

December 2019 Calder Valley Line timetable: HADRAG comments

(source: Real Time Trains (RTT), initially Aug'2019) Updated 14 Sept from RTT

2nd update 22 Oct'19

Notes: (A) Links to RTT should update if the timetable as shown online is changed or improved.

(B) This is not a comprehensive analysis but gives examples of some main issues which need to be addressed; other issues will undoubtedly be found. **Section 4 sets out requests for urgent action and suggestions for medium term.**

Summary – specific points and overarching themes

This set of notes was originally compiled in August 2019 as a review of Dec'19 timetable proposals, using information available on-line (Real Time Trains).

A major concern was and continues to be withdrawal of stops at Sowerby Bridge (SOW) and Mytholmroyd (MYT) by York-Blackpool trains on Mondays-Saturdays, whilst Sowerby Bridge and Mytholmroyd will have no Manchester service on Sundays. The effects of this include loss of connectivity for valley stations with east Lancs and Preston, hitting commuters and other would-be travellers, and a general reduction in service including commuter trains to Leeds for the two affected stations.

We are grateful that **Northern has now added some additional stops for Sowerby Bridge-Leeds commuters in the December plan.** This will maintain present service level at peak hours only at Sowerby Bridge, **but not at Mytholmroyd.** At **off-peak times**, the cut during standard hours will still be roughly 30% (50% on Sundays) at both stations.

Serious concerns remain about a number of other issues including:

- Timetable shortcomings such as **gaps in late evening service** Manchester-SOW/MYT (an issue we first raised 18 months ago); **first/last trains at Brighouse; poor connections upper Calder Valley stations to Huddersfield via Halifax/Brighouse; Sunday services** on Brighouse line as well as at SOW and MYT; and
- **Extended timings** of supposedly “fast” services Bradford-Manchester due in some cases to following freights. A ludicrous situation where the “fast” trains might as well make additional station stops.
- **“Clockface” issues** – though there is to be a major improvement in the Leeds to Halifax pattern
- **Limited service on the Brighouse line** (see Section 3), where there is a clear need to provide a better service not least in preparation for opening of Elland station, including need for more frequent direct service to Leeds via Dewsbury as well as upper Calderdale-Huddersfield connectivity.
- **Failure to deliver franchise promises** because of capacity issues in Manchester. We understand Northern has been prevented from even bidding for the Bradford-Manchester Airport service which was committed in the franchise Train Service Requirement TSR3 which should have been introduced in December 2019. There is apparently now no plan for introduction of the Airport trains which would have met demand for services from Bradford and Calderdale to the south side of Manchester city (workplaces and attractions around Deansgate, Oxford Rd and Piccadilly), nor is it clear whether the third train every hour from Bradford to Manchester (another TSR3 commitment) will be introduced. We understand improved Sunday services may be introduced during 2020, making good the franchise commitment to increased Sunday frequency Bradford-Manchester.

All agree that there is a need for a major reconsideration of how the CVL service pattern may be improved to deliver promises and aspirations. Some thoughts are included in the final sections of this paper (4.2-4.4).

HADRAG intends to contribute further to this discussion in the next few weeks.

JSW: 22 Oct'19

1 Main clockface patterns Dec'19

1.1 Leeds departures towards Halifax/Hebden Bridge (the good news)

<http://www.realtimetrains.co.uk/search/advanced/LDS/to/HFX/2019/12/16/0200-0159?stp=WVS&show=all&order=wtt>
<http://www.realtimetrains.co.uk/search/advanced/LDS/to/HBD/2019/12/16/0200-0159?stp=WVS&show=all&order=wtt>

Even 15 min interval LDS-HFX – big improvement:

Minutes past hour from Leeds	Minutes past hour at HFX	Minutes past hour at HBD	Origin-destination	
12	44	54	Leeds-Halifax-Manchester Vic	
	50		Bradford-Hud shuttle	
17	<i>via BGH</i>	15	Leeds-Brighouse-MCV-Wigan	Calls SOW, MYT
27	03		Hull-Halifax	
42	17	32	Leeds-Halifax-MCV-Chester	Calls LMR, SOW, MYT
57	27-29	38-40	York-Halifax-Blackpool	

Reasonable spacing LDS-Hebden Bridge (12, 17, 42, 57) – looks better than present pattern (18, 20, 38, 51)

1.2 Hebden Bridge/Halifax towards Leeds departures

<http://www.realtimetrains.co.uk/search/advanced/HFX/to/BDI/2019/12/16/0200-0159?stp=WVS&show=all&order=wtt>
<http://www.realtimetrains.co.uk/search/advanced/HBD/to/LDS/2019/12/16/0200-0159?stp=WVS&show=all&order=wtt>

Minutes past hour from HBD	Minutes past hour from HFX	Origin-destination	
50	05-06	Chester-Leeds	Calls MYT, SOW, LMR
	17	Halifax-Hull	
14	<i>via BGH</i>	Wigan-MCV-Brighouse-Leeds	Calls MYT, SOW
27-32	37-42	MCV-Leeds	
42	53	Blackpool-York	
	57	Huddersfield-Bradford shuttle	

Still some intervals exceeding 20min (up to 25 min) but much better than May 2019 timetable.

In some hours, some trains (actually the “fasts” xx55 dep MCV, HFX xx37-42) from Manchester appear to have padding in timetable Todmorden-Sowerby Bridge, defeating the object of omitting stops: could this be to allow for freight paths? Not really satisfactory. Part of problem is timing of stoppers MCV-Rochdale coming from other NW destinations. **Points to consider:**

- Timing of MCV-Rochdale stoppers which constrain through service timetable to Todmorden and beyond. (see also next paragraph).
- Is it reasonable that fast MCV-CV-Leeds service has to be slowed because of freight train in front? Could not freights run at night?
- Need for additional hourly service (as promised by franchise TSR3) Manchester-Bradford(-Leeds) to improve pattern for Halifax and intermediate CV stations.

1.3 Calder Valley-Rochdale-Manchester timing issues

(a) Leeds-Manchester/Chester services in the present timetable are often delayed when they catch up with only slightly late-running locals from Rochdale usually between Castleton and Mills Hill. This does not appear to be improved in the December 2019 timetable.

- Would it be better if the Rochdale-Manchester locals, instead of running through to other NW destinations operated as a “shuttle” using the bay platforms at Manchester? Could this make it easier to time them so that don’t interfere with the CV services?

- Can more effort be made to ensure trains starting in the bay platform (P4) at Rochdale leave promptly? (Is there a problem with people arriving late for trains from this relatively remote platform causing delays to departure?)

(b) Some of the “fast” Leeds-CV-Manchester trains appear to have a large amount of slack in the timetable from December 2019. Again this defeats the object of omitting stops at places like Sowerby Bridge. Examples:

- 1J07 0812 Lds-McV (<https://www.realtimetrains.co.uk/train/Y57404/2019/12/17/advanced>) which has 12½min pathing allowance between Hebden Bridge and Man Vic, giving journey of almost 1 hour Halifax-Manchester (should be about 40 minutes) and
- 1J13 1112 Lds-McV (<https://www.realtimetrains.co.uk/train/Y57407/2019/12/17/advanced>) – 10 min pathing allowance similar to above.
- 1J05 0712 Lds-McV (<https://www.realtimetrains.co.uk/train/Y57403/2019/12/17/advanced>) – 11 minutes dwell time in Bradford station.

There are other similar examples.

Further comment 22/10/19: These issues appear not to have been resolved in the latest version visible on-line. It is difficult to see consistent reasons for the above and other extended timings where schedules contain “slack” due to large pathing allowance or station dwell times (e.g. at Bradford or Rochdale). In some cases, certainly, the passenger train is following a freight. The effect is to increase Bradford-Manchester journey time by these “fast” service from what should be about 55 min to in some cases significantly over an hour. **How can this be acceptable?** Where the problem is following a freight (for example an empty Drax-Liverpool biomass train) could the freight be held to follow rather than precede the fast passenger service?

2 Sowerby Bridge (SOW) and Mytholmroyd (MYT) issues

Sowerby Bridge station serves a potential catchment population equal to that served by Todmorden and Hebden Bridge combined but has a significantly poorer service, which appears to be significantly worsened in Dec’19. **On this basis we believe all services that stop at TOD and HBD should also stop at SOW.** Sadly, the trend appears to be in the opposite direction.

Mytholmroyd serves a significant village and surrounding area, and is soon to get a large new station car park. It has potential to relieve pressure on Hebden Bridge. In general MYT is served by the same trains that stop at SOW, so that comments below on the Dec’19 timetable apply to both stations.

Dec’19 departure board, SOW:

Weekdays: <http://www.realtimetrains.co.uk/search/advanced/SOW/2019/12/16/0200-0159?stp=WVS&show=all&order=wt>

Sundays: <http://www.realtimetrains.co.uk/search/advanced/SOW/2019/12/22/0200-0159?stp=WVS&show=all&order=wt>

2.1 SOW and MYT service reductions 33% to 50% in standard hour

(a) Loss of York-Preston-Blackpool service weekdays.

Original version of Dec 2019 TT showed ALL weekday York ↔ Blackpools non-stop Halifax-Hebden Bridge (**update 22/10/19** three evening peak York Blackpools call Sowerby Bridge see 2.2 (b) below). This is a withdrawal of a benefit given last year and is a massive disappointment, representing a 33% reduction in trains calling at SOW and MYT in the standard hourly pattern.

Destinations of trains from Sowerby Bridge and Mytholmroyd	Trains per hour from SOW & MYT. May’18-Dec’19	Trains per hour from SOW & MYT. from Dec’19
Leeds	3	2
Bradford/Halifax	2	1
York and Blackpool	1	0
Manchester	2	2

Passengers will be inconvenienced by this, including East Lancs-Sowerby Bridge commuters as well as people from SOW and MYT travelling to York, East Lancs, Preston and Blackpool. Connections at Hebden Bridge are not an adequate substitute.

We have been told quite recently that the stops at SOW and MYT were only introduced to provide additional train services during road blockages associated with flood prevention work. If this was the case it was certainly not made clear when the stops were introduced.

We ask:

- **That the stops at MYT and SOW by Blackpool-York services be reinserted in the December timetable.**
- We believe this could be done by taking up slack in the timetable as well as utilising the improved performance of the new rolling stock. It is noted, for example, that in the westbound direction these trains in the Dec'19 timetable typically have about 4-5 minutes of "padding" in schedules between Hebden Bridge and Burnley (pathing allowance + dwell time in Burnley Manchester Road station). See also Appendix for what we hope may be possible schedules in both directions with the stops restored.

(b) Loss of Manchester service Sundays – Dec'2019 TT on Sundays shows all Blackpool trains calling at SOW and MYT, but all Manchester trains running non-stop HFX-Hebden Bg.

- This means there will be no service SOW/MYT-Manchester on Sundays...
- ...and a 50% cut in standard hour frequency.
- Connections appear to involve a lengthy waiting time at Hebden Bridge, sometimes nearly half-an-hour westbound.
- First trains from Sowerby Bridge on Sundays are the 0951 to York and the 1033 to Blackpool; earlier trains run through non-stop.
- **Update 14 Sep'19:** a single afternoon Manchester-Leeds train now shown calling MYT and SOW.

Effectively rail travel from SOW and MYT to Manchester will be deterred on Sundays.

- **We cannot believe that this is the intention...**
- **and we ask that on Sundays all trains call at SOW and MYT.**

2.2 (a) Morning peak – Dec'19 TT still cuts Mytholmroyd-Leeds commuter service

<http://www.realtimetrains.co.uk/search/advanced/SOW/to/LDS/2019/12/16/0200-0159?stp=WVS&show=all&order=wt>

Times of trains from Sowerby Bridge arriving Leeds before 0900, Mondays-Fridays	May 2019 timetable: 8 trains	December 2019 timetable 5 6 8 trains
	0553	0551
	0638	0638 (update 22/10/19)
	0652	0657 (update 14/09/19)
	0700	0712
	0717	0719
	0724 (via Dew)	0724 (via Dew)
	0753	0731 (update 22/10/19)
	0758	0758

Update 22/10/19: In the original proposed timetable peak hour calls at Sowerby Bridge and Mytholmroyd arriving Leeds before 0900 were reduced to 5 trains. Revised proposal for additional stops at Sowerby Bridge are therefore very welcome. The restored stops are in

- one Hebden Bridge-York train, 0657 at SOW, also serving MYT. This maintains existing connectivity for commuters from these two stations to York.
- three Manchester-Leeds "fasts" 0638, 0731 and 0840 at SOW. These maintain existing peak service level for SOW, **but they do not call at Mytholmroyd which station therefore will therefore still have a peak-hour cut in service for Leeds-bound commuters.**

- Could not all of these trains also serve Mytholmroyd? We are told the extra stop could not be accommodated because of pathing into Leeds. However examination of the schedules on RTT shows that the timings of these three trains from Hebden Bridge non-stop to SOW is only ½ shorter than trains that call at MYT, and the schedule includes 1½ min of pathing allowance between HBD and SOW. Could this not be used to include a stop at MYT rather than cut service frequency for MYT-Leeds commuters?

2.2 (b) Evening peak – services restored for SOW but not MYT (update 22/10/19)

Three evening peak York-Blackpool trains are now shown calling at SOW (at 1734, 1834 and 1934). This maintains present service for commuters returning from Leeds to SOW and is therefore welcome. However:

- These trains continue to omit Mytholmroyd so this will still be a service cut in December.
- It is noted that the additional stop does not affect the overall journey time because it is achieved by taking up “slack” in timings between Hebden Bridge and Burnley Manchester Rd (BYM) - pathing allowance before Hall Royd Junction and dwell time at BYM. With the SOW stop inserted there is still some such slack (still typically 1½ min pathing allowance plus 2½-3 min station-stop at BYM) and the reluctance to add a MYT stop is regrettable. We therefore suggest:
 - These trains could also stop at Mytholmroyd.
 - York-Blackpool services could serve SOW and MYT all day on timings broadly as suggested in Appendix (a) to this paper.

2.3 Late evening gap of more than 2 hours (2157-0004) in service from Manchester back to MYT and SOW

This first became an issue in May 2018. HADRAG asked about it before that timetable change and was given hope that it might be changed. But this has not been done and the gap remains in the Dec’2019 plan.

<http://www.realtimetrains.co.uk/search/advanced/SOW/from/MCV/to/LDS/2019/12/16/2100-0100?stp=WVS&show=all&order=wtt>

On the face of it this should be easily solved since during the 2-hour gap, 2 other trains run non-stop Hebden Bridge to Halifax. It is very difficult for the ordinary passenger to understand why these two trains may not stop, at a time of night when it is surely more important to provide a service to get people home than to meet journey time targets.

3 Reconfigured services Halifax-Hull and Brighouse Line + Low Moor

- (a) Positive development **Halifax-Hull hourly service** (weekdays) restores cross-Leeds connectivity (hourly).
- (b) Hud-Brighouse-Halifax-Bradford-Leeds hourly replaced by **Huddersfield-Bradford shuttle**. We can see advantages to this. (But see also issues below).

Above changes increase Halifax-Bradford to 5 trains/hr whilst maintaining Halifax-Leeds 4/hr. Sunday service similar to present pattern.

Dec’19 departure boards, BGH:

Weekdays <http://www.realtimetrains.co.uk/search/advanced/BGH/2019/12/16/0200-0159?stp=WVS&show=all&order=wtt>

Sundays <http://www.realtimetrains.co.uk/search/advanced/BGH/2019/12/22/0200-0159?stp=WVS&show=all&order=wtt>

3.1 Brighouse-Leeds. Hud-Brighs-Halifax-Bradford-Lds service replaced by Huddersfield-Bradford shuttle so Brighouse-Leeds becomes hourly instead of 2/hr (non-compliant with original Train Service Requirement). However, previous service was in effect only hourly because direct train via Dewsbury overtook or caught up with the one via Bradford. Connections are available at Halifax/Bradford though not really providing a useful additional Brighouse-Leeds service.

3.2 Bradford/Hfx/Bgh-Hud.

The shuttle (3.1 above) restores a reasonable journey time on the Bradford-Huddersfield route.

3.3 Brighouse issues – early morning and late night

First trains from Brighouse, weekdays:

- 0632 to Leeds (via Dew) similar to present.
- 0645 to Bradford better than May 2019 (0704), but still half-hour later than May 2018.
 - *Could the 0617 from Halifax to Hull (first train) start back from Brighouse at about 0606 (or Huddersfield 0556).*
- 0555 to Manchester similar to present
- 0550 to Huddersfield slightly earlier than present, with possibility of connection for Manchester.

Last train arrivals at Brighouse:

- 2255 from Leeds (via Dew). Serious worsening of service; present last arrival from Leeds is 2357 via Bradford.
- 0003 from Bradford – but has poor connection off train from Leeds
 - *Could the last Hull-Halifax train (HFX 0005) be extended to Brighouse?*
- 2132 from Manchester similar to present

3.4 UCV-Hud connectivity issues

(a) Upper Calder Valley to Huddersfield: The “fast” from Manchester has a connection at Halifax for the train from Bradford to Huddersfield with a waiting of typically 10 minutes in Halifax, though some hours considerably less (for example passengers from Hebden Bridge on the 0847 arrival from Manchester at Halifax have a connection of only 3 min with the 0850 to Huddersfield – too tight to be relied on).

This is useless for Mytholmroyd/Sowerby Bridge to Huddersfield. Connection at Brighouse in this direction would be a half-hour wait. Travel by rail from these stations to Huddersfield is effectively deterred.

(b) Huddersfield to UCV. Much better, with 12min connection at Brighouse off train from Huddersfield onto train from Leeds to upper Calderdale and beyond.

Could the above issues be helped by:

- reconsidering timing of Bradford-Hud shuttle?
- reconsidering stopping pattern of Manchester-CV-Leeds trains?

Could there be aspirations to

- run Bradford-Hud shuttle half hourly?
- run half-hourly upper Calderdale-Brighouse-Leeds?
- run Calderdale-Brighouse-Leeds at least hourly on Sundays?

3.5 Low Moor (LMR) – Chester trains to call giving LMR-Manchester service – welcome. This does not mean additional service to Leeds because Brighouse train replaced by Bradford-Hud shuttle, though there is a useful connection from Leeds with the shuttle serving Low Moor.

3.6 HADRAG suggestions for Brighouse line development: A better service is required in preparation for Elland station opening. Brighouse serves a population equal to that of Todmorden and Hebden Bridge combined (the same will be true of Elland). The aim should be:

- 2 trains/hour Bradford-Huddersfield
- 2 trains/hour Calderdale-Brighouse-Dewsbury-Leeds (1/hr fast; 1/hr stopper)
 - Target journey time 20 minutes Brighouse-Leeds fast via Dewsbury
 - This service also needs to run on Sundays
- Good connections upper Calderdale-Huddersfield at Brighouse for work, educational, social etc needs. (Aspiration for through cross-Pennine-Calderdale-Brighouse-Huddersfield service).

4 Concluding comments/summary – what needs to be done?

4.1 Short term (Dec'2019-May2020)

URGENT ACTION NEEDS TO BE TAKEN to improve the proposed timetable in December 2019, to include:

- (a) Restoration of SOW and MYT stops in YRK-BPN services, mainly by using slack in present schedule (supported in due course by superior performance of new rolling stock); see Appendix;
- (b) Restoration of peak hour gaps at MYT as well as at SOW **(update 22/10/19 – see NOTE below)**;
- (c) Restoration of Sunday service SOW/MYT-Manchester, with earlier start to service;
- (d) Restoration of 2-hour late-evening gap in Man Vic-SOW/MYT service (first identified in May 2018);
- (e) Removal of timing anomalies in services that lead to extended journey times by supposedly fast trains (see section 1.3);
- (f) Addressing first/last train issues at Brighouse (see suggestions in 3.3)

NOTE: 22 Oct'19 update - additions to planned service at SOW at peak hours only are welcome but only one extra call has been added at MYT (2.2 above). We hope these are increments towards more comprehensive improvements beyond the Dec'19 timetable including full restoration of York-Blackpool calls at both SOW and MYT.

To the above we would add:

- (g) that we expect the franchise promise to be delivered to operate all cross-Pennine CV line services via Bradford using **the new rolling stock (Class 195)**. (Commitment to withdraw “pacers” by Spring 2020 is noted and understood. However the continued operation of equally old, and old-fashioned Class 150 trains should not be seen as acceptable. All trains on main CV services should be able to achieve the new line speeds meaning minimum standard should be Class 158 or Class 170.)

(h) 22 Oct'19 update New Class 195 trains were introduced to Leeds-CV-Manchester/Chester service on Monday 21 October, and we understand these will also be introduced on the York-Blackpool route from December. This is good news. There have been reliability/punctuality problems with the service during the first week, but we do not know the extent to which this is due to introduction of the new trains. We have noted some points raised by commuters, for example peak-hour short formations. Two points:

- **We have a concern about whether there are/will be sufficient of the new units to provide peak strengthening.** It appears that whilst nine Class 195 train were allocated to the CV line these were to work nine full diagrams with no provision for strengthening. Passengers will be seriously disillusioned by the new trains if overcrowding is as bad as on the old ones.
- **(Reiterated point from update 14/09/19) Given non-delivery of Class 170 on CV services, and non-delivery of additional Bradford-Manchester service every hour we ask that Class 195 also be used on the Leeds-Brighouse-Manchester-Wigan service. Otherwise we fear this service could remain Class 150/3/5/6, despite needing higher performance trains for acceleration between frequent stops as well as higher maximum speed of Class 170/195 trains (with 158s as second-best only). The present proposal to use Class 158+153 3-car sets on this service will result in reduced performance on this service compared with a pure 158/170/195 since the 153 carriage has slower acceleration and lower maximum speed.**

4.2 Medium term (May 2020 to May 2022):

- (a) All trains serving HBD/TOD should also call at Sowerby Bridge, based on population/potential market served. Sowerby Bridge is on the list of designated “Northern Connect” stations.
- (b) Franchise promises must be delivered:
 - Calder Valley service to Manchester Airport, serving stations on south side of Manchester city for employment, education, leisure and longer distance connections. It is emphasised that the main aim is Calder Valley cross-Manchester connectivity (not just the airport).

- Third Calder Valley service to Manchester every hour, not to provide increased frequency for the sake of it, but to enable existing gaps to be addressed e.g. need for more stop at intermediate stations, need for daytime Littleborough-Bradford service, need for better Brighouse Line service.
- (c) Better Brighouse Line service in time for Elland station opening to include as in 3.6 above:
- 2 trains/hr upper Calderdale-Sowerby Bridge-Elland-Brighouse-Leeds (fast + stopper).
 - If possible higher frequency Bradford-Huddersfield
 - Useful, regular, upper Calderdale-Huddersfield connectivity.

4.3 Ideas to consider – these are simply suggested possibilities, linked to a varying extent and in no particular order, that may perhaps be already under consideration:

- Linkage of TPE Man Picc-Huddersfield stopper with Huddersfield-Bradford Northern service (existing or additional) to provide Bradford-Man Picc-... service.
- Rerouting of 1/hr TPE service per hour via Brighouse and Calder Valley which would:
 - Provide improved service for Brighouse/Elland/Sowerby Bridge
 - Release capacity and/or reduce operating constraints on Huddersfield Line
 - Potentially provide Calder Valley service to Manchester Oxford Rd, Piccadilly and Airport,
- Rerouting of 1/hr TPE service Man Airport service via Guide Bridge, releasing a path via Ordsall Chord for a Calder Valley service.
- Increased frequency on Blackpool-Burnley-Calderdale-Leeds/York service, with second service each hour operating via Sowerby Bridge-Elland-Brighouse line.
- Aspirational new service: Bradford/Calderdale/Huddersfield to York via Wakefield and Castleford.
- Diversion via a different route, or operation at night, of existing freight services via the CV line to avoid damaging the timetable of passenger services.

4.4 Final thoughts

We know that many timetable problems across the North are due to capacity issues in Manchester including the new Ordsall Chord route and the Castlefield Corridor through Deansgate to Piccadilly. We hear that plans for additional through platforms at Piccadilly and enhancements at Oxford Road that were ready to go ahead during CP5 (2014-19) are now effectively “back to the drawing board”, suggesting that capacity improvements here are still some years away.

In the meantime TransPennine Express has been allowed to go ahead with two trains per hour from NE England to Manchester Airport via Ordsall and Castlefield. But Northern’s franchise commitment for a Bradford-Calderdale-Manchester Airport service is on hold, as is the aspiration to operate the east Lancs “Tod Curve service” via Ordsall to the Airport.

We repeat our view that this is simply not fair on Northern’s passengers (actual or would-be).

We note – and welcome – recent Government support for “Northern Powerhouse Rail”. The proposed high-speed line is many years away and if/when it is built will bypass most medium-size and some larger towns.

Passengers – actual and would-be – in those towns and smaller communities need a better service now.

J Stephen Waring, Chair, HADRAG: The Halifax & District Rail Action Group
30 August 2019 / 14 September 2019 / 22 October 2019

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Appendix on next two pages:

Appendix:
York-Leeds-Preston-Blackpool timings, typical hour

(a) Westbound:

		December 2019 plan (as online 29/08/19):	Would this be possible?	Notes
		1B21	1B21	
York (YRK)	d	09:23	09:23	Unchanged calling Church Fenton, Leeds, New Pudsey, Bradford I, Halifax
Leeds (LDS)	a	09:50	09:50	
	d	09:57	09:57	
Bradford Inter (BDI)	a	10:14	10:14	
	d	10:17	10:17	
Halifax (HFX)	a	10:27	10:27	
	d	10:28	10:28	
Milner Royd Junction	pass	10:32	10:32	1 min stops at SOW and MYT. Timing HFX-HBD based on Leeds-Chester train with same timing load as YRK-BPN in Dec 2019.
Sowerby Bridge (SOW)	d	(pass)	10:34	
Mytholmroyd (MYT)	d	(pass)	10:39	
Hebden Bridge (HBD)	a	10:38	10:42	
	d	10:39	10:43	
		(2) <1>	<1>	(2) pathing allowance allows for conflict with eastbound CTR-LDS at Hall Royd. Not needed if YRK-BPN calls SOW and MYT?
Hall Royd Junction	pass	10:47	10:49	
Burnley Manch'r Rd (BYM)	a	11:00	11:02	1 min stop instead of 3 min.
	d	11:03	11:03	BYM-BPN schedule and stops unchanged.
...				
Preston (PRE)	a	11:38	11:38	
Blackpool N (BPN)	d	12:02	12:02	

Note (for this and next page) numbers in [], () or <> brackets:

[x] = "engineering allowance" x minutes

(y) = "pathing allowance" y minutes (usually to avoid junction conflicts or where fast train catches up with a "stopper")

<z> = "performance allowance" z minutes

(b) Eastbound:

		December 2019 plan (as online 29/08/19):	Would this be possible?	Notes
		1B22	1B22	
Blackpool N (BPN)	d	09:20	09:19	
Poulton-le-Fylde (PFY)	d	09:26	09:25	1 min stop at PFY
		[1]	[1]	Recent journeys suggest BPN-PRE running time < 21 min (Class 158) so should be OK with CI 195?
Preston (PRE)	a	09:43	09:41	
	d	09:46	09:44	
Blackburn (BBN)	a	10:02	10:00	
	d	10:03	10:01	
Accrington (ACR)	d	10:11	10:09	1 min stop at ACR
Burnley Manch'r Rd (BYM)	a	10:19	10:17	
	d	10:20	10:18	
		[2]	[2]	
Hall Royd Junction	pass	10:37	10:35	
Hebden Bridge (HBD)	a	10:41	10:39	
	d	10:42	10:40	
Mytholmroyd (MYT)	d	(pass)	10:53	1 min stop at MYT
Sowerby Bridge (SOW)	d	(pass)	10:58	1 min stop at SOW
	pass	10:47	10:59	
Halifax (HFX)	a	10:52	10:54	
	d	10:53	10:55	
		[1]	[1]	
Bradford Int (BDI)	a	11:04	11:06	
	d	11:07	11:09	
New Pudsey (NPD)	d	11:15	11:17	
		11:16	11:18	
		[1]	[1]	
		(1)		
Whitehall Junction (line C)	pass	11:24	11:25	
Leeds (LDS)	a	11:26	11:27	
	d	11:30	11:32	Suggested extra minute dwell in Leeds
(Pathing allowances after Cross Gates and after Micklefield)		(3) (2)	(1) (2)	Follows LIV-SCA calling Garforth which follows LDS-YRK stopper so some slack to take up?
Church Fenton (CHF)	d	11:49	11:49	1 min stop at CHF
		(1)	(1)	Unchanged!
York (YRK)	a	12:00	12:00	