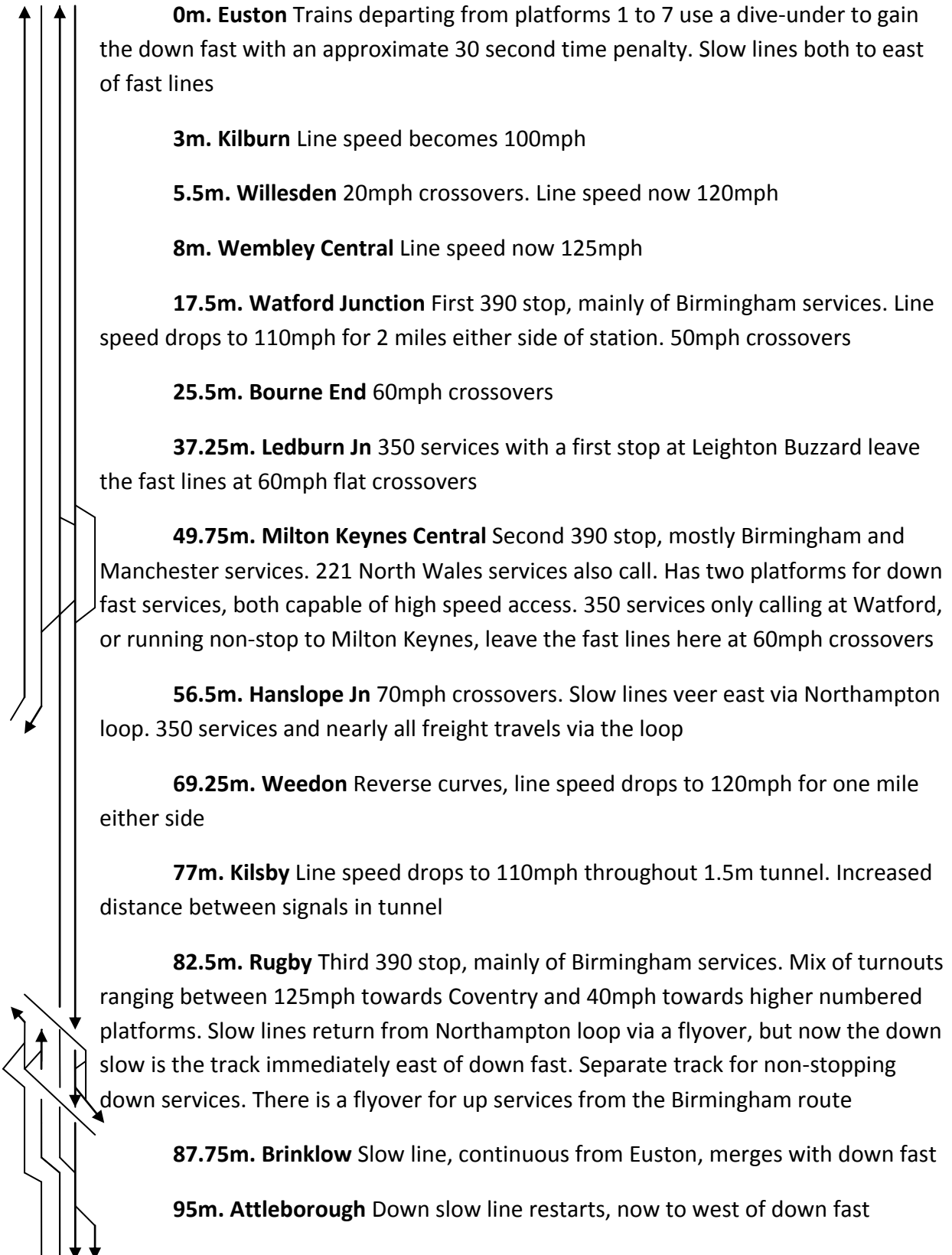


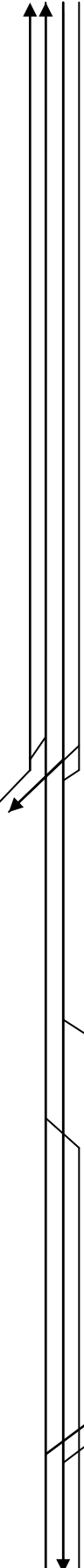
EAST COAST – v – WEST COAST DEBATE

WEST COAST

- **Route issues affecting West Coast performance**
- **Timetabling constraints affecting West Coast performance**

WEST COAST ROUTE





97m. Nuneaton Occasional 390 calls. 40mph crossovers. A flyover and chord are being built to enable down freights from East Coast ports to access the down slow without conflict

102.25m. Atherstone Reverse curves, line speed drops to 100mph for one mile

110m Tamworth Occasional 390 calls. Platforms only on slow lines accessed by 50mph turnout. Trent Valley four tracking commences here and slow line speed limit is now 125mph

116.25m Lichfield Trent Valley Occasional 390 calls. Platforms only on slow line. 75mph slow to fast, 50mph fast to slow crossovers north of station

121.5m Armitage North end of Trent Valley four tracking, slow line speeds revert to 110/90mph down, 75mph up. The higher down slow speeds are so that trains calling at Tamworth and Lichfield before continuing through Stafford may remain on the down slow without time penalty

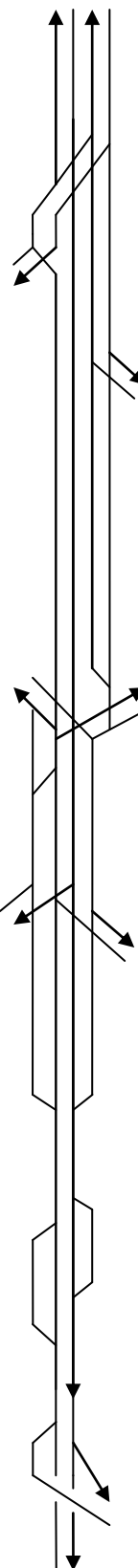
127.25m Colwich Jn Trains to Manchester not calling at Crewe turn off east here. The speed limit on the down fast towards Stafford briefly drops to 50mph (45mph towards Manchester) yet is 90mph off the down slow towards Stafford. There is an intention to build a new link over the difficult section between Colwich and the Norton Bridge area and the draconian speed reduction at Colwich will then be removed. There are two tracks on both routes north of Colwich. Due to intensity of the passenger train services north of Stone very little freight takes the direct Manchester route.

129.5m Milford Jn Down slow resumes. Speeds limited to between 85mph and 100mph due to curvature between Colwich and Stafford

130.5m Whitehouse Jn Up slow ends. North of here slow lines are now both to west of fast lines

133m Trent Valley Jn Birmingham route joins from west. Only minimal work was carried out between Colwich and Norton Bridge during the West Coast upgrade pending a long term solution to this difficult section. Five passenger services each hour and most freight from Bescot joins the WCML here

133.5m Stafford Liverpool 390 services and Crewe 350 services both provide an hourly service from Euston. Birmingham to Scotland services join the fast lines here whilst Birmingham to Liverpool trains often remain on the slow lines.



Birmingham to Manchester and Euston to Crewe services generally remain on the slow lines between Stafford and Norton Bridge

138.75m. Norton Bridge Two Birmingham to Manchester services and the Euston to Crewe 350 service cross from the slow lines to the Stone branch here. Consultations are currently taking place regarding changes to this junction. The intention is that slow line trains bound for Stone and Manchester will use a flyover thus avoiding the current conflict of crossing the fast tracks

156.5m Basford Hall Network Rail want to build a Crewe “Parkway” on railway land here but the local Council is opposed to the plans. The site would have good road access from A500 Crewe bypass but is 2 miles from town centre and badly located for Stoke and Manchester – Shrewsbury services. The main advantage of moving would be to allow raising of current 80mph speed through existing station to 125mph but this would only benefit services on Liverpool and Preston routes. Much freight leaves the main route here and takes the avoiding lines

158m Crewe Major WCML junction. Has Manchester – Cardiff services conflicting with WCML traffic. Low speed flat crossovers for all routes, especially down 390 Euston to Manchester services. Has two non-platform lines, 5 reversible through platforms and several bays. They are only sufficient when a punctual service is operating. Main operating constraints are lack of a Manchester facing bay and brief merging of up and down slow lines south of the station. The avoiding lines rejoin the main route north of the station area, now with slow lines positioned outside the fast tracks

165.5m Winsford Slow lines end here. Platform faces are on the two track section

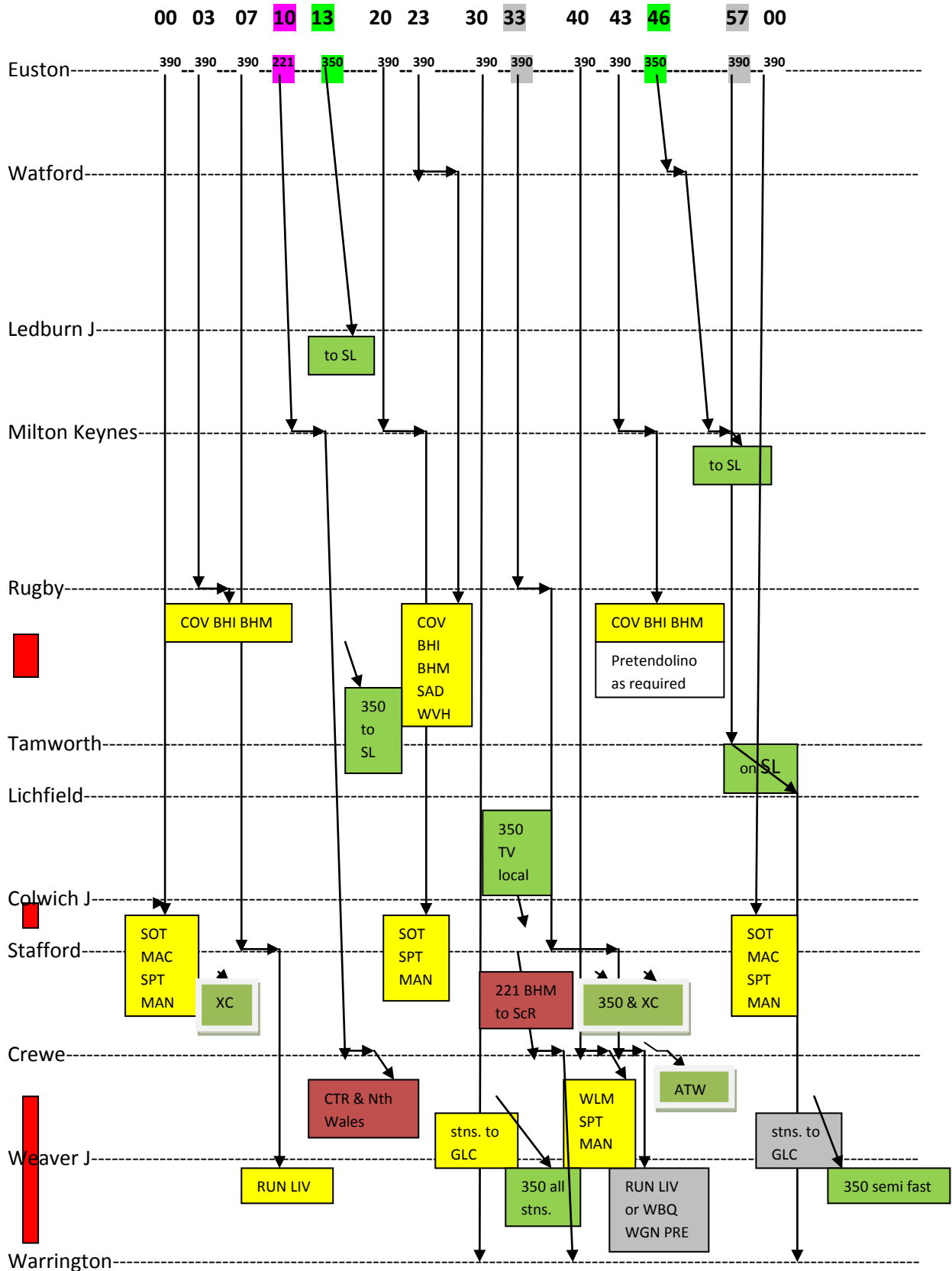
169.75m Hartford Platforms on two track section. 1.75m down, 3m up loop between here and Acton Bridge

172.5m Acton Bridge Platforms on two track section

174.75m Weaver Jn Services for Liverpool leave the main line here at 100mph flying junction. Next station on main line is Warrington at 182.25m.

Now generally a two track railway, except between Acton Grange and Wigan, from Weaver Junction all the way to Carlisle

WEST COAST TIMETABLE (DOWN FAST – SX EVENING PEAK HOUR)



Constraints:

- xx00 Off peak has a fairly clear run. When peak xx57 runs there is a possibility of reaction from xx57 at Bletchley as the latter is 4.5 minutes behind a 350 taking platform 5 at Milton Keynes. At Polesworth there is a further possibility of a reaction from the xx57 which crosses to the down slow at Amington
- xx03 Possible reaction to the xx00 at Bletchley
- xx07 Possible reaction to the xx03 at Rugby as xx03 departs from a low numbered platform
- xx10 221 working. Should have clear path
- xx13 350 working. Slow line from Ledburn
- xx20 Possible reaction to xx13 at Cheddington. A class 350 is allowed 26 minutes to Ledburn, a class 390 is allowed 22.5 minutes, leaving a 3.5 minute margin. Okay if up fast trains are on time
- xx23 Calls Watford. A stop from line speed costs about 5 minutes
- xx30 Possible reaction to xx23 accelerating away from Watford, especially on a damp autumn day
- xx33 Peak hours only. Possible reaction to xx30 at Bushy. Possible reaction to Trent Valley local clearing Shugborough tunnel. This service is passed at Stafford by xx40 and possible further reaction to the Trent Valley local crossing slow to Stone at Norton Bridge
- xx40 Possible reaction to Birmingham to Scotland service approaching Crewe
- xx43 Should have clear path. Used for Pretendolino when required as is followed by a 350
- xx46 350 working. Slow line from Milton Keynes, is the only service currently using platform 5 at Milton Keynes. Clears the down fast 4.5 minutes in advance of xx57
- xx57 Peak hours only. Possible reaction to xx46 approaching Bletchley

Also, any trains except xx33 and xx57 may find a freight in front between Brinklow and Attleborough

and the DFT asked Virgin if they could commence planning for running three additional 390's each day, direct to and from Stratford, during the Olympics!