

December 2008 West Coast Timetable Issues (Pre Offer)

Summary of Implications of the Recast on First ScotRail Services

Network Rail are now commencing work on the detailed validation of the December 2008 West Coast Main Line (WCML) timetable between Lanark Junction and Glasgow Central. There are a number of issues emerging that would create conflict between Virgin West Coast services and First ScotRail services, and jeopardise achievement of our SLC.

The key steps in the overall timetable development work are as follows:-

- Key Fastest Journey Times have been agreed by DfT for Glasgow to Euston (4hrs 29 minutes) and Birmingham (3hrs 50 minutes).
- Timetable construction has been based on validating most congested locations first (i.e. Rugby to Birmingham New Street and Manchester Piccadilly).
- A standard hourly stopping patterns has been created with more Euston services to/from Glasgow.
- Trains from Euston/Birmingham to Glasgow have been 'forward timed' as a result of presenting the train at the correct times south of Preston.
- Trains from Glasgow/Birmingham to Euston have been 'back timed' as a consequence.
- A robust minimum turnaround of 40 minutes has been assumed to be required at Glasgow Central.
- The strategic timetable developed has been validated in detail from Euston to Lanark Junction, but it was accepted by all that detailed work could not be done north of Lanark Junction until the timetable Offer stage. However basic clean path was known to interact with Shotts service at Uddingston Junction.
- Validation work on the timetable Offer now highlights conflicts between WCML and of Argyle Line services at Shieldmuir/Motherwell.

Taking all the above factors into account, the detailed validation work has created a conflict with a number of standard pattern First ScotRail services around Motherwell.

Assuming that the Anglo Scottish services are on fixed times north of Lanark Junction, two possible scenarios have been looked at so far by Network Rail for consideration by FSR. The initial findings of these are summarised below.

Example 1

First ScotRail xx.23 Lanark to Dalmuir service passes Lanark Junction at xx/27. The Euston to Glasgow service passes xx/31 and then requires (1) to follow local service on a 4 minute headway to Law Junction where the local service runs via Wishaw.

The Virgin service then runs fast line and passes Motherwell at xx/42.5. Due to this, the First ScotRail service from Lanark requires to wait on the curve at Shieldmuir Junction until it clears and then follows it out after an 'activity stop' of 3 minutes.

A consequence of the Anglo Scottish service passing Motherwell at xx/42.5 means that the xx.42 Milngavie to Lanark (via Hamilton and Holytown) departure from Platform 4 would have to depart at xx.44.5 (i.e. 3.5 minute dwell at Motherwell) at the earliest and run 2 minutes later. However due to performance time, it could arrive at xx.13 vice xx.12 (1 minute later than current).

The XX.23 from Lanark would also require a 1 minute pathing time allowance approaching Rutherglen East Junction to allow the standard pattern xx.00 Glasgow to Birmingham to pass and thus create a 3 minute later arrival at destination of xx.44 vice xx.41 at Dalmuir. Early indications are that this would not interact with other services beyond Exhibition Centre as the next train follows 6 minutes later but would alter clockface patterns.

Due to the later presentation of the Virgin service at Uddingston Junction, the Shotts service would precede the Virgin service to Rutherglen Central Junction, where it would be routed via the Slow Lines to allow the Virgin train to overtake it on the Fast Lines, thus giving the Shotts service a two minute later arrival time in Glasgow Central compared to the present timetable.

Interaction of conflicting services at Motherwell :-

- (Euston to Glasgow Central) pass xx/42.5 (Platform 2)
- (Milngavie to Lanark) arr xx.41 dep xx.44.5 (Platform 4)
- (Dalmuir to Motherwell) arr xx.46 (Platform 3)
- (Lanark to Dalmuir) arr xx.48.5 dep xx.49.5 (Platform 2)

First ScotRail will challenge the local Lanark to Dalmuir service could be signalled out quicker at Shieldmuir Jn after the Virgin and follow on a single yellow caution signal as far as Shieldmuir station. It should be noted however that this may not help too much as it will still interact with the Glasgow Central to Birmingham xx.00 path at Rutherglen East Junction.

Current Summary of likely Pattern Hour Journey Time increases:

- XX.23 Lanark to Dalmuir (+3)
- XX42 Milngavie to Lanark (+1)
- XX25 Edinburgh to Glasgow Central via Shotts (+2)

Example 2

First ScotRail xx.23 Lanark to Dalmuir service passes Lanark Junction at xx/27. The Euston to Glasgow service passes xx/31 and then require (1) to follow local service on a 4 minute headway to Law Junction where the local service runs via Wishaw.

The Virgin service then runs fast line but would be given more pathing time approaching Motherwell to allow the XX.42 Milngavie to Lanark to depart Platform 4 at xx.42 as booked and passes Motherwell at xx/45. As in Example 1, the First ScotRail service from Lanark requires to wait on the curve at Shieldmuir Junction until it clears and then follows it out after an activity stop of 3 minutes thus arriving at Motherwell at xx.48.5.

Again the Lanark to Dalmuir service would be flexed at Rutherglen East Junction and the Shotts requires to run Slow Lines as in example 1.

Interaction of conflicting services at Motherwell :-

- (Milngavie to Lanark) arr xx.41 dep xx.42 (Platform 4)
- (Euston to Glasgow Central) pass xx/45 (Platform 2)
- (Dalmuir to Motherwell) arr xx.48 (Platform 3)
- (Lanark to Dalmuir) arr xx.48.5 dep xx.49.5 (Platform 2).

Again First ScotRail will challenge the local Lanark to Dalmuir service could be signalled out quicker at Shieldmuir Jn after the Virgin and follow on a single yellow caution signal as far as Shieldmuir station. This may not help too much as it will still interact with the Glasgow Central to Birmingham xx.00 path at Rutherglen East Junction.

Current Summary of likely Pattern Hour Journey Time increases:

- XX.23 Lanark to Dalmuir (+3)
- XX42 Milngavie to Lanark (unaltered)
- XX53 Dalmuir to Motherwell via Bellshill (+2)
- XX25 Edinburgh to Glasgow Central via Shotts (+2).

Example 2 has been favoured by Network Rail as they say that this would be better for performance but First ScotRail argue that this has an extra 1 minute increase in overall journey time per pattern hour (i.e. $3+2+2 = 7$ minutes compared to $3+1+2 = 6$ minutes).

Impact on Peak Services

The only peak period train service which has been identified as being affected in the work undertaken by Network Rail so far is the proposed 17.40 Glasgow Central to Birmingham New Street service (which currently operates as a 17.40 Glasgow Central to Euston service). This train currently has 11 minutes pathing time between Uddingston Junction and Carstairs to follow a number of peak only First ScotRail commuter services.

Under the current proposals, the DfT argue that the journey time of the Glasgow to Birmingham services should be given priority but First ScotRail will argue that the proposed clean path of the Virgin train would not be acceptable on the basis that the 1734 SX Anderston to Lanark would require approximately 6 minutes consequential pathing time between Carlisle and Lanark due to following the Virgin service and awaiting the train from Lanark clearing the single line section between Lanark Junction and Lanark.

However, as part of the above, the 1728 Glasgow Central Low Level to Carstairs could depart at 17.27 and arrive Carstairs at 18.19 vice 18.26 (7 minutes earlier).