

TIMETABLE UPDATE

NIGHT TUBE TIMETABLES

With Night Tube now up and running on five deep tube lines (Central, Jubilee, Northern, Piccadilly and Victoria), special timetables have to be produced for when the clocks change and also at Bank Holidays. The arrangements for when the clocks went back an hour in October 2016 was noted on page 703 of the December 2016 issue of *Underground News*, and now it's the turn of the clocks going forward, during the night of 25/26 March 2017. Between the hours of 01.00 and 02.00 on Sunday morning, times are shown prefixed 'G', denoting Greenwich Mean Time. At 02.00, time then advance to 03.00 so that, for example, a train arriving at Loughton at G01.46 and due to depart at 02.10, the departure time would go straight to 03.10, losing the hour. Similarly, a train departing Stratford at G01.59 will arrive at Leyton at 03.02. The five special Timetable Notices for this weekend were:

26/17	Central Line	14/17	Northern Line	11/17	Victoria Line
25/17	Jubilee Line	29/17	Piccadilly Line		

For the Easter holiday, Night Tube operated Good Friday night into Saturday and Saturday night into Sunday. On Bank Holiday Monday, where Saturday services were operated, special Timetable Notices applied which provided normal start and finish times without Night Tube.

27/17	Central Line	32/17	Northern Line
30/17	Jubilee Line	16/17	Piccadilly Line

The Victoria Line, of course, was suspended throughout for planned signalling upgrade work and thus the special Timetable Notice (20/17), which provides a normal start and finish times without Night Tube, did not apply on this occasion.

FOR EVENTS AT WEMBLEY

When there are notable events at Wembley, special arrangements are made for return traffic, of which more in a moment. But in times past, when off-peak services were less frequent than today, extra trains ran during both 'forward' and 'return' traffic, which included both the Metropolitan and Bakerloo (later Jubilee) lines.

For forward traffic, the extra Metropolitan Line trains were, for the most part, run empty from Wembley Park to Harrow-on-the-Hill, or reversed in Wembley Park platform 1 and returned to Neasden Depot. On most occasions, five Metropolitan Line trains returned empty from Harrow and stabled in Wembley Park Shed. On some special occasions, through trains of C Stock worked from the Hammersmith & City Line to Wembley Park (and Harrow) when the event involved supporters from East London.

For return traffic, the extra trains would pick up passengers from southbound platform 6, five coming direct from Wembley Park Shed, the remainder from Neasden Depot, empty to Harrow, and then empty to Wembley Park platform 6 to pick up the returning hoards.

Of course, the times of these specials varied with the event, weekday evenings or weekend afternoons, for example.

A number of factors in recent years has changed these arrangements, and include –

- Vastly improved off-peak services (on all lines).
- All northbound Metropolitan Line trains stop at Wembley Park daily, peak and off-peak (including 'fast' services).

The fact that services are so frequent these days (who would have thought that 16x4-car trains of 1982 would ever increase to 36x8 today?) means that no special arrangements need to be made for 'forward' traffic, on any day of the week. For return traffic on the Jubilee Line, a spare train or two may be provided for use as required, but on the Metropolitan Line, with a 16-trains-per hour all-stations off-peak service, this is deemed adequate, although the stopping patterns are changed to suit train loadings southbound at Wembley Park. For an hour or so in the southbound direction, selected trains are diverted via the southbound fast line from Harrow-on-the-Hill, to pick up passengers from platform 6 at Wembley Park. This means that trains from platform 5 on the southbound local line are reduced to every 8-12 minutes (which also affects passengers from Northwick Park and Preston Road), but still maintains a 16tph service south from Wembley Park.

Whilst this has been going on for several years now (we must remember that Wembley Park Shed, latterly Sidings, hasn't been available for eight-car trains since June 2012), the arrangements for the event on Saturday 29 April 2017 was slightly different, as it was much later for the return traffic.

On the Metropolitan Line, using the normal number of trains in service, 12 trains were scheduled to operate via the southbound fast line between Harrow-on-the-Hill and Wembley Park (22.31 to 23.36). After 23.36 and until 00.16, an enhanced 5-minute service of nine trains was provided during this period, instead of the normal timetabled five.

On the Jubilee Line, which operates Night Tube on Saturday night, between 23.35 and 00.30, six extra trains were provided southbound from Wembley Park, to give a 3-3½-minute service into central London. One of the six trains terminated at Green Park and ran empty to Charing Cross while the remaining five worked through to Stratford. All six trains then returned empty to Neasden Depot via Wembley Park.

And it seems that through trains from the Hammersmith & City Line to Wembley won't happen again, because the S7s to and from Wembley Park Sidings are not permitted to run in passenger service! Yet in days past, the A Stock trains were eight cars and the C Stock, six!



Above: A blast from the past – C Stock football specials on the Metropolitan Line at Harrow-on-the-Hill, with an unidentified C69 (*Left*) awaiting departure from platform 4 to the siding, having ran empty from Wembley Park, and C69 DM 5524 (*Right*) passing through and to run empty to Wembley Park to pick up return traffic.

Both photos: Brian Hardy

NEW WORKING TIMETABLES

Six new Working Timetables (WTTs) were introduced from Sunday 21 May 2017.

METROPOLITAN LINE – WTT No.340

This new timetable includes services incorporating the earlier closure south of Wembley Park on Mondays to Wednesdays and slightly later start on Tuesdays to Thursdays because of track and drainage work between Finchley Road and Baker Street, expected to take place well into 2018. Instead of (three) Monday to Friday, Saturday and Sunday timetables, and a special Timetable Notice for the engineering nights, there are now six separate timetables in the 'book', as shown to the right. The main timetable, services and patterns of operation are unchanged, with only very minor changes to running times between Baker Street and Aldgate. During the midday periods on Mondays to Fridays, four trains continue to reverse in platform 4 at Baker Street rather than at Aldgate (11.25 to 12.09, 13.10 to 13.53 and 14.10 to 14.53 which originate from Uxbridge and 15.22 to 16.06 originating from Chesham). Quite why these break the normal pattern of operation is unclear – perhaps to give some 'breathing space' to City train working? On Sundays, the first train from Chesham now departs at 07.12 (previously 07.57) by an earlier empty working from Rickmansworth Sidings. Late on Sunday night the 00.19 Watford to Rickmansworth via the Watford North Curve runs ten minutes earlier.

- Mondays (normal start and early close-down).
- Tuesdays and Wednesdays (slightly later start and early close-down).
- Thursdays (slightly later start and normal finish).
- Fridays (normal start and finish).
- Saturdays (normal start and finish).
- Sundays (normal start and finish).

CIRCLE & HAMMERSMITH & CITY LINES – WTT No.35

Now that S Stock reigns supreme throughout the SSR network, minor changes have been made to running times over certain sections. To summarise, 1½ minutes extra has been added to the eastbound Hammersmith & City from Hammersmith to Barking and the same amount in the opposite direction. For the Circle Line the round trip time on the inner rail remains at 52 minutes but the outer rail is reduced by ½-minute. Also on a daily basis, no trains stable in Wembley Park Sidings and only one train is provided from Neasden Depot. The spare train at Edgware Road Siding has been abolished. The solitary S7 train stabling at Neasden overnight (running via Harrow-on-the-Hill) reverses at Moorgate each night and departs empty throughout Mondays to Saturdays at 00.13, but on Sundays departs at 00.10 and runs in passenger service to Baker Street platform 2 and thence empty. On Mondays to Saturdays this empty working from Harrow back to Neasden Depot actually runs through to Neasden and works to depot from Neasden platform 4, whereas on Sundays goes into Neasden Depot from Wembley Park.

Perhaps the greatest surprise is the swapping of reversing platforms for trains terminating at Edgware Road on a daily basis. When the pan-handle Circle service was introduced in December 2009, the publicity at the time stated that Circle Line passengers arriving at Edgware Road would have a cross-platform interchange (but failed to mention the trek across the footbridge in the opposite direction). Now, from this timetable, terminating Circle Line trains are to reverse in platform 3 (westbound side) and District Line trains in platform 2 (eastbound side), the latter service now having the cross-platform interchange. The only reason deduced for this change is that no toilets for Train Operators are on platform 2 whereas there are on platform 3. A District Line Train Operator has a 30-minute run to Wimbledon before a physical needs break, but a Circle Line Train Operator has to go the complete Circle and onwards to Hammersmith (an hour and ten minutes or so) before such a break, hence the platform swap. It will be interesting to see if all the platform signage at Edgware Road will be changed for the new arrangements and how Circle Line passengers will react! *(At the time of writing these notes, stations back to at least High Street Kensington have enamel signage saying, "take Circle Line train for step-free onward travel" or similar).*

On Mondays to Saturdays a slightly later train runs beyond Edgware Road to Hammersmith, giving a last arrival at Hammersmith at 01.10 three minutes later than hitherto. This train was the one that stabled overnight at Aldgate in the previous timetable.

On Sundays, the last train at 23.59 from Hammersmith to Edgware Road has been withdrawn, making the last train at 23.55 (and going through to Barking as it did previously). The 23.37 from Aldgate via the outer rail is diverted at Liverpool Street at 00.30 to run to Barking instead of Aldgate, giving a latter H&C arrival at Barking at 00.57 instead of 00.54. In consequence of this diversion, the last train from Liverpool Street to Aldgate is earlier at 00.15 instead of 00.30.

Stock provision has been revised, summarised as follows:

	Monday to Friday		Saturday		Sunday	
	Now	<i>Prev</i>	Now	<i>Prev</i>	Now	<i>Prev</i>
Ealing Common Depot	2	2	2	2	2	2
Triangle Sidings	2	2	2	2	2	2
Wembley Park Sidings	–	1	–	1	–	1
Neasden Depot	1	1	1	1	1	1
Hammersmith Sidings	12	10	12	10	12	10
Edgware Road Siding	1	–	1	–	1	–
Edgware Road Platform	–	1	–	1	–	1
Aldgate	–	1	–	1	–	1
Barking Sidings	12	12	10	10	10	10
Upminster Depot	3	3	3	3	3	3
Total:	33	33	31	31	31	31

There are, of course, a number of workings on an interline basis, between the District, Circle and Hammersmith & City lines (apart from being one carriage shorter, then why can't the S7s run in service north of Baker Street?). Those in passenger service may be summarised thus:

MONDAYS TO FRIDAYS

05.42 Acton Town to Barking via Edgware Road and King's Cross

09.50 Edgware Road inner rail Circle via Victoria, King's Cross and Edgware Road to Ealing Broadway

16.14 Acton Town to outer rail Circle via Edgware Road, King's Cross and Victoria.

00.31 Edgware Road to Ealing Broadway

05.41 Upminster to Hammersmith via King's Cross and Edgware Road

06.10 Upminster to Hammersmith via King's Cross and Edgware Road

06.37 Upminster to Hammersmith via King's Cross and Edgware Road

15.00 Upminster to Hammersmith via King's Cross and Edgware Road

11.04 Hammersmith to Upminster via Edgware Road and King's Cross

22.46 Hammersmith to Upminster via Edgware Road and King's Cross

22.56 Hammersmith to Upminster via Edgware Road and King's Cross

23.16 Hammersmith to Upminster via Edgware Road and King's Cross

SATURDAYS

05.39 Acton Town to Barking via Edgware Road and King's Cross

00.31 Edgware Road to Ealing Broadway

05.35 Upminster to Hammersmith via King's Cross and Edgware Road

05.46 Upminster to Hammersmith via King's Cross and Edgware Road

06.06 Upminster to Hammersmith via King's Cross and Edgware Road

22.56 Hammersmith to Upminster via Edgware Road and King's Cross

23.16 Hammersmith to Upminster via Edgware Road and King's Cross

22.51 Hammersmith via outer rail Circle via Edgware Road, King's Cross, Victoria, Edgware Road and King's Cross to Upminster

SUNDAYS

06.32 Acton Town to Barking via Edgware Road and King's Cross

07.12 Acton Town to Edgware Road

22.50 Edgware Road inner rail Circle via Victoria, King's Cross and Edgware Road to Ealing Broadway

23.18 Plaistow to Ealing Broadway via King's Cross and Edgware Road

06.14 Upminster to Hammersmith via King's Cross and Edgware Road

06.30 Upminster to Hammersmith via King's Cross and Edgware Road

06.50 Upminster to Hammersmith via King's Cross and Edgware Road

21.26 Hammersmith to Upminster via Edgware Road and King's Cross

22.06 Hammersmith to Upminster via Edgware Road and King's Cross

22.46 Hammersmith to Upminster via Edgware Road and King's Cross

DISTRICT LINE – WTT No.149

Like on the Circle and Hammersmith lines, minor tweaks have been made to running times on a daily basis now that all trains are composed of S Stock. District Line trains terminating at Edgware Road now do so in platform 2 instead of platform 3 (q.v.).

On Mondays to Fridays the evening peak has been extended to operate for an extra 20 minutes and therefore one extra peak journey on the Richmond branch has been timetabled. There are seven (instead of six) arrivals between 18.00 and 19.00.

PICCADILLY LINE – WTT No.58

There are no significant changes in this timetable, only minor 'tweaks' as a result of the revised District Line timetable.

BAKERLOO LINE – WTT No.42

Following the reduction in December 2016 of the trains in service during the morning peak from 32 to 31 trains, this new timetable has seen the morning peak revised, providing 22 trains per hour at the busiest time, instead of 21.

The rest of the timetable is unaltered, save for an additional empty training trip to and from Kilburn High Road, scheduled to depart Stonebridge Park at 23.05. This complements the existing 19.15 empty working ex-Stonebridge Park. (It is interesting to note that there is an empty London Overground train that is scheduled to reverse at Kilburn High Road, preceding the 23.05 Bakerloo by 11 minutes).

VICTORIA LINE – WTT No.41

This new timetable sees the introduction of a 36 trains per hour peak service for a 90-minute period in both peaks. At the build-up to, and the run down from, the main peak service, the 34 tph service remains unaltered, while the evening after-peak frequency of every 2 minutes has been extended by some 20 minutes until 20.00. For the enhanced peak service, two extra trains (total 41 trains) are required in the morning and one extra (total 40) in the evening peak. With a 36 tph service, this equates to a train every 1 min 40 secs.

Stepping-back by Train Operators now takes place during the following times:

WALTHAMSTOW CENTRAL

Now: 06.15 to 23.06 M-F 06.58 to 22.59 Sat 08.30 to 22.05 Sun

Previous: 06.45 to 23.10 M-F 06.58 to 22.59 Sat 08.23 to 22.31 Sun

BRIXTON

Now: 06.15 to 23.42 M-F 06.26 to 23.42 Sat 07.45 to 22.52 Sun

Previous: 06.15 to 23.39 M-F 06.26 to 23.39 Sat 07.45 to 22.52 Sun

Prior to the morning peak from Walthamstow Central, one extra train has been provided before 06.30, as follows:

05.25 05.37 05.47 05.56 06.04 06.11 06.16 06.22 06.27, which has replaced –

05.25 05.40 05.51 05.59 06.06 06.13 06.19 06.26

Off-peak running and station stop (dwell) times have also been tweaked but this amounts only to seconds, 5" more northbound and 20" less southbound.

On Saturdays the daytime 'busy' 2-minute service (previously 16.00 to 19.30) has been brought forward to begin at 13.00 and operate through to 19.30.

On Sunday mornings between 07.00, two extra trains have been provided from Walthamstow Central, as follows:

07.00 07.09 07.17 07.24 07.30 07.36 07.41 07.47 07.52 07.57, which has replaced –

07.01 07.11 07.20 07.29 07.38 07.46 07.52 07.57

As with the previous timetable, the Northumberland Park Depot staff trains are generally shuttles to and from Seven Sisters. These are omitted from the trains required for service (below). However, on the peak 'shoulders' (the run-up to and run-down from), certain trains from and to depot work through to and from Brixton. For interest, staff trains to and from Northumberland a Park operate at most times, but with an hour's gap in the morning peak, a 2½-hour gap in the evening peak and no staff trains at all during Night Tube hours.

LONDON UNDERGROUND TIMETABLES IN OPERATION

A summary of the trains in service on each of the Underground lines is shown below and incorporates all the latest timetables **shown thus**.

MONDAYS TO FRIDAYS

No. Line	Morning Peak	Midday	Evening Peak
340 Metropolitan	48x8 07.29 – 09.44	36x8 11.46 – 15.30	49x8 17.28 – 19.32
35 Circle/H&C	33x7 06.28 – 11.37	31x7 12.36 – 14.54	33x7 16.11 – 19.40
14 Jubilee	58x7 08.10 – 09.44	48x7 11.49 – 14.49	58x7 16.48 – 18.27
56 Northern	96x6 08.39 – 09.08	80x6 11.14 – 16.26	96x6 17.52 – 18.11
41 Victoria ‡	41x8 07.48 – 09.44	30x8 11.29 – 14.22	40x8 16.44 – 19.01
149 District	75x7 08.07 – 09.51	62x7 11.25 – 15.00	76x7 16.44 – 19.23
58 Piccadilly	79x6 07.55 – 08.41	68x6 12.00 – 15.50	79x6 18.24 – 19.13
69 Central	78x8 08.41 – 09.10	66x8 11.13 – 14.45	78x8 17.35 – 18.11
6 W'loo & City	5x4 06.49 – 09.41	3x4 10.36 – 16.06	5x4 16.15 – 19.17
42 Bakerloo	31x7 07.59 – 09.36	29x7 10.16 – 15.46	31x7 16.54 – 18.53
Grand Total:	544	453	545

‡ Excludes the staff shuttle trains that operate between Seven Sisters and Northumberland Park Depot.

WEEKENDS

Dates From	No. Line	Saturdays	Sundays
21.05.17	340 Metropolitan	36x8 06.58 – 23.23	36x8 08.07 – 23.11
21.05.17	35 Circle/H&C	31x7 06.40 – 23.51	31x7 07.51 – 22.56
26.09.16	14 Jubilee	49x7 08.16 – 23.08	49x7 10.20 – 20.01
06.11.16	56 Northern	80x6 07.36 – 22.54	80x6 09.53 – 22.10
21.05.17	41 Victoria ‡	33x8 12.34 – 19.22	30x8 10.25 – 20.31
21.05.17	149 District	64x7 07.12 – 21.11	64x7 12.00 – 18.58
21.05.17	58 Piccadilly	76x6 12.42 – 18.33	68x6 11.24 – 18.20
07.08.16	69 Central	72x8 12.47 – 18.20	65x8 10.57 – 20.40
15.09.13	6 W'loo & City	3x4 08.03 – 23.30	– No Service
21.05.17	42 Bakerloo	29x7 08.14 – 22.10	27x7 12.15 – 19.30
	Grand Total:	473	450