

TIMETABLE CHANGES

LONDON UNDERGROUND

The annual leaf fall season required three temporary timetables to be introduced, operating from 3 October to 22 December 2022:

Metropolitan Line – TTN 25/22

District Line – TTN 95/22

Piccadilly Line – TTN 98/22

As usual, the Central Line's arrangements were outside the normal working timetable and instead were incorporated into a Special Trains Notice – STN 47/22. Of course, these arrangements are in conjunction with the current Central Line WTT No.70. There is one eight-car Rail Adhesion Train (RAT) and one five-car, for the east- and west ends of the line respectively.

Quite simply, the **Metropolitan Line** timetable incorporates three additional minutes' running time southbound from Amersham, in conjunction with the consequential signalling that is switched in between Amersham and Rickmansworth during each autumn (see also *Underground News* No.729, pages 526-527), where the speed of trains is limited to 50 mph.

There are no changes to the number of trains in service, service intervals or service patterns. The Metropolitan Line has two RATs, one for use and one spare. In addition, the main line water-jetting trains are contained in a separate notice.

On the **District Line**, this contains very minor tweaks in consequence of the Piccadilly Line leaf fall timetable, and again, there are no changes to the number of trains in service, service intervals or service patterns.

It is the **Piccadilly Line** which has a number of changes from the norm, in the form of service reductions in absorbing one six-car train (both of double ended units) into two three-car Sandite trains. Of course, as expected, any service reductions fall on the Rayners Lane/Uxbridge branch, with Heathrow remaining basically unchanged. The changes are summarised thus:

Temporary 30mph speed restrictions apply in both directions between Cockfosters and Arnos Grove, Boston Manor and Hounslow West, and between North Ealing and South Harrow. Running times have been changed in these areas with an additional 3-5 minutes being scheduled.

The Rail Adhesion Trains operate between Cockfosters and Arnos Grove and between Acton Town, Hatton Cross and Rayners Lane/Uxbridge prior to start of traffic, then at 5-6 hour intervals throughout the traffic day over the same sections. The Rail Adhesion Trains also operate during Night Tube on Friday and Saturday nights.

On Mondays to Fridays, the scheduled peak service requires 77 trains (one train less than normal in the morning peak, two trains less than normal in the evening peak). Services over some sections of the Piccadilly Line have thus been reduced.

In the peaks, services have been reduced in the central area to operate at 23 trains per hour (tph) instead of 24 tph.

The Rayners Lane branch has 8 tph to Rayners Lane and 4 tph of those extended to Uxbridge (normally 12 tph and 8 tph respectively). The peak service pattern is:

| | | | |
|-----------------------------|-------|---|---|
| Cockfosters – Acton Town | 17tph | } | 23 tph |
| Arnos Grove – Acton Town | 6tph | | |
| Central area – Heathrow T5 | 6tph | } | 15 tph to Northfields, 12 tph west of Northfields |
| Central area – Heathrow T4 | 6tph | | |
| Central area – Northfields | 3tph | | |
| Central area – Rayners Lane | 4tph | } | 8 tph to Rayners Lane, 4 tph west of Rayners Lane to Uxbridge |
| Central area – Uxbridge | 4tph | | |

Piccadilly Line departures from Uxbridge in this timetable between 07.00 and 09.00 are 8 (normally 15) and arrivals between 17.00 and 19.00 7 (normally 11).

During off-peak periods, the 68-train service is superseded by a 69-train service to take into account of the extra running times. The 21 tph in the central area service continues unchanged, as does the normal western branch frequencies. However, the service east of Arnos Grove is reduced from 18 to 15 tph by having Arnos Grove reversers every 10 minutes instead of every 20 minutes.

On Saturdays, the off-peak 69-train service noted above applies for much of the day, except between 12.00 and 19.00 in the central area, where the service frequency increases to 22 tph, with an additional trip per hour between Arnos Grove and Northfields between these times. This requires 72 trains (plus 3 but a reduction of 4 trains from the normal 24 tph Saturday afternoon service of 76 trains).

An 18tph service has been scheduled for most of the day on Sundays, with the enhanced 21tph service operating between 13.30 and 18.30. After 20.00, the central area service reduces to 15 tph, of which 10 tph operates to/from Cockfosters and the remaining 5 tph reverse at Arnos Grove. From then, the train service frequency to Heathrow Terminal 4 reduces to 3 tph (every 20 minutes) which, combined with 6 tph to/from Heathrow Terminal 5, provides 9 tph between Acton Town and Heathrow.

The Night Tube service remains every 10 minutes between Heathrow T5 and Arnos Grove, but reduced to every 20 minutes between Arnos Grove and Cockfosters. This takes into account the additional running times but with the same number of trains in service (20).

DOCKLANDS LIGHT RAILWAY

| Date From | 05.30 – 06.30 | | | MORNING PEAK | | |
|--------------------------------|-----------------------|---------------------|-----------------|-----------------------|-----------------------|----------------|
| | Interval (mins) | AFTER 23.30 Section | Units | Interval (mins) | 06.30 – 09.30 Section | Units |
| MON – FRI FROM 26.09.22 | 10 | BAN – LEW | 6x3 | 4 | BAN – LEW | 15x3 |
| | 10 | STR – CAW | 3x2 | 8 | STR – CAW | 4x2 |
| | 10 | BAN – WOA | 7x2 | 8 | STR – LEW | 8x2 |
| | 10 | TOG – BEC | 6x2 | 8 | BAN – WOA | 8x2 |
| | 10 | STI – WOA | 5x3 | 8 | TOG – BEC | 8x2 |
| | | | | 8 | CAT – BEC | 4x2 |
| | | | 8 | STI – WOA | 7x3 | |
| For Service: | | 27 TRAINS | { 16x2 11x3 | | 54 TRAINS | { 32x2 22x3 |
| Totals: | | 65 vehicles | 32+33 | | 130 vehicles | 64+66 |
| EVENING PEAK | | | MIDDAY OFF-PEAK | | | |
| Interval (mins) | 16.00 – 19.00 Section | Units | Interval (mins) | 09.30 – 16.00 Section | Units | |
| 4 | BAN – LEW | 15x3 | 5 | BAN – LEW | 12x3 | |
| 4 | STR – CAW | 8x2 | 5 | STR – CAW | 6x2 | |
| 8 | BAN – WOA | 8x2 | 10 | BAN – WOA | 6x2 | |
| 8 | TOG – BEC | 8x2 | 10 | TOG – BEC | 6x2 | |
| 8 | CAT – BEC | 4x2 | 10 | CAT – BEC | 3x2 | |
| 8 | STI – WOA | 7x3 | 10 | STI – WOA | 5x3 | |
| For Service: | | 50 TRAINS | { 28x2 22x3 | | 38 TRAINS | { 21x2 17x3 |
| Totals: | | 122 vehicles | 56+66 | | 93 vehicles | 42+51 |
| Interval (mins) | 19.00 – 21.00 Section | Units | Interval (mins) | 21.00 – 23.30 Section | Units | |
| 5 | BAN – LEW | 12x3 | 5 | BAN – LEW | 12x3 | |
| 5 | STR – CAW | 6x2 | 8 | STR – CAW | 5x2 | |
| 10 | BAN – WOA | 6x2 | 10 | BAN – WOA | 6x2 | |
| 10 | TOG – BEC | 6x2 | 10 | TOG – BEC | 6x2 | |
| 10 | STI – WOA | 5x3 | 10 | STI – WOA | 5x3 | |
| For Service: | | 35 TRAINS | { 18x2 17x3 | | 34 TRAINS | { 17x2 17x3 |
| Totals: | | 87 vehicles | 36+51 | | 85 vehicles | 34+51 |

All Bank – Lewisham trains non-stop West India Quay in the east/southbound direction and run via the avoiding line at West India Quay.

| BEFORE 08.30 & AFTER 22.00 | | | 08.30 – 22.00 † | | |
|----------------------------|---------|-------|-----------------|---------|-------|
| Interval | Section | Units | Interval (mins) | Section | Units |

| | | (mins) | | | | | |
|--------------------------------|----|-------------|---------------|----|-------------|----------------|--|
| SATURDAYS FROM 05.11.22 | 10 | BAN – LEW | 6x3 | 5 | BAN – LEW | 12x3 | |
| | 10 | STR – CAW | 3x2 | 5 | STR – CAW | 6x2 | |
| | 10 | TOG – BEC | 6x2 | 10 | TOG – BEC | 6x2 | |
| | 10 | BAN – WOA | 6x2 | 10 | BAN – WOA | 6x2 | |
| | 10 | STI – WOA | 5x2 | 10 | STI – WOA | 5x2 | |
| | | | | 10 | CAT – BEC | 3x2 | |
| For Service: | | 26 TRAINS | { 20x2 6x3 | | 38 TRAINS | { 26x2 12x3 | |
| Totals: | | 58 vehicles | 40+18 | | 88 vehicles | 52+36 | |

† Between 19.30 and 22.00 there is no Canning Town - Beckton service and the Stratford – Canary Wharf service reduces to 10-minute intervals. This means that there are 32 trains in service instead of 38 and comprise 20x2 and 12x3-vehicle trains (total – 76 vehicles).

| | | BEFORE 10.30 & AFTER 19.30 | | | 10.30 – 19.30 | | |
|------------------------------|----|----------------------------|---------------|-------|-----------------|----------------|-------|
| | | Interval (mins) | Section | Units | Interval (mins) | Section | Units |
| SUNDAYS FROM 06.11.22 | 10 | BAN – LEW | 6x3 | 5 | BAN – LEW | 12x3 | |
| | 10 | STR – CAW | 3x2 | 5 | STR – CAW | 6x2 | |
| | 10 | TOG – BEC | 6x2 | 10 | TOG – BEC | 6x2 | |
| | 10 | BAN – WOA | 6x2 | 10 | BAN – WOA | 6x2 | |
| | 10 | STI – WOA | 5x2 | 10 | STI – WOA | 5x2 | |
| | | | | 10 | CAT – BEC | 3x2 | |
| For Service: | | 26 TRAINS | { 20x2 6x3 | | 38 TRAINS | { 26x2 12x3 | |
| Totals: | | 58 vehicles | 40+18 | | 88 vehicles | 52+36 | |



ABBREVIATIONS (Above):

BAN – Bank
 BEC – Beckton
 CAT – Canning Town
 CAW – Canary Wharf
 LEW - Lewisham
 STI – Stratford International
 STR – Stratford
 TOG – Tower Gateway
 WOA – Woolwich Arsenal

Left: A B.07/09 train stands at Cutty Sark, highlighting the short platforms and the need to have selective door opening in operation on three-vehicle trains at such stations.

Photo: Brian Hardy

SUMMARY OF CHANGES:

1. Services revert to pre-Covid levels, with improvements (q.v.).
2. Trains are formed of two- or three vehicles as they were pre-Covid.
3. During Covid, all trains were made up to three vehicles and although services were reduced, the morning peak required 129 vehicles and evening peak 123 vehicles.
4. With the increased services, the maximum requirement is 130 and 122 vehicles respectively.
5. Three-vehicle trains continue on the Bank – Lewisham service, but on Mondays to Fridays now work the Stratford International Woolwich Arsenal service instead of Bank – Woolwich Arsenal and Tower Gateway – Beckton.

6. The Canning Town – Beckton off peak and weekend busy service also operates during both peaks Mondays to Fridays.

THE CURRENT FLEET

| | |
|----------------------------|--|
| This comprises – | As of early-September 2022, the following were long-term out of service: |
| B.90 – 22 vehicles | 39 – since 13.05.16 † |
| B.92 – 47 vehicles | 98 – since 05.07.19 † (derailment damage) |
| B2K – 24 vehicles | 88 – since 04.03.20 † |
| B.07 – 24 vehicles | 102 – since 08.03.22 |
| B.09 – 31 vehicles | 93 – since 23.06.22 |
| Total: 148 vehicles | Those marked † are unlikely to return to service. |



As noted above, all Bank – Lewisham trains non-stop West India Quay in the east/southbound direction, this photo being taken from the north end of the southbound platform of West India Quay station with B.07 vehicle 107 leading.

Photo: Brian Hardy

Avoiding West India Quay by Bank to Lewisham trains was introduced in stages:

- 24.08.09 – Both peaks
- 26.04.10 – From 06.30 to 19.00
- 30.08.11 – From start to 19.00
- 27.01.13 – From start to 21.00
- 02.02.15 – Throughout each day