

AYLESBURY SIMPLIFIER					WEEK 01 - Su			SUN 02 APR 2017			
TRAIN LENGTHS					GENERAL NOTES & LOCKING-OUT						
<div>600 Single car Class</div> <div>601 - 628 2-car Class 165</div> <div>631 - 641 3-car Class 165</div> <div>651 - 659 2-car Class 168</div> <div>661 - 664 2-car Class 172</div> <div>671 - 3-car Class 168</div> <div>681 - 4-car Class 168</div> <div>801 - Class 68 + 6 + DVT</div> <div>900 Class 68 + 7 + DVT</div> <div>Freights: FHH/DBS/GBRF</div>					<div>Base (unchanged) lines are shown in black text.</div> <div>STP-amended lines are shown in blue text (where any aspect is amended).</div>						
					<div>Max CAO value represent number of cars allowed open from Marylebone.</div> <div>A Max CAO value in [square brackets] represents a mandatory lock-out from Aylesbury is required on the basis of the planned train length.</div> <div>[U] - Unlock required upon arrival at Aylesbury.</div>						
Train No.	Dep. Time	Origin	Arr. Time	Unit / Count	Plat.	Train No.	Dep. Time	Dest.	Unit / Count	Max CAO	Unit Diag.
5V01	06+56	SDGS	06+59	<div></div>	3	5V01	07+00	AVP	<div></div>	-	620 617 616
5T00	07+00	SDGS	07+03	<div></div>	2	2T00	07.10	OXF	<div></div>	6	637 634
5H03	07+13	SDGS	07+16	<div></div>	2	1H03	07.23	MYB	<div></div>	[4]	612 604 631 615
5Z03	07+23	SDGS	07+26	<div></div>	2	2H03	07.33	MYB	<div></div>	[5]	673 686
2C01	07.13	AVP	07.17	<div></div>	3	2C01	07.18	MYB	<div></div>	[5]	616 617 620
5V04	07+53	SDGS	07+56	<div></div>	3	5V04	07+57	AVP	<div></div>	-	611 619 622
5T14	08+06	SDGS	08+09	<div></div>	2	5T14	08+19	OXF (v PRR)	<div></div>	-	608 610 602
2C04	08.13	AVP	08.17	<div></div>	3	2C04	08.18	MYB	<div></div>	[5]	622 619 611
5H05	08+19	SDGS	08+22	<div></div>	2	2H05	08.29	MYB	<div></div>	4	606
5T90	08+29	SDGS	08+32	<div></div>	2	5T90	08+39	OXF (v PRR)	<div></div>	-	607 621 623
5C05	08+35	SDGS	08+38	<div></div>	3	2C05	08.48	MYB	<div></div>	5	618 614
5T91	08+40	SDGS	08+43	<div></div>	2	5T91	08+50	OXF (v HWY)	<div>8323 8328 8322</div>	-	655 654 653
2V12	07.57	MYB	08.53	<div></div>	3	2V12	08.54	AVP	<div></div>	6	609
2C12	09.13	AVP	09.17	<div></div>	3	2C12	09.18	MYB	<div></div>	5	609
5H13	09+22	SDGS	09+25	<div></div>	2	2H13	09.32	MYB	<div></div>	4	640
2A12	09.10	PRR	09.25	<div></div>	1	2H16	10.26	MYB RP	<div></div>	4	613

Train No.	Dep. Time	Origin	Arr. Time	Unit / Count	Plat.	Train No.	Dep. Time	Dest.	Unit / Count	Max CAO	Unit Diag.
5C14	09+35	SDGS	09+38		2	2C14	09.48	MYB		5	624
2V16	08.57	MYB	09.53		3	2V16	09.54	AVP		6	604
2C15	10.13	AVP	10.17		3	2C15	10.18	MYB		5	604
2A17	09.13	MYB	10.17		1	2H16	10.26	MYB FP		4	612
2V20	09.57	MYB	10.53		3	2V20	10.54	AVP		6	614
2C22	11.13	AVP	11.17		3	2C22	11.18	MYB		5	614
2A21	10.13	MYB	11.17	8107	1	2H23	11.32	MYB	006	4	618
2V24	10.57	MYB	11.53		3	2V24	11.54	AVP		6	624
2C26	12.13	AVP	12.17		3	2C26	12.18	MYB		5	624
2A27	11.13	MYB	12.17		1	2H26	12.29	MYB		4	606
2V28	11.57	MYB	12.53		3	2V28	12.54	AVP		6	613 612
2C32	13.13	AVP	13.17		3	2C32	13.18	MYB		5	612 613
2A29	12.13	MYB	13.17		1	2H33	13.29	MYB		4	640
2V32	12.57	MYB	13.53		3	2V32	13.54	AVP		6	622
5A33	12+51	MYB	14+02		2	5A33	14+09	SDGS (1548 x 2 / 1629 RP)		-	608 610 602
2C36	14.13	AVP	14.17		3	2C36	14.18	MYB		5	622
2A33	13.13	MYB	14.17	5004	1	2H37	14.29	MYB	014	4	634
2V36	13.57	MYB	14.53		3	2V36	14.54	AVP		6	615 631
2C42	15.13	AVP	15.17		3	2C42	15.18	MYB		5	631 615
2A37	14.13	MYB	15.17	5605 5009	2	2H43	15.29	MYB		4	619 611
5C44	15+30	SDGS	15+33		2	2C44	15.48	MYB	8110	5	608 610 602
2B40	14.57	MYB	15.54		3N	2H47	16.29	MYB RP		4	640
2A41	15.13	MYB	16.17		2	2C52	17.18	MYB RP		5	604
2B42	15.27	MYB	16.24		3S	2H47	16.29	MYB FP		4	606
2B44	15.57	MYB	16.54		3S	2C50	16.48	MYB		5	622
2A45	16.13	MYB	17.17		1	2C52	17.18	MYB FP		5	614
2B46	16.27	MYB	17.24		3	2P50	17.24	PRR		2	621
2A49	17.47	PRR	18.03		1	2C54	17.48	MYB		5	614
						2P53	18.10	PRR		2	

Train No.	Dep. Time	Origin	Arr. Time	Unit / Count	Plat.	Train No.	Dep. Time	Dest.	Unit / Count	Max CAO	Unit Diag.
2B50	17.27	MYB	18.24		3	2C60	18.48	MYB		5	608 610
2A53	18.33	PRR	18.49		1	2P57	18.54	PRR		2	614
2B54	18.27	MYB	19.24	032	3	2C65	19.48	MYB	5004	5	1119 640
2A55	19.16	PRR	19.32		1	2P61	19.39	PRR		2	614
2A57	20.03	PRR	20.17		2	5A57	20+26	SDGS		-	614
2B58	19.27	MYB	20.24		3	2C70	20.48	MYB	8112/015	5	621
2A58	20.30	PRR	20.44		2	5A58	20+51	SDGS		-	604 602 606
2A61	20.14	MYB	21.17		2	5A61	21+24	SDGS		-	633
2B62	20.27	MYB	21.24	029	3	2C73	21.48	MYB	032	5	632
5A55	20+23	OXF (v PRR)	21+26		2	5A55	21+33	SDGS		803	607 616 617
2V64	20.57	MYB	21.53		3	2V64	21.54	AVP		6	640
5C64	22+08	AVP	22+12		3	5C64	22+13	SDGS		-	640
2A65	21.13	MYB	22.17		2	5A65	22+26	SDGS		-	610
2V66	21.27	MYB	22.23		3	2V66	22.24	AVP		6	608
2C80	22.43	AVP	22.47		3	2C80	22.48	MYB		5	608
2B68	21.57	MYB	22.54		3	5B68	23+01	SDGS		-	611 634
2A68	21.45	MYB	22.56		2	5A68	23+03	SDGS		-	619
5A63	22+22	BAN (v PRR)	23+13		2	5A69	23+20	SDGS		-	638
2V70	22.27	MYB	23.23		3	2V70	23.24	AVP		6	636 620
5A72	22+36	MYB	23+24		2	5A72	23+31	SDGS		-	603 671 688
Note 5A72 is 9-car so will need route beyond platform											
5C70	23+38	AVP	23+42		3	5C70	23+43	SDGS		-	620 636
2A72	22.45	MYB	00.01		2	5A72	00+11	SDGS		-	622 612
2B74	23.27	MYB	00.24		3	5B74	00+31	SDGS		-	637 624
2A76	00.48	PRR	01.04	[U]	2	5A76	01+11	SDGS		-	652 672 608