

**Adam Hodgson**

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**From:** Alan Muggleton  
**Sent:** 22 July 2024 09:30  
**To:** Adam Hodgson  
**Subject:** FW: HS2 blocks

OFFICIAL



**Alan Muggleton**

Operational Planning Manager  
Capacity Planning, W&W Amended TT Team  
System Operator

Mobile: Work 07809379088  
Office address: QMK Elder Gate Milton Keynes MK9 1EN  
[Alan.Muggleton@Networkrail.co.uk](mailto:Alan.Muggleton@Networkrail.co.uk)



**System Operator**

Note – I am now working compressed hours and take “flexi” on a Wednesday please ensure that anything urgent is emailed to the MK-STP-WESTERN inbox please.

## Structured Operational Feedback

<https://networkrail.sharepoint.com/sites/CapacityPlanningFeedback>

The aim is to ensure there is an impactful Feedback between Local Operations Teams and the Train Planners to ensure they can support Timetable Development and highlight and fix emerging issues in the plan. The outcome targeted is that Timetables are operable, leading to Improved train service performance.

**Advanced warning of annual leave:**

**3<sup>rd</sup> to 19<sup>th</sup> May**

**27<sup>th</sup> to 28<sup>th</sup> June**

**2<sup>nd</sup> to 16<sup>th</sup> November**

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**From:** Daniel Archenhold <Daniel.Archenhold@gwr.com>  
**Sent:** Friday, July 19, 2024 1:16 PM  
**To:** Alan Muggleton <Alan.Muggleton@networkrail.co.uk>  
**Subject:** FW: HS2 blocks

**Daniel Archenhold | STP Manager (Timing & Stock) | Great Western Railway**

Milford House | 1 Milford Street | Swindon | SN1 1HL

E: [Daniel.Archenhold@GWR.com](mailto:Daniel.Archenhold@GWR.com) | M: 07885 977902

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**From:** Paul Fowler (SUPPLIER) <[Paul.Fowler@heathrow.com](mailto:Paul.Fowler@heathrow.com)>

**Sent:** Friday, October 6, 2023 10:25 AM

**To:** Daniel Archenhold <[Daniel.Archenhold@gwr.com](mailto:Daniel.Archenhold@gwr.com)>; Jyoti Chander <[Jyoti.chander@heathrow.com](mailto:Jyoti.chander@heathrow.com)>; Muggleton Alan <[Alan.Muggleton@networkrail.co.uk](mailto:Alan.Muggleton@networkrail.co.uk)>; Becky Radford <[Becky.Radford@networkrail.co.uk](mailto:Becky.Radford@networkrail.co.uk)>; GWR STP Timing <[GWRSTPTiming@gwr.com](mailto:GWRSTPTiming@gwr.com)>; James Cusworth <[James.Cusworth@gwr.com](mailto:James.Cusworth@gwr.com)>

**Cc:** Worgan Tony <[Tony.Worgan@networkrail.co.uk](mailto:Tony.Worgan@networkrail.co.uk)>; Chris Stacey <[chris.Stacey@networkrail.co.uk](mailto:chris.Stacey@networkrail.co.uk)>; Andy Bottom <[Andy.Bottom@mtrel.co.uk](mailto:Andy.Bottom@mtrel.co.uk)>; Ryan Underwood <[Ryan.Underwood@mtrel.co.uk](mailto:Ryan.Underwood@mtrel.co.uk)>; Matthew Cambourne <[Matthew.Cambourne@gwr.com](mailto:Matthew.Cambourne@gwr.com)>

**Subject:** Re: HS2 blocks

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Classification: Internal

Hi all.

I'm happy to report that the HEOC Exec team have reviewed my paper submitting. these revised timings for Sundays & they have supported the change.

[@Muggleton Alan](#) [@Becky Radford](#) - As previously discussed, can we look to introduce these revised timings for the period of the 2TT (08.00-23.00) from Week 36 (Sunday 03.11.23). If so do you require a revised bid????

[@GWR STP Timing](#) can we please use these timings for 2TT periods going forward (wk41 onwards) - HEOC will issued a revised train specification in due course.

If anybody has any Qs / concerns / issues on this please get in touch...

Thanks,  
Paul.

---

**From:** Daniel Archenhold <[Daniel.Archenhold@gwr.com](mailto:Daniel.Archenhold@gwr.com)>

**Sent:** Monday, October 2, 2023 5:29 PM

**To:** Paul Fowler (SUPPLIER) <[Paul.Fowler@heathrow.com](mailto:Paul.Fowler@heathrow.com)>; Ryan Underwood <[Ryan.Underwood@mtrel.co.uk](mailto:Ryan.Underwood@mtrel.co.uk)>; Jyoti Chander <[Jyoti.Chander@heathrow.com](mailto:Jyoti.Chander@heathrow.com)>

**Cc:** Worgan Tony <[Tony.Worgan@networkrail.co.uk](mailto:Tony.Worgan@networkrail.co.uk)>; Chris Stacey <[chris.Stacey@networkrail.co.uk](mailto:chris.Stacey@networkrail.co.uk)>; Andy Bottom <[Andy.Bottom@mtrel.co.uk](mailto:Andy.Bottom@mtrel.co.uk)>

**Subject:** RE: HS2 blocks

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Classification: Internal

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Hi All,

Please find attached proposals for both possessions.

For the ML blocks, there are no further changes to MTR or GWR. HEx have been moved to xx22/xx52 on the Down, no further changes on the Up.

For the RL blocks, there are a number of changes to all 3 operators however I believe the concerns raised below have been addressed. Please may operators advise if this study can be accepted.

Thanks

**Daniel Archenhold | STP Manager (Timing & Stock) | Great Western Railway**  
Milford House | 1 Milford Street | Swindon | SN1 1HL  
E: [Daniel.Archenhold@GWR.com](mailto:Daniel.Archenhold@GWR.com) | M: 07885 977902

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**From:** Paul Fowler (SUPPLIER) <[Paul.Fowler@heathrow.com](mailto:Paul.Fowler@heathrow.com)>

**Sent:** 28 September 2023 15:55

**To:** Daniel Archenhold <[Daniel.Archenhold@gwr.com](mailto:Daniel.Archenhold@gwr.com)>; Ryan Underwood <[Ryan.Underwood@mtrel.co.uk](mailto:Ryan.Underwood@mtrel.co.uk)>; Jyoti Chander <[Jyoti.Chander@heathrow.com](mailto:Jyoti.Chander@heathrow.com)>

**Cc:** Worgan Tony <[Tony.Worgan@networkrail.co.uk](mailto:Tony.Worgan@networkrail.co.uk)>; Chris Stacey <[chris.Stacey@networkrail.co.uk](mailto:chris.Stacey@networkrail.co.uk)>; Andy Bottom <[Andy.Bottom@mtrel.co.uk](mailto:Andy.Bottom@mtrel.co.uk)>

**Subject:** Re: HS2 blocks

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Classification: Internal

Hi Dan.

I've taken advise on the below suggestion in regard to getting a consistent Padd dep time..  
It would have to be taken fwd as a formal proposal to the Senior Leadership team for an endorsement of any change to the contracted dep & journey times, but I've been asked to work with you to look at what this would look like so a paper can then be presented.

Can you start some work on the tables as you suggest below -  
Then if we can get a call set up to look at the detail once you have that'd be great.

Cheers,  
Paul.

---

**From:** Daniel Archenhold <[Daniel.Archenhold@gwr.com](mailto:Daniel.Archenhold@gwr.com)>

**Sent:** Wednesday, September 27, 2023 4:01 PM

**To:** Paul Fowler (SUPPLIER) <[Paul.Fowler@heathrow.com](mailto:Paul.Fowler@heathrow.com)>; Ryan Underwood <[Ryan.Underwood@mtrel.co.uk](mailto:Ryan.Underwood@mtrel.co.uk)>; Jyoti Chander <[Jyoti.Chander@heathrow.com](mailto:Jyoti.Chander@heathrow.com)>

**Cc:** Worgan Tony <[Tony.Worgan@networkrail.co.uk](mailto:Tony.Worgan@networkrail.co.uk)>; Chris Stacey <[chris.Stacey@networkrail.co.uk](mailto:chris.Stacey@networkrail.co.uk)>; Andy Bottom <[Andy.Bottom@mtrel.co.uk](mailto:Andy.Bottom@mtrel.co.uk)>

**Subject:** RE: HS2 blocks

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Hi Paul,

I looked at that but couldn't get it to work.

The only consistent departure time I can see for both possessions would be xx:22/xx:52 from Paddington. The path when running Main Line would likely be a minute or 2 over the maximum contracted journey time. Is this something that would be supported? If so I will draft up some tables.

Thanks

**Daniel Archenhold | STP Manager (Timing & Stock) | Great Western Railway**  
Milford House | 1 Milford Street | Swindon | SN1 1HL  
E: [Daniel.Archenhold@GWR.com](mailto:Daniel.Archenhold@GWR.com) | M: 07885 977902

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**From:** Paul Fowler (SUPPLIER) <[Paul.Fowler@heathrow.com](mailto:Paul.Fowler@heathrow.com)>  
**Sent:** 26 September 2023 09:21  
**To:** Ryan Underwood <[Ryan.Underwood@mtrel.co.uk](mailto:Ryan.Underwood@mtrel.co.uk)>; Daniel Archenhold <[Daniel.Archenhold@gwr.com](mailto:Daniel.Archenhold@gwr.com)>; Jyoti Chander <[Jyoti.chander@heathrow.com](mailto:Jyoti.chander@heathrow.com)>  
**Cc:** Worgan Tony <[Tony.Worgan@networkrail.co.uk](mailto:Tony.Worgan@networkrail.co.uk)>; Chris Stacey <[chris.Stacey@networkrail.co.uk](mailto:chris.Stacey@networkrail.co.uk)>; Andy Bottom <[Andy.Bottom@mtrel.co.uk](mailto:Andy.Bottom@mtrel.co.uk)>  
**Subject:** Re: HS2 blocks

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Classification: Internal

Hi Dan & Co..

As already discussed - HEOC can't support a TT whereby we have to swap departure times ex Paddington week in / week out. Esp as they are 15mins apart.  
The CTP was issued to cover all 2TT scenarios -  
So yet again obviously doesn't work...

Just 1 quick suggestion - on ML weeks would HEX departing at xx.10/xx.40 work???  
If we are to reduce - (still not proven!!) we just want 1 set of departure times ex Padd -so not that fussed which pair it is...

PF.

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**From:** Ryan Underwood <[Ryan.Underwood@mtrel.co.uk](mailto:Ryan.Underwood@mtrel.co.uk)>  
**Sent:** Monday, September 25, 2023 5:01 PM  
**To:** Daniel Archenhold <[Daniel.Archenhold@gwr.com](mailto:Daniel.Archenhold@gwr.com)>; Paul Fowler (SUPPLIER) <[Paul.Fowler@heathrow.com](mailto:Paul.Fowler@heathrow.com)>; Jyoti Chander <[Jyoti.Chander@heathrow.com](mailto:Jyoti.Chander@heathrow.com)>  
**Cc:** Worgan Tony <[Tony.Worgan@networkrail.co.uk](mailto:Tony.Worgan@networkrail.co.uk)>; Chris Stacey <[chris.Stacey@networkrail.co.uk](mailto:chris.Stacey@networkrail.co.uk)>; Andy Bottom

<[Andy.Bottom@mtrel.co.uk](mailto:Andy.Bottom@mtrel.co.uk)>

**Subject:** RE: HS2 blocks

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Hiya Daniel

Hope you are well!

Unfortunately, MTREL would not be able to support the attached study.

The attached plan has almost 20 min gaps in the Westbound at Paddington. With 3 MTR services bunched into just over 10 mins each half hour.

As mentioned previously MTREL have significant safety concerns regarding Platform overcrowding at Paddington low level due to the number of services terminating between westbound services.

Passengers are likely to stay on the platform and await their next westbound service, this behaviour was observed during the two-track possession on the 11<sup>th</sup> June this year.

Furthermore, in the up direction there are 24 min gaps between services at Terminal 5 which does not feel like a good proposition for airport passengers wishing to travel to central London.

Kind Regards

Ryan

**Ryan Underwood (He/Him)**  
**Specification and Access Planning Specialist**  
MTR Elizabeth Line  
[ryan.underwood@mtrel.co.uk](mailto:ryan.underwood@mtrel.co.uk)  
[www.mtrel.co.uk](http://www.mtrel.co.uk)  
Tel: 07785456195  
63 St Mary Axe, London EC3A 8NH

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**mtr**Elizabeth line | 

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**From:** Daniel Archenhold <[Daniel.Archenhold@gwr.com](mailto:Daniel.Archenhold@gwr.com)>

**Sent:** 20 September 2023 16:31

**To:** Paul Fowler - HEx <[Paul.Fowler@heathrow.com](mailto:Paul.Fowler@heathrow.com)>; Jyoti Chander <[Jyoti.chander@heathrow.com](mailto:Jyoti.chander@heathrow.com)>; Ryan Underwood <[Ryan.Underwood@mtrel.co.uk](mailto:Ryan.Underwood@mtrel.co.uk)>

**Cc:** Worgan Tony <[Tony.Worgan@networkrail.co.uk](mailto:Tony.Worgan@networkrail.co.uk)>; Chris Stacey <[chris.Stacey@networkrail.co.uk](mailto:chris.Stacey@networkrail.co.uk)>

**Subject:** HS2 blocks

Hi All,

I have been asked by Network Rail to propose a 2-track timetable which has Heathrow Express departing at the same times during both RL and ML blocks. I have explored various possibilities but the only option I've found that is even close to being workable is to amend the study for the Relief line possessions to be as per the attached.

Unfortunately, this means the gap in services departing Paddington low level is 1 minute more than the previous maximum that has operated (Week 11).

Please may Heathrow Express and MTR provide their comments.

#### Comments from GWR

GWR do not support this revision as the turn around time on the Up Swansea path has been broken. This results in GWR having to find additional rolling stock to avoid diagramming 5 cars on services, which is only possible in weeks where other engineering work frees up rolling stock.

Thanks

**Daniel Archenhold | STP Manager (Timing & Stock) | Great Western Railway**

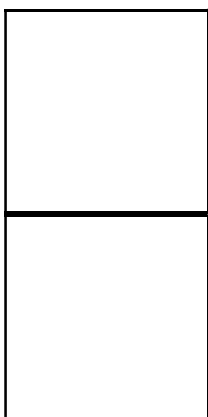
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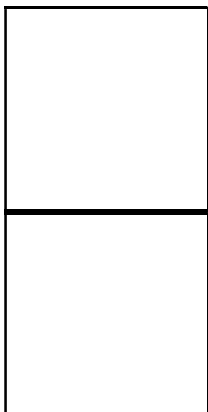
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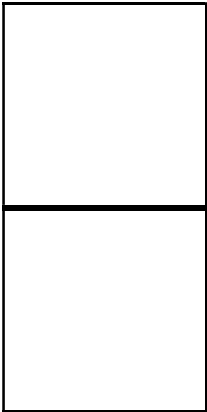
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