malvern	London Paddington Hereford	London Paddington Great Malvern	London Paddington Hereford	London Paddington Hereford	London Paddington Hereford	London Paddington Worcester Foregate Street	London Paddington Hereford	London Paddington Worcester Foregate Street	London Paddington Great Malvern	London Paddington Hereford	London Paddington Great Malvern	London Paddington Worcester Shrub Hill
Dest. Loc. Name																
Timing Load			<b>165-1</b>	<b>165-1</b>	<b>HST-PDDJ</b>	<b>165-1</b>	<b>HST-PDDJ</b>	<b>HST-PDDJ</b>	<b>HST-PDDJ</b>	<b>165-1</b>	<b>165-1</b>	<b>165-1</b>	<b>HST-PDDJ</b>	<b>165-1</b>	<b>HST-PDDJ</b>	<b>HST8-125</b>
Operating Characteristics							<b>D</b>									
Dates Of Operation			<b>SO, not 10/12/2016</b>	<b>Sun</b>	<b>Sun</b>	<b>Sun</b>	<b>Sun</b>	<b>Sun</b>	<b>Sun</b>	<b>Sun</b>	<b>Sun</b>	<b>Sun</b>	<b>Sun</b>	<b>Sun</b>	<b>Sun</b>	<b>Sun</b>
<b>Oxford</b>	dep	1	...	<b>09kp18½</b>	<b>09cr55</b>	<b>10Dk52</b>	<b>11fq54</b>	<b>13fr55</b>	<b>14eq54½</b>	<b>15Dk56</b>	<b>16Djp57</b>	<b>17Dgq58</b>	<b>18cp57½</b>	<b>19Dgq58½</b>	<b>20d54</b>	<b>22d54½</b>
	mgn	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wolvercote Jn	dep	3	...	<b>09/22</b>	<b>09/59</b>	<b>10/56</b>	<b>11/58</b>	<b>13/59</b>	<b>14/58½</b>	<b>16/00</b>	<b>17/01</b>	<b>18/02½</b>	<b>19/01½</b>	<b>20/03</b>	<b>20/58</b>	<b>22/58½</b>
	mgn	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hanborough	dep	5	...	<b>09a27½</b>	...	<b>11ap01½</b>	<b>12bq04</b>	<b>14br05</b>	...	<b>16a05½</b>	...	<b>18ar08</b>	<b>19bq07½</b>	<b>20ar08½</b>	<b>21b04</b>	<b>23b04½</b>
Combe	dep	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Finstock	dep	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Charlbury	dep	8	...	<b>09a35</b>	<b>10bp08½</b>	<b>11aq09</b>	<b>12bq12</b>	<b>14br13</b>	<b>15bp08</b>	<b>16aq13</b>	<b>17ap11</b>	<b>18a15½</b>	<b>19b15½</b>	<b>20ap16</b>	<b>21bp12</b>	<b>23bp12½</b>
	mgn	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ascott-under-Wychwood	dep	10	...	<b>09/39</b>	<b>10/12½</b>	<b>11/13</b>	<b>12/16</b>	<b>14/17</b>	<b>15/12</b>	<b>16/17</b>	<b>17/15</b>	<b>18/19½</b>	<b>19/19½</b>	<b>20/20</b>	<b>21/16</b>	<b>23/16½</b>
	mgn	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shipton	dep	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kingham	dep	13	...	<b>09a44</b>	<b>10br18</b>	<b>11aq18</b>	<b>12bq21½</b>	<b>14br22½</b>	<b>15bq17½</b>	<b>16ar22</b>	<b>17ap20</b>	<b>18a24½</b>	<b>19bp25</b>	<b>20ap25</b>	<b>21b21½</b>	<b>23bp22</b>
	mgn	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Moreton-in-Marsh</b>	arr	15	...	<b>09.51½</b>	<b>10#26</b>	<b>11#25½</b>	<b>12#29½</b>	<b>14#30½</b>	<b>15.25½</b>	<b>16#29½</b>	<b>17.27½</b>	<b>18.32</b>	<b>19#33</b>	<b>20#32½</b>	<b>21.29½</b>	<b>23.30</b>
	dep	16	...	<b>09.52½</b>	<b>10q27½</b>	<b>11p26½</b>	<b>12p31</b>	<b>14q32</b>	<b>15p27</b>	<b>16.30½</b>	<b>17.28½</b>	<b>18.33</b>	<b>19q34½</b>	<b>20p33½</b>	<b>21.31</b>	<b>23p32</b>
	mgn	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Honeybourne	dep	18	...	<b>10a03½</b>	<b>10/37</b>	<b>11aq37½</b>	<b>12bp42½</b>	<b>14bq43½</b>	<b>15/36½</b>	<b>16a41½</b>	<b>17/37½</b>	<b>18ar44</b>	<b>19bq46</b>	<b>20a44½</b>	<b>21b42½</b>	<b>23bp43½</b>
	mgn	19	...	...	[1]	...	[1]	[1]	[1]	[1]	[1]	...	[1]	[1]	[1]	...
<b>Evesham</b>	arr	20	...	<b>10.09½</b>	<b>10#43</b>	<b>11#43½</b>	<b>12#50</b>	<b>14#51</b>	<b>15v42½</b>	<b>16.48½</b>	<b>17.43½</b>	<b>18#50</b>	<b>19.53½</b>	<b>20#51½</b>	<b>21.50</b>	<b>23.50</b>
	dep	21	...	<b>10.14</b>	<b>10x45</b>	<b>11x48</b>	<b>12p51½</b>	<b>14xq52½</b>	<b>15x45</b>	<b>16x49½</b>	<b>17x44½</b>	<b>18xp51</b>	<b>19x55</b>	<b>20xp52½</b>	<b>21x51½</b>	<b>23p52</b>
	mgn	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pershore	dep	23	...	<b>10a21½</b>	...	<b>11a55½</b>	<b>12bp59</b>	<b>15bq00</b>	<b>15b52½</b>	<b>16a57</b>	<b>17a52</b>	<b>18ap58½</b>	<b>20b02½</b>	<b>21aq00</b>	<b>21b59</b>	<b>23b59½</b>
	mgn	24	...	...	...	...	...	...	...	...	[1]	[1]	...	...	...	...
Norton Jn	dep	25	<-----	<b>10/27</b>	<b>10/54½</b>	<b>12/01</b>	<b>13/04½</b>	<b>15/05½</b>	<b>15/58</b>	<b>17/02½</b>	<b>17/58½</b>	<b>19/05</b>	<b>20/08</b>	<b>21/05½</b>	<b>22/04½</b>	----->
	mgn	26	...	[1](½)	(2)	[1]	[1]	...	...	[1]	...	...	[1]	...	[1]	...
<b>Worcester Shrub Hill</b>	arr	27	<b>00y05</b>	<b>10.33</b>	<b>11.01</b>	<b>12.06½</b>	<b>13.10</b>	<b>15.10</b>	<b>16v02½</b>	<b>17.08</b>	<b>18.03</b>	<b>19#09½</b>	<b>20x14</b>	<b>21v10</b>	<b>22.10</b>	...
	plt	28	<b>1</b>	<b>1B</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1A</b>	<b>1</b>	...

# Public arrival 1 minutes earlier  
 # Public arrival 2 minutes earlier

## PB05 - WORCESTER SHRUB HILL TO OXFORD

**Mondays to Fridays**  
12 December to 19 May

			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Signal ID			<b>1P07</b>	<b>1P13</b>	<b>1P19</b>	<b>1P21</b>	<b>2E92</b>	<b>1P26</b>	<b>1P35</b>	<b>1P37</b>	<b>1P40</b>	<b>1P43</b>	<b>1P47</b>	<b>1P51</b>	<b>1P57</b>	<b>1P61</b>	<b>1P63</b>	<b>1P65</b>
Orig. Dep. Time			04.50	05.28	05.28	06.53	06.42	08.26	09.54	12.06	12.09	14.25	15.50	15.14				
Orig. Loc. Name			Hereford	Hereford	Worcester Foregate Street	Hereford	Worcester Foregate Street	Great Malvern	Worcester Foregate Street	Hereford	Great Malvern	Worcester Foregate Street	Hereford					
Dest. Loc. Name			London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington
Timing Load			<b>HST8-125</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>165-1</b>	<b>HST8-125</b>	<b>180</b>	<b>165-1</b>	<b>180</b>	<b>165-1</b>	<b>180</b>	<b>165-1</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>HST8-125</b>
Operating Characteristics			<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>
Dates Of Operation			<b>1</b>	<b>1</b>	<b>2</b>	<b>...</b>	<b>1A</b>	<b>2</b>	<b>1A</b>	<b>...</b>	<b>2</b>	<b>1A</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>
<b>Worcester Shrub Hill</b>	plt	1	<b>05.11</b>	<b>05c36½</b>	<b>06c19</b>	...	<b>06ap56</b>	<b>07cp33</b>	<b>08k39</b>	...	<b>10bp11½</b>	<b>11.22</b>	<b>12bp09½</b>	<b>12ap59½</b>	<b>14cp44½</b>	<b>15.21</b>	<b>15b54</b>	<b>16c05½</b>
	dep	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	mgn	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Norton Jn	dep	4	<i>05/15</i>	<i>05/40</i>	<i>06/22½</i>	...	<i>07/00</i>	<i>07/36½</i>	<i>08/43</i>	...	<i>10/15</i>	<i>11/26</i>	<i>12/13</i>	<i>13/03½</i>	<i>14/48</i>	<i>15/25</i>	<i>15/57½</i>	<i>16/09½</i>
Pershore	dep	5	...	<b>05b45½</b>	<b>06bp28</b>	...	<b>07ap05</b>	<b>07bp42</b>	<b>08b48½</b>	...	<b>10bp20½</b>	...	<b>12bp18½</b>	<b>13a08½</b>	<b>14bp53½</b>	...	...	<b>16bp15</b>
	mgn	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Evesham</b>	arr	7	<b>05.24½</b>	<b>05.52½</b>	<b>06.35</b>	...	<b>07.12</b>	<b>07.49</b>	<b>08.54</b>	...	<b>10.26</b>	<b>11.36</b>	<b>12.24</b>	<b>13.15½</b>	<b>15.00½</b>	<b>15.34½</b>	<b>16.07</b>	<b>16.22</b>
	dep	8	<b>05.27½</b>	<b>05xp59½</b>	<b>06.37</b>	...	<b>07p13</b>	<b>07xp51</b>	<b>09p06½</b>	...	<b>10x30½</b>	<b>11xp37</b>	<b>12xp33</b>	<b>13.30</b>	<b>15.02</b>	<b>15xp36</b>	<b>16x08½</b>	<b>16x25</b>
Honeybourne	dep	9	<b>05bp35</b>	...	<b>06bp44½</b>	...	<i>07/18</i>	<b>07b58½</b>	<b>09bp13</b>	...	<b>10b37</b>	<i>11/42</i>	<b>12bp39½</b>	<b>13ap37</b>	<b>15b09½</b>	<i>15/41½</i>	<i>16/14</i>	<b>16bp32½</b>
	mgn	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Moreton-in-Marsh</b>	arr	11	<b>05.46</b>	<b>06.14</b>	<b>06.55½</b>	...	<b>07.27</b>	<b>08.09½</b>	<b>09.23</b>	...	<b>10.47</b>	<b>11.51</b>	<b>12.49½</b>	<b>13.48</b>	<b>15.20½</b>	<b>15.50½</b>	<b>16.23</b>	<b>16.43½</b>
	dep	12	<b>05.47½</b>	<b>06p15½</b>	<b>06p57½</b>	<b>07.10</b>	<b>07p28</b>	<b>08.11½</b>	<b>09p24½</b>	<b>09.50</b>	<b>10.48½</b>	<b>11.52</b>	<b>12p51</b>	<b>13.49</b>	<b>15.22</b>	<b>15.52</b>	<b>16.24½</b>	<b>16.45½</b>
Kingham	dep	13	<b>05bp56</b>	<b>06b24</b>	...	<b>07c20</b>	<b>07ap36</b>	<b>08c20½</b>	<b>09bp32½</b>	<b>09ap59</b>	<b>10b56½</b>	<b>12ap00</b>	<b>12bp59</b>	<b>13ap57</b>	<b>15b30½</b>	<b>16bp00½</b>	...	<b>16bp54</b>
	mgn	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sipton	dep	15	...	...	...	...	<b>07.40½</b>	...	...	...	...	...	...	...	...	...	...	...
	mgn	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ascott-under-Wychwood	dep	17	<i>06/00½</i>	<i>06/28½</i>	<i>07/07</i>	<i>07/24½</i>	<b>07.43½</b>	<i>08/25</i>	<i>09/37</i>	<i>10/03½</i>	<i>11/01</i>	<i>12/04½</i>	<i>13/03½</i>	<i>14/01½</i>	<i>15/35</i>	<i>16/05</i>	<i>16/34</i>	<i>16/58½</i>
	mgn	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Charlbury	dep	19	<b>06b06½</b>	<b>06bp34½</b>	<b>07bp13</b>	<b>07c31</b>	<b>07a49½</b>	<b>08c31½</b>	<b>09b42</b>	<b>10a08½</b>	<b>11bp06</b>	<b>12a09½</b>	<b>13b08½</b>	<b>14a06½</b>	<b>15bp41</b>	<b>16b11</b>	<b>16b40</b>	<b>17xkp10</b>
	mgn	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Finstock	dep	21	...	...	...	...	<b>07p53</b>	...	...	...	...	...	...	...	...	...	...	...
Combe	dep	22	...	...	...	...	<b>07p58</b>	...	...	...	...	...	...	...	...	...	...	...
Hanborough	dep	23	<b>06b14½</b>	<b>06bp42½</b>	<b>07b21</b>	<b>07c39½</b>	<b>08a01½</b>	<b>08b39½</b>	<b>09bp49½</b>	<b>10a16</b>	<b>11b13½</b>	<b>12ap17</b>	<b>13bp16</b>	<b>14a14</b>	<b>15b49</b>	<b>16b19</b>	...	<b>17bp18</b>
	mgn	24	[1]	[1]	...	[1]	...	[1]	[1]	[1]	[1]	[1]	[1]	[1]	[1]	[1]	...	[1]
Wolvercote Jn	dep	25	<i>06/20</i>	<i>06/48</i>	<i>07/25½</i>	<i>07/45½</i>	<i>08/06</i>	<i>08/45</i>	<i>09/55</i>	<i>10/21½</i>	<i>11/19</i>	<i>12/23</i>	<i>13/21½</i>	<i>14/19½</i>	<i>15/53½</i>	<i>16/24½</i>	<i>16/48</i>	<i>17/23½</i>
	mgn	26	...	...	...	(1½)	...	...	...	...	...	...	...	...	[1]	...	...	...
<b>Oxford</b>	arr	27	<b>06.24</b>	<b>06.52</b>	<b>07.32</b>	<b>07.51</b>	<b>08v11</b>	<b>08.49</b>	<b>09.58½</b>	<b>10.27½</b>	<b>11z23</b>	<b>12.26½</b>	<b>13.25</b>	<b>14.23</b>	<b>15.58½</b>	<b>16.28</b>	<b>16.53</b>	<b>17.27½</b>

## PB05 - WORCESTER SHRUB HILL TO OXFORD

**Mondays to Fridays**

**12 December to 19 May**

			17	18	19	20	21	22
Signal ID			<b>1P69</b>	<b>1P73</b>	<b>1P77</b>	<b>1P83</b>	<b>1P87</b>	<b>1P90</b>
Orig. Dep. Time			17.28	18.35	18.35	19.44	20.59	21.51
Orig. Loc. Name				Worcester Foregate Street	Great Malvern	Great Malvern	Worcester Foregate Street	Hereford
Dest. Loc. Name			London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington
Timing Load			<b>HST8-125</b>	<b>180</b>	<b>180</b>	<b>180</b>	<b>HST8-125</b>	<b>HST8-125</b>
Operating Characteristics								
Dates Of Operation			<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>	<b>SX</b>
<b>Worcester Shrub Hill</b>	plt	1	...	<b>1</b>	<b>1</b>	<b>2A</b>	<b>1</b>	<b>2</b>
	dep	2	...	<b>17b31½</b>	<b>18xc52½</b>	<b>20h04</b>	<b>21c03½</b>	<b>22kp44</b>
	mgn	3	...	...	...	...	...	...
Norton Jn	dep	4	...	17/35	18/56½	20/07½	21/07½	22/47½
Pershore	dep	5	...	<b>17b40½</b>	<b>19bp02</b>	<b>20bp13</b>	<b>21bp13</b>	<b>22bp53</b>
	mgn	6	...	...	...	...	...	...
<b>Evesham</b>	arr	7	...	<b>17.46</b>	<b>19.07½</b>	<b>20.18½</b>	<b>21.20</b>	<b>23.00</b>
	dep	8	...	<b>17x47½</b>	<b>19xp09</b>	<b>20p20</b>	<b>21.21½</b>	<b>23.01½</b>
Honeybourne	dep	9	...	<b>17b54</b>	<b>19ap15</b>	<b>20bp26½</b>	<b>21bp29</b>	<b>23bp09</b>
	mgn	10	...	...	...	...	...	...
<b>Moreton-in-Marsh</b>	arr	11	...	<b>18.04</b>	<b>19.25</b>	<b>20.36½</b>	<b>21.40</b>	<b>23.20</b>
	dep	12	<b>17.32</b>	<b>18.05½</b>	<b>19.26½</b>	<b>20p48</b>	<b>21.41½</b>	<b>23p27</b>
Kingham	dep	13	...	<b>18b13½</b>	<b>19b34½</b>	<b>20bp56</b>	<b>21bp50</b>	<b>23b35½</b>
	mgn	14	...	...	...	...	...	...
Shipton	dep	15	...	<b>18b19</b>	...	...	...	...
	mgn	16	...	...	...	...	...	...
Ascott-under-Wychwood	dep	17	17/42½	18/21	19/39	21/00½	21/54½	23/40
	mgn	18	[1]	...	...	...	...	...
Charlbury	dep	19	<b>170Px48½</b>	<b>18k38</b>	<b>19bp44</b>	<b>21b05½</b>	<b>22k07½</b>	<b>23bp46</b>
	mgn	20	...	...	...	...	...	[1]
Finstock	dep	21	...	...	...	...	...	...
Combe	dep	22	...	...	...	...	...	...
Hanborough	dep	23	...	<b>18bp45½</b>	<b>19ap51</b>	<b>21bp13</b>	<b>22b15½</b>	...
	mgn	24	...	[1]	...	[1](1)	[1]	...
Wolvercote Jn	dep	25	17/56½	18/51	19/55½	21/19½	22/21	23/55
	mgn	26	...	...	...	...	...	...
<b>Oxford</b>	arr	27	<b>18.00½</b>	<b>19.01</b>	<b>20.00</b>	<b>21.24</b>	<b>22.27</b>	<b>23#59</b>

# Public arrival 1 minutes earlier



## PB05 - WORCESTER SHRUB HILL TO OXFORD

### Saturdays

17 December to 20 May

			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Signal ID			<b>5W47</b>	<b>1P21</b>	<b>1P26</b>	<b>1P31</b>	<b>1P37</b>	<b>1P40</b>	<b>1P43</b>	<b>1P47</b>	<b>5A66</b>	<b>1P51</b>	<b>1P61</b>	<b>1P65</b>	<b>1P71</b>	<b>1P75</b>	<b>1P79</b>	<b>1P83</b>
Orig. Dep. Time			05.56	06.17	07.10	08.43	09.51	10.58	12.06	12.58	12.13	14.34	15.13	16.34	17.49	18.35	20.02	
Orig. Loc. Name				Great Malvern	Hereford	Hereford	Great Malvern	Great Malvern	Great Malvern	Worcester Foregate Street	Long Marston	Hereford	Great Malvern	Hereford	Great Malvern	Great Malvern	Great Malvern	Worcester Foregate Street
Dest. Loc. Name			Oxford Up Carriage Sdgs	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	Reading Traincare Depot	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington
Timing Load			<b>165-1</b>	<b>165-1</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>HST8-125</b>	<b>165-1</b>	<b>165-1</b>	<b>165-1</b>	<b>165-1</b>	<b>HST8-125</b>	<b>165-1</b>	<b>HST8-125</b>	<b>165-1</b>	<b>165-1</b>	<b>165-1</b>	<b>HST8-125</b>
Operating Characteristics			<b>D</b>							<b>D</b>	<b>D</b>							
Dates Of Operation			<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>	<b>SO</b>
<b>Worcester Shrub Hill</b>	plt	1	...	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	...	<b>1</b>	<b>1A</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>
	dep	2	...	<b>06a12½</b>	<b>07c08½</b>	<b>08c04</b>	<b>09c02½</b>	<b>10b08</b>	<b>11b15</b>	<b>12c10</b>	...	<b>13c06</b>	<b>15c01½</b>	<b>16c04</b>	<b>17h02</b>	<b>18b06</b>	<b>19xk02</b>	<b>20c06½</b>
	mgn	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Norton Jn	dep	4	...	<b>06/16½</b>	<b>07/12</b>	<b>08/08</b>	<b>09/06</b>	<b>10/12</b>	<b>11/19</b>	<b>12/14</b>	...	<b>13/10</b>	<b>15/05½</b>	<b>16/07½</b>	<b>17/06</b>	<b>18/10½</b>	<b>19/06</b>	<b>20/10</b>
Pershore	dep	5	...	<b>06a21½</b>	<b>07b17½</b>	<b>08b13½</b>	<b>09b11½</b>	<b>10ap17</b>	<b>11ap24</b>	<b>12a19</b>	...	<b>13b15½</b>	<b>15a10½</b>	<b>16bp13</b>	<b>17ap11</b>	<b>18a15½</b>	<b>19ap11</b>	<b>20b15½</b>
	mgn	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Evesham</b>	arr	7	...	<b>06.28½</b>	<b>07.24½</b>	<b>08.20½</b>	<b>09.18½</b>	<b>10.24</b>	<b>11.31</b>	<b>12.26</b>	...	<b>13.22½</b>	<b>15.17½</b>	<b>16.20</b>	<b>17.18</b>	<b>18.22½</b>	<b>19.18</b>	<b>20.22½</b>
	dep	8	...	<b>06.29½</b>	<b>07x26</b>	<b>08x25½</b>	<b>09x29</b>	<b>10x30</b>	<b>11.32</b>	<b>12x30</b>	...	<b>13x26</b>	<b>15x26½</b>	<b>16x21½</b>	<b>17x26</b>	<b>18x27</b>	<b>19x27</b>	<b>20x24</b>
Honeybourne	dep	9	...	<b>06a36½</b>	<b>07b33½</b>	<b>08bp33</b>	<b>09b36½</b>	<b>10a37</b>	<b>11ap39</b>	<b>12a37</b>	<b>13/20½</b>	<b>13b33½</b>	<b>15a33½</b>	<b>16bp29</b>	<b>17ap33</b>	<b>18ap34</b>	<b>19ap34</b>	<b>20b31½</b>
	mgn	10	...	...	...	...	...	...	...	...	(1)	...	...	...	...	...	...	...
<b>Moreton-in-Marsh</b>	arr	11	...	<b>06.47½</b>	<b>07.44½</b>	<b>08.44</b>	<b>09.47½</b>	<b>10.48</b>	<b>11.50</b>	<b>12.48</b>	...	<b>13.44½</b>	<b>15.44½</b>	<b>16.40</b>	<b>17.44</b>	<b>18.45</b>	<b>19.45</b>	<b>20.42½</b>
	dep	12	<b>01.17</b>	<b>06.48½</b>	<b>07p46</b>	<b>08.45½</b>	<b>09p49</b>	<b>10.49</b>	<b>11p51</b>	<b>12.49</b>	<b>13/30</b>	<b>13p46</b>	<b>15.45½</b>	<b>16.41½</b>	<b>17p45</b>	<b>18p46</b>	<b>19p46</b>	<b>20p44</b>
Kingham	dep	13	...	<b>06a56½</b>	<b>07b54½</b>	<b>08bp54</b>	<b>09b57½</b>	<b>10a57</b>	<b>11ap59</b>	<b>12a57</b>	...	<b>13b54½</b>	<b>15a53½</b>	<b>16bp50</b>	<b>17ap53</b>	<b>18ap54</b>	<b>19ap54</b>	<b>20b52½</b>
	mgn	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sipton	dep	15	...	...	<b>08bp00</b>	...	<b>10b03</b>	...	...	...	...	<b>14b00</b>	...	<b>16b55½</b>	...	...	...	...
	mgn	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ascott-under-Wychwood	dep	17	<b>01/27½</b>	<b>07/01</b>	<b>08/02</b>	<b>08/58½</b>	<b>10/05</b>	<b>11/01½</b>	<b>12/03½</b>	<b>13/01½</b>	<b>13/40</b>	<b>14/02</b>	<b>15/58</b>	<b>16/57½</b>	<b>17/57½</b>	<b>18/58½</b>	<b>19/58½</b>	<b>20/57</b>
	mgn	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Charlbury	dep	19	<b>01/30½</b>	<b>07ap06</b>	<b>08bp08</b>	<b>09b04½</b>	<b>10bp11</b>	<b>11a06½</b>	<b>12a08½</b>	<b>13a06½</b>	<b>13/43</b>	<b>14bp08</b>	<b>16ap03</b>	<b>17b03½</b>	<b>18a02½</b>	<b>19a03½</b>	<b>20a03½</b>	<b>21kp08</b>
	mgn	20	<b>(2)</b>	...	...	...	...	...	...	...	<b>(2)</b>	...	...	...	...	...	...	...
Finstock	dep	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Combe	dep	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hanborough	dep	23	...	<b>07a13½</b>	<b>08bp16</b>	<b>09b12½</b>	<b>10bp19</b>	<b>11a14</b>	<b>12ap16</b>	<b>13a14</b>	...	<b>14bp16</b>	<b>16a10½</b>	<b>17b11½</b>	<b>18ap10</b>	<b>19ap11</b>	<b>20ap11</b>	<b>21bp16</b>
	mgn	24	...	...	<b>[1]</b>	<b>[1](3)</b>	<b>[1](½)</b>	<b>[1]</b>	<b>[1]</b>	<b>[1]</b>	...	<b>[1]</b>	<b>[1](3)</b>	<b>[1](2)</b>	<b>[1](3½)</b>	<b>[1](2½)</b>	<b>[1](2½)</b>	<b>[½]</b>
Wolvercote Jn	dep	25	<b>01/41</b>	<b>07/18</b>	<b>08/21½</b>	<b>09/21</b>	<b>10/25</b>	<b>11/19½</b>	<b>12/21½</b>	<b>13/19½</b>	<b>13/53</b>	<b>14/21½</b>	<b>16/19</b>	<b>17/19</b>	<b>18/19</b>	<b>19/19</b>	<b>20/19</b>	<b>21/21</b>
	mgn	26	...	...	...	...	...	...	...	...	(½)	...	...	...	...	...	...	...
<b>Oxford</b>	arr	27	<b>01CRM44½</b>	<b>07.25</b>	<b>08.25½</b>	<b>09.25</b>	<b>10#29</b>	<b>11U24</b>	<b>12U26</b>	<b>13U24</b>	<b>13/55½</b>	<b>14.26</b>	<b>16.23</b>	<b>17.23</b>	<b>18.23</b>	<b>19U23½</b>	<b>20.22½</b>	<b>21.25½</b>

# Public arrival 1 minutes earlier

## PB05 - WORCESTER SHRUB HILL TO OXFORD

### Saturdays

17 December to 20 May

			17	18
Signal ID			<b>1P87</b>	<b>2E98</b>
Orig. Dep. Time			20.20	22.41
Orig. Loc. Name			Hereford	Great Malvern
Dest. Loc. Name			London Paddington	
Timing Load			<b>HST8-125</b>	<b>165-1</b>
Operating Characteristics				
Dates Of Operation			<b>SO</b>	<b>SO</b>
<b>Worcester Shrub Hill</b>	plt	1	<b>1</b>	<b>1A</b>
	dep	2	<b>21c15½</b>	<b>22a56</b>
	mgn	3	...	<b>(1)</b>
Norton Jn	dep	4	<i>21/19</i>	<i>23/01</i>
Pershore	dep	5	<b>21b24½</b>	<b>23a06</b>
	mgn	6	...	...
<b>Evesham</b>	arr	7	<b>21.31½</b>	<b>23v13</b>
	dep	8	<b>21.33</b>	...
Honeybourne	dep	9	<b>21b40½</b>	...
	mgn	10	...	...
<b>Moreton-in-Marsh</b>	arr	11	<b>21.51½</b>	...
	dep	12	<b>21p53</b>	...
Kingham	dep	13	<b>22b01½</b>	...
	mgn	14	...	...
Shipton	dep	15	...	...
	mgn	16	...	...
Ascott-under-Wychwood	dep	17	<i>22/06</i>	...
	mgn	18	...	...
Charlbury	dep	19	<b>22bp12</b>	...
	mgn	20	...	...
Finstock	dep	21	...	...
Combe	dep	22	...	...
Hanborough	dep	23	<b>22bp20</b>	...
	mgn	24	<b>[1](4½)</b>	...
Wolvercote Jn	dep	25	<i>22/30</i>	...
	mgn	26	...	...
<b>Oxford</b>	arr	27	<b>22.35</b>	...

## PB05 - WORCESTER SHRUB HILL TO OXFORD

### Sundays

11 December to 14 May

			1	2	3	4	5	6	7	8	9	10	11	12
			1P37	1P41	1P45	1P51	1P57	1P63	1P69	1P73	1P77	1P81	1P85	1P88
Signal ID			09.22	10.25	11.15	13.20	13.32	14.32	16.28	16.34	18.26	18.30	20.15	
Orig. Dep. Time			Great Malvern	Worcester Foregate Street	Great Malvern	Great Malvern	Hereford	Hereford	Worcester Foregate Street	Hereford	Worcester Foregate Street	Hereford	Great Malvern	
Orig. Loc. Name			London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington	London Paddington
Dest. Loc. Name			165-1	165-1	165-1	165-1	HST-PDDJ	HST-PDDJ	HST-PDDJ	HST-PDDJ	165-PDDJ	165-1	165-1	165-1
Timing Load			Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun	Sun
Operating Characteristics														
Dates Of Operation														
<b>Worcester Shrub Hill</b>	plt	1		1B	1	1	2	1	2	1	2	2	2	1A
	dep	2	09g40	10c29	11a31	13c36	14j29½	15c28½	16c32½	17c28½	18c30½	19c33	20a31	21.28
	mgn	3	...	...	...	...	...	...	...	...	...	...	...	...
Norton Jn	dep	4	09/44	10/33	11/35	13/40	14/33½	15/32	16/36	17/32	18/35	19/37	20/35½	21/32½
Pershore	dep	5	09a49	10a38	11a40	13a45	14b39	15b37½	16b41½	17b37½	18b40½	19a42	20a41	21a37½
	mgn	6	...	...	...	...	...	...	...	...	...	...	...	...
<b>Evesham</b>	arr	7	09.56	10.45	11#47½	13.52	14.46	15#44½	16#48½	17w44½	18.47½	19#49½	20.48	21.44½
	dep	8	09.57	10.55	11x55	13.55	14x55	15x55	16x55	17x55	18x55	19x55	20x49	21x49
Honeybourne	dep	9	10a04	11ap02	12ap02	14ap02	15/00½	16bp02½	17bp02½	18bp02½	19bp02½	20ap02	20a56	21a56
	mgn	10	...	...	...	...	...	...	...	...	...	...	...	...
<b>Moreton-in-Marsh</b>	arr	11	10.15	11#13	12#13	14#13	15.09½	16#13½	17#13½	18#13½	19#13½	20#13	21.07	22.07
	dep	12	10x16	11xp14	12p14	14p14	15.13½	16q15½	17q15½	18r16½	19q15½	20r16	21.08	22.08
Kingham	dep	13	10a24	11ap22	12ap22	14ap22	15bp22	16br24	17br24	18cq25½	19cp24½	20bp24½	21a16	22a16
	mgn	14	...	...	...	...	...	...	...	...	...	...	...	...
Sipton	dep	15	...	...	...	...	...	...	...	...	...	...	...	...
	mgn	16	...	...	...	...	...	...	...	...	...	...	...	...
Ascott-under-Wychwood	dep	17	10/28½	11/26½	12/26½	14/26½	15/26½	16/28½	17/28½	18/30	19/29	20/29	21/20½	22/20½
	mgn	18	...	...	...	...	...	...	...	...	...	...	...	...
Charlbury	dep	19	10a33½	11ap31½	12ap31½	14ap31½	15bq32½	16b#34½	17b#34½	18cq36½	19b34½	20b34½	21a25½	22a25½
	mgn	20	...	...	...	...	...	...	...	[1]	...	...	...	[1]
Finstock	dep	21	...	...	...	...	...	...	...	...	...	...	...	...
Combe	dep	22	...	...	...	...	...	...	...	...	...	...	...	...
Hanborough	dep	23	10a41	11ap39	12ap39	14ap39	15bq40½	16bq42½	17bq42½	...	19bq42½	20b42½	21a33	22a34
	mgn	24	...	...	...	...	[1]	[1]	[1]	...	[1]	[1]	[1](4½)	...
Wolvercote Jn	dep	25	10/45½	11/43½	12/43½	14/43½	15/46	16/48	17/48	18/45½	19/48	20/48	21/43	22/38½
	mgn	26	...	...	...	...	...	...	...	...	...	...	...	...
<b>Oxford</b>	arr	27	10U#49½	11Uv47½	12U49	14U49	15.50	16v51½	17v52	18.49½	19Uv52	20v52	21v47	22.42½

- # Public arrival 1 minutes earlier
- # Public arrival 2 minutes earlier
- # Public departure 4 minutes earlier
- # Public arrival 3 minutes earlier