

Chiltern Railway 2nd April Train Plan: points to note

This day is expected to be the busiest Wembley Event that Chiltern has ever dealt with.

A normal “big” Wembley Event sees traffic levels of a maximum of 5,000 from the north and maximum of 3,000-4,000 from London; we have had 5 events coping with 10,000 from the north. Based on sales so far, we expect this event will see between 11,000 and 15,000 from the north.

The train plan is intense and consequently performance risk is higher than would normally be accepted. Keeping trains on time is critical.

The below are some observations made whilst the plan was being created, and supplemented by operating the plan through our signalling simulator under normal and disrupted conditions several times.

Regulation

Above all – keep on time trains moving; avoid the temptation to hold stoppers to let a late running fast go first. In most cases that will just result in a much bigger queue following, although that’s not 100% the case either! Before regulating anything, please ensure the regulation protects / considers the next workings of units & crew – if a late runner can afford to arrive after the train it is stuck behind, then leave it there.

Oxford / Marylebone fringe

- Punctuality towards Marylebone is critical from start of service until 1200, and from 1530 to 2030; increasing in importance from 1800.
- In reference to the above, trains heading towards Marylebone should be given preference over the single line, keeping them right time if possible.
- The reason in the morning period is that there are long periods of consecutive trains running on minimum headway south from Bicester to Wembley, so any delays will cause very high levels of reactionary delay.
- The reason in the evening period is that all trains arriving at Marylebone have extremely tight turnrounds (especially from 1930 onwards in Marylebone), so late running will quickly propagate onto the return direction.
- Note that 5Y55 overtakes 1Y56 at Bicester Village as the stock on 5Y55 is required back in Marylebone on another tight turnround to form 1T58.
- 1T58 forms another time critical ecs move to BAN, and 5A55 from OXF is not critical (has pathing time to wait path across to Aylesbury), so 5A55 can be held back if already late. (5A55 is however booked through several minutes before 1T58 so there shouldn’t be a conflict if 5A55 is on time).

Desperate measures for additional capacity

- Train Managers are fully resourced including early & late cover at both Banbury and Moor St.
- Driver cover turns are in place (and currently not needed for running jobs) on both early and late shifts at Marylebone.
- The slam door set will be at Banbury and a Silver MkIII set at Wembley; these could be considered for use if desperate.

Extra time train (match goes straight to penalties if a draw at 90 mins)

5I46 from Wembley Depot, 1R46 1640 WCX-BMO, and 5J46 ecs to Stourbridge are in the plan to run ONLY if the match finishes without going to penalties.

If the match goes to penalties, the alternative plan is to hold the stock back to run at the very end of the return traffic: 5I56 from Wembley Depot, 1R56 1907 WCX-BMO, and 5J56 ecs to Stourbridge.

NOTE: The driver diagrams could not be made to work for this without breaching the 10 hour maximum turn length. The Train Manager diagrams do have an either / or option: the TM is and has been rostered to the EXTRA TIME option. The drivers are BQ7202 from Wembley to Birmingham, and SB803 () from Birmingham to Stourbridge.

The train cannot run in the extra time option unless both drivers are willing to work the overtime, or alternative drivers are sourced. DCM & TCC to assess options.

The Event Manager may request either option regardless of match result – e.g. because sufficient Coventry fans have left early even though match is a draw, or have not started to leave even though match has finished. The Event Manager () and DCM must liaise for clarity.

Calling patterns of trains during return traffic

- B'ham trains generally call DNM, GER then non-stop to BCS.*
- Oxford trains generally run non-stop WCX to PRR then all main stops
- HWY trains generally call NLT, SRU, WRU then non-stop to either DGC or SRG, then BCF and HWY.
- From WRU towards HWY therefore, the HWY terminators are FASTER than the B'ham trains; and the Oxford trains are fastest of all. This is a very different dynamic from our normal train services.
- A small number of trains make additional stops at either Gerrards Cross or High Wycombe to allow intermediate journeys to take place by changing trains.
- PRR-AYS operates as a shuttle, approximately every 45 minutes. Please monitor for connections and hold shuttle where possible (ideally no more than 5 mins).

*1R52 1759 MYB-BMO omits the DNM and GER stops because it is planned to be too long for the platforms.

The pattern alternates each half hour. The HWY trains are every half hour (the pattern actually repeats every 28 mins), in one half hour there are 2 x OXF trains and 1 x B'ham train; in the other half hour there are 2 x B'ham trains and 1 x OXF train. This gives approx. a 20 min frequency on Bham and OXF trains.

Saunderton

Saunderton has no journey opportunities from the south from 1647 (ex HWY) until 2048. The most common journey to Saunderton is from High Wycombe – if anyone turns up at HWY between 1647 and 1830, then options can be created using only 1 SSO by:

- applying an SSO on 1T51 at SDR,
- an SSO on 1T54 for HWY (this train is booked non-stop Wembley to Saunderton);
- an SSO on 1R53 at PRR (1R53 stops at HWY, then 1Y57 can be used for PRR to SDR);
- an SSO on 2N58 at SDR
- an SSO on 1T59 at SDR

If the train service is not generally running right time, then performance should not be risked with SSOs – a taxi should be used in those cases.

Kings Sutton

There are no northbound trains stopping at Kings Sutton for 5 hours (1658 to 2156).

During this time it is recommended for passengers travelling TO Kings Sutton to travel through to Banbury and change, and for passengers travelling FROM Kings Sutton to head south to Bicester North then return north.

Unusual looping at West Ruislip

5 trains use WRU Up loop in the Down Direction (the first of these is also overtaken by another train at SRU). This is so that they can undertake their WRU stop whilst being overtaken, then run non-stop to BCF usually behind an Oxford train that is non-stop to PRR.

Train specific items

(Each item references the approximate time and relevant signaller)

- (0900 MYB Nth) 5P12 shunt at PRR has to go after 5T91 passes southbound. If 5T91 is late, let 1T15 run through before 5P12 goes behind ME159, otherwise northbounds get needlessly affected.
- (0900-1130 MYB Sth) Most of the mid-morning MYB to OXF trains are looped at SRU for the B'ham train to overtake. In these cases, if the 1Txx can't go on time from MYB, run after the 1Gxx but divert the 1Txx runs Fast Line through SRU to minimise the delay.
 - 1T17 looped by 1G17 SRU
 - 1T21 looped by 1G21 SRU
 - 1T23 is looped by 1G23 SRU
 - 1T25 is looped by 1G25 SRU
- (0900-1100 MYB Nth) ECS moves to OXP for the three OXP starters are given 5T9x train IDs to mark them out as different. 5T90 & 91 both come from AYS, but 90 reverses at PRR while 91 needs to reverse at HWY (just to make the path work). 5T92 comes from London.
- (0955 MYB Nth) 5T91 mustn't arrive OXP until 1Y14 has gone through (if 1Y14 is late or 5T91 is early, ARS will not see it in time)
- (0955 MYB Sth) 1H13 passes 2H13 via the Down Main at HWY. 1H13 is booked to use down main in 6 min slot between 1T19 and 1R19. [1T19 stops HWY but 1R19 doesn't]. If 1H13 is late, have 2H13 leave on time and DO NOT regulate GER/WRU – **2H13 has very tight turnround MYB**, leaving MYB before 1H13 next workings so should stay in front.
- (1015 MYB Nth) 1T17 waits at OXP for 6 mins for 1Y17 to come through first.
- (1025 MYB Nth) 5T92 is tight turnround OXP so must pass 1D19 en route if 1D19 is over 5 late.
- (1050 MYB Sth) 2H16 uses the Down Main at HWY, after 5N22 and before 1G23, to allow 1H17 to overtake. If 1H17 is more than 7 mins late, then 2H16 should not be held to wait.
- (1100 MYB Nth) 1H19 is looped at PRR (after 2A21 goes through) for 1Z18, 1Y18 and 1H18 to pass. 2A21 has 3 mins of recovery at PRR, but if 2A21 is more than around 6 late in the HWY area then 1H19 should arrive, and 2A21 should terminate in the Down Plat and shunt for 2H23.
- (1105 WMSC CV) 1D19 is looped at BAN plat 1 for 1G21 to pass.
- (1120) 5G18 shunt to turnback is a tight turnround – if 1Z18 is over 3 late on the Up, get 5G18 across first.
- (1300 MYB Sth) 5A33 & 2R33 are looped together at SRU for 1T33 & 1G33 (5A33 mustn't run early as has to wait 2H33 off single line PRR). 5A33 follows 1G33, then 2R33 terminates at SRU and waits also for 2A33 to pass before heading on to GER ecs as 5G33.
- (1615-1700 MYB Sth) 5R91 to WRU, forming 5I91, sits in WRU loop from 1614 to 1704. No trains are booked to stop at WRU in the up direction from 1537 to 1737, however it does remove overtaking opportunities. If needed, 5R91/5I91 can be asked to go on to GER to reverse (but if going direct at booked time from Wembley then HWY would be better to avoid a clash with GER siding occupancy) – 5I91 needs to follow 1Y45 back towards Wembley.
- (1630 MYB Sth) 5I46 1634 from Wemb Depot may instead run as 5I56 at 1903. Decision may be made very late on depending on whether sufficient Coventry fans have arrived at the station to warrant sending train as 5I46/1R46.

- (1700-1945 MYB Sth). 5 x services are booked to use WRU Up Platform in the Down direction – see separate section above. Note that 2W45 / 2W56 DO NOT follow this pattern, but the remaining 2W48, 2W50, 2W52, 2W54 and 2N58 do for one or two trains; in all cases they wait at WRU to follow the 1Txx service.
- (1715 MYB Sth) There is a clash between 1T48 passing HWY (down main 1720) and 2H50 departing HWY (Bay platform 1719). ARS is likely to hang up or route 2H50 first.
 - Ideally 2H50 would be held for 1T48 to pass (if 1R47/1T48 are on time).
 - If 1R47/1T48 are 2 or 3 late then 2H50 to leave after 1R47 has passed
 - If 1R47/1T48 are 4 or more late then 2H50 to go on time.
 - This also assumes 1H47 has run on time, which could affect the above decisions.
 - 2H50 must be close to time (no more than 7 late) to avoid conflicting with 2W50 using the Up Loop at WRU. If 2H50 is over 7 late then 2W50 should wait at SRU for 1T51 to pass.
- (1755 OXF Panel) 1T47 1758 arrival at OXF is an 8-car so cannot run into the bays.
- (1800 MYB Nth & OXF Panel) 1T48 1804 arrival at OXF forms time sensitive 5Y55 back to Marylebone.
- (1815 MYB Nth) 5Y55 passes 1Y56 at Bicester Village, so **1Y56 is booked to go bidi from BIT West to Gavray Jn – this will need MYB Signaller to intervene to set the subroute direction controls on the Up Bicester.**
- (1820 & 1840 MYB Sth) Note that 1T54 and 1T55 are planned via the Down Loop at SRU as they would otherwise pick up yellow aspects at Northolt Jn with the 2Wxx ahead. If 1T54 / 55 are late and the 2Wxx is already in the loop at WRU, the 1Txx can usefully save time by running Fast Line through SRU.
- (1855 MYB Sth) 1T56 1853 WCX-OXF is planned via the SRU loop, however this was an error (result of copying from 1T55) – if possible, please manually route via Fast Line to save time.
- (1915 OXF Panel) 1T53 1920 arrival at OXF is a 7-car so cannot run into the bays. It is planned to then shunt behind OX90. Note this is worked by an Aylesbury driver; Aylesbury drivers do not have any regular work behind OX90, so the driver is unlikely to have made this move since their initial training in late 2016.
- (1935 MYB Sth) 2H60 is looped at WRU (1934-1938) for 1H57 to pass; then 2N58 uses the up loop (1942-1946) for 1T58 to pass. If the up trains are more than 2 late, consider holding 2N58 at SRU for 1T58 to pass, then 2N58 can use WRU Down Plat.
- (1940 MYB Sth) NOTE **1T58 is booked to use the Down Loop at SRU** to reduce its signal spacing behind 2N58 – if 1T58 needs to pass 2N58 at SRU then 1T58 will need diverting to the Fast Line; equally if 1T58 is late then it can save time by running Fast Line at SRU.
- (1945-2005 MYB Nth) Two consecutive down Oxford bound trains use the Up Platform at Princes Risborough:
 - 1T57 1857 MYB-OXF uses plat 2 (1948-1954) to allow 1R57 to pass; then
 - 1T58 1923 MYB-OXF uses plat 2 (2000-2002) to allow a quicker connection to the branch shuttle leaving at 2003. If there's any conflict on the up, or if 1T58 is 5 or more late then 1T58 may as well run via the Down Main to have a quicker route and reduce delay. 1H63 stops at PRR (2006-2007), so again if 1T58 is late, it is helpful to divert 1T58 to the down to avoid reactionary delay.
- (1945 OXF Panel) 5P54 1945 OXF-PRR is not time critical (has about 10 mins to spare), so can be delayed to give priority to any 1Txx if required.
- (1945 MYB Sth) There is a platform clash at MYB with 1H51 arriving plat 3 at 1951, and 2G60 1950 departure from plat 4. If 1H51 has passed Neasden at or before 1943, please arrive 1H51 first; if 1H57 is 1944 or later at Neasden then please depart 2G60 first.
- (2030 OXF Panel) 1T58 1923 MYB-OXF on arrival at Oxford becomes 5U58 to Banbury. This ecs move is time critical as the units split on arrival at BAN with one of the units immediately

forming a stopping service to London (2H72 2114 BAN-MYB). Please protect the running of both 1T58 and then 5U58.

- (2040 MYB Nth) If 5A55 2023 OXF-AYS ends up in front of 1H69 2037 BCS-MYB then 5A55 should carry on to reverse at HWY to avoid blocking the platform at PRR & the single line to AYS. (1H69 has a tight turnaround off 2N58 so may not be in ARS when 5A55 approaches Bicester South).

Additional NR resources

- Extra MOM based at Leamington (06:00 - 18:00)
- Banbury MOM (as per booked shifts); however will look to relocate to Aynho Junction for most of the 12hr shift dependant on S&T whereabouts;
- Extra MOM based at Bicester for Bicester South Junction and Gavray Junction (08:00 - 20:00);
- Extra MOM based at Princes Risborough (08:00 - 20:00);
- Marylebone MOM (as per booked shift).

Thanks to Greg Scott, Control Centre Manager (Banbury) for input of timetable data and extensive simulator testing.

Notes compiled by _____, Head of Control, Chiltern Railways,
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