

MYB

MARYLEBONE SIMPLIFIER					WEEK 25 - FO				FRI 24 SEP 2021					
TRAIN LENGTHS					GENERAL NOTES & LOCKING-OUT									
601 - 628 2-car Class 165 631 - 641 3-car Class 165 651 - 659 2-car Class 168 671 - 3-car Class 168 681 - 4-car Class 168 801 - Class 68 + 6 + DVT Any unit diagram shown in <i>italics</i> will result in an OVERHANG if over-formed.					Base (unchanged) lines are shown in black text. STP-amended lines are shown in blue text (where any aspect is amended).									
					Max CAO value represent number of cars allowed open from Marylebone.									
					A Max CAO value in [square brackets] represents a mandatory lock-out from Marylebone is required on the basis of the planned train length.									
					A Max CAO value of (3) indicates that the return working calls at a 3-car station and, should this be over-formed to a 4-168, will result in a part-cancellation.									
[U] - Unlock required on arrival at Marylebone.														
Train No.	Dep. Time	Origin	Arr. Time	Unit / Count	Dvr Diag.	Plat.	Train No.	Dep. Time	Dest.	Unit / Count	Max CAO	Dvr Diag.	Unit Diag.	
5H01	05+43	XWY	05+54	<div></div>		3	1G05	06:05	BSW	<div></div>	5		685	
						3	1T05	06:09	OXF	<div></div>	6		620	
						3	2D06	06:16	SAV	<div></div>	2		621	
		Berth		<div></div>		2	2W04	05:55	HWY	<div></div>	5		601 631	
1C01	05:16	AVP	06:14	<div></div>		2	2V07	06:33	AVP	<div></div>	5		639	
2H02	05:02	AYS	06:19	<div></div>		3	2V08	06:52	AVP	<div></div>	5		636	
1H02	05:17	BAN	06:32	<div></div>		1	1G10	07:11	BSW	<div></div>	8		683	
2C03	05:44	AVP	06:47	<div></div>		6	1T08	06:57	OXF	<div></div>	6		677 657	
2H03	05:37	AYS	06:51	<div></div>		5	2U10	07:01	BAN	<div></div>	5		611 612	
1Y04	05:35	OXF	06:58	<div></div>		3	2R10	07:18	WRU	<div></div>	3		638	
1H04	05:15	BMO	07:01	<div></div>		2	1T12	07:34	OXF	<div></div>	6		675 655	
2C04	06:07	AYS	07:04	<div></div>		5	1T10	07:14	OXF	<div></div>	6		687	
2H06	06:19	HWY	07:17	<div></div>		6	2V10	07:26	AVP	<div></div>	5		637	
1C06	06:20	AVP	07:20	<div></div>		1	5W10	07+30	HWY	<div></div>	-		603 633	
1Y06	05:58	OXF	07:26	<div></div>		3	1R12	07:44	BMO	<div></div>	8		671	
						3	2G12	07:51	GER	<div></div>	3		635	
1H06	06:22	BCS	07:29	<div></div>		6	2V12	07:57	AVP	<div></div>	5		618 619	
1H07	05:42	BMO	07:34	<div></div>		1	5E13	08+07	XWY	<div></div>	-		686	
2C07	06:38	AYS	07:37	<div></div>		2	2W12	07:48	HWY	<div></div>	5		604 634	
2H10	07:11	HWY	07:55	<div></div>		3	2A14	08:17	AYS	<div></div>	6		601 631	
1Y10	06:43	OXF	07:58	<div></div>		5	1G14	08:11	BSW	<div></div>	8		654 684	
1H10	06:10	BMO	08:01	<div></div>		6	1T14	08:14	OXF	<div></div>	6		673	
2C11	07:04	AVP	08:06	<div></div>		2	1U15	08:41	BAN	<div></div>	3		632	
						2	5B17	09+04	AYS	<div></div>	-		602	

MYB

Train No.	Dep. Time	Origin	Arr. Time	Unit / Count	Dvr Diag.	Plat.	Train No.	Dep. Time	Dest.	Unit / Count	Max CAO	Dvr Diag.	Unit Diag.
2H11	07:49	WRU	08:15			1	2B14	08:27	AYS		5		638
1Y12	07:00	OXF	08:22			5	1T17	09:01	OXF		6		614
						5	2A17	09:13	AYS		4		615
													616
1C12	07:25	AVP	08:26			6	1T15	08:37	OXF		6		607
													608
1H13	07:51	HWY	08:30			1	2W15	08:44	HWY		5		605
													606
1H14	06:33	BMO	08:34			3	1R17	09:10	BMO		8		672
2C15	07:41	AYS	08:40			4	2V16	08:57	AVP		5		609
													610
2H16	08:09	HWY	08:54			6	1U19	09:40	BAN		7		603
													633
1Y16	07:43	OXF	08:57			1	1T19	09:35	OXF		6		681
1C16	07:51	AVP	09:00			4	2W18	09:17	HWY		6		639
1H17	06:41	SBJ	09:07			2	1R21	10:10	BMO		8		676
2C17	08:13	AVP	09:16			3	2B18	09:27	AYS		5		636
2H18	08:54	GER	09:23			5	2B22	10:27	AYS		5		635
1H18	08:44	HWY	09:30			2T	5S18	09+50	MYB		-		604
													634
1Y19	08:02	OXF	09:34			4	2G20	09:44	GER		3		620
1Y20	08:24	OXF	09:38			5T	1T21	10:04	OXF		6		677
													657
1H22	07:16	SBJ	09:41			3	1R25	11:10	BMO		8		803
2C22	08:40	AVP	09:44			1	2V20	09:56	AVP		5		637
1H21	07:33	SAV	09:53			6	2A21	10:13	AYS		4		653
1Y23	08:40	OXF	09:59			1	1G23	10:37	BSW		8		687
5S18	09+50	MYB	10+05			W		BERTH (17+46)					604
													634
1Y25	09:09	OXF	10:18			2	5E22	10+31	XWY		-		675
													655
2C25	09:18	AVP	10:23			6	1T23	10:40	OXF		6		618
													619
1H24	09:35	HWY	10:26			4	2V25	10:57	AVP		5		605
													606
1H25	09:07	BAN	10:30			5	2G24	10:44	GER		3		611
						5	2B26	11:27	AYS RP		5		612
1H26	08:22	BSW	10:34			2	1T25	11:07	OXF		6		685
1H27	08:07	KID	10:40			1	1R29	12:10	BMO		8		674
1Y27	09:38	OXF	10:43			6	5E25	11+17	XWY RP		-		673
2C27	09:50	AYS	10:48			6T	5E25	11+17	XWY FP		-		638
2H26	09:34	AYS	10:53			1T	2A25	11:13	AYS		4		631
2H27	10:20	HWY	11:02			5	2B26	11:27	AYS FP		5		639

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Train No.	Dep. Time	Origin	Arr. Time	Unit / Count	Dvr Diag.	Plat.	Train No.	Dep. Time	Dest.	Unit / Count	Max CAO	Dvr Diag.	Unit Diag.
1H28	09:12	BSW	11:06	<input type="text"/>		4	1G27	11:37	BSW	<input type="text"/>	8		683
2C29	10:15	AVP	11:18	<input type="text"/>		2	5E28	11+49	XWY	<input type="text"/>	-		609 610
1Y29	10:05	OXF	11:21	<input type="text"/>		6	1T27	11:40	OXF	<input type="text"/>	6		607 608
2H29	10:50	GER	11:30	<input type="text"/>		5	2G28	11:44	GER	<input type="text"/>	3		620
2H30	10:28	AYS	11:34	<input type="text"/>		1	2V28	11:57	AVP	<input type="text"/>	5		616
1H30	09:55	BMO	11:40	<input type="text"/>		3	5E29	12+19	XWY	<input type="text"/>	-		656
						3	1T31	12:40	OXF	<input type="text"/>	6		671
2C30	10:50	AYS	11:48	<input type="text"/>		4	1T29	12:05	OXF	<input type="text"/>	6		636
1Y30	10:39	OXF	11:55	<input type="text"/>		5	2B30	12:27	AYS	<input type="text"/>	5		614 615
1H31	10:45	BAN	12:03	<input type="text"/>		2	2A29	12:13	AYS	<input type="text"/>	4		632
1H32	10:12	BSW	12:08	<input type="text"/>		6	5E30	12+31	XWY	<input type="text"/>	-		654 684
2C32	11:13	AVP	12:18	<input type="text"/>		4	2G32	12:44	GER	<input type="text"/>	3		637
5F32	11+56	XWY	12+21	<input type="text"/>		2	1G31	12:34	BSW	<input type="text"/>	5		686
2H32	11:49	GER	12:30	<input type="text"/>		1	2A33	13:10	AYS	<input type="text"/>	4		611
1Y32	11:11	OXF	12:33	<input type="text"/>		5	1T35	13:40	OXF	<input type="text"/>	6		681
1H33	10:55	BMO	12:41	<input type="text"/>		2	1T33	13:06	OXF	<input type="text"/>	6		682
2C33	11:50	AYS	12:48	<input type="text"/>		1T	2V32	12:57	AVP	<input type="text"/>	5		635
1Y33	11:42	OXF	12:51	<input type="text"/>		6	1G35	13:37	BSW	<input type="text"/>	8		677 657
1H34	11:47	BAN	13:09	<input type="text"/>		2	2A37	14:13	AYS RP	<input type="text"/>	4		603
1H35	11:15	BMO	13:13	<input type="text"/>		4	1R37	14:10	BMO	<input type="text"/>	8		652
1Y40	12:04	OXF	13:18	<input type="text"/>		3	5E34	13+31	XWY	<input type="text"/>	-		618 619
2C40	12:13	AVP	13:21	<input type="text"/>		1	2V36	13:57	AVP	<input type="text"/>	5		605 606
2H40	12:49	GER	13:30	<input type="text"/>		1T	2G36	13:44	GER	<input type="text"/>	3		620
2H41	12:31	AYS	13:38	<input type="text"/>		3	2W42	15:17	HWY	<input type="text"/>	5		601
1Y41	12:35	OXF	13:43	<input type="text"/>		3T	1G41	15:10	BSW	<input type="text"/>	8		685
5F41	13+08	XWY	13+47	<input type="text"/>		6	1T37	14:04	OXF	<input type="text"/>	6		675
						6	1T43	15:40	OXF RP	<input type="text"/>	6		655
2C41	12:50	AYS	13:50	<input type="text"/>		2	2A37	14:13	AYS FP	<input type="text"/>	4		612
1H41	11:55	BMO	14:03	<input type="text"/>		1	1T39	14:40	OXF	<input type="text"/>	6		672
2C44	13:13	AVP	14:18	<input type="text"/>		5	2A41	15:13	AYS	<input type="text"/>	4		616
1Y44	13:04	OXF	14:21	<input type="text"/>		4	2V40	14:56	AVP	<input type="text"/>	5		607 608
5F44	14+01	XWY	14+25	<input type="text"/>		6T	1G39	14:37	BSW	<input type="text"/>	5		656 654

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Train No.	Dep. Time	Origin	Arr. Time	Unit / Count	Dvr Diag.	Plat.	Train No.	Dep. Time	Dest.	Unit / Count	Max CAO	Dvr Diag.	Unit Diag.
2H44	13:51	GER	14:30			5T	2G40	14:44	GER		3		637
2H45	13:31	AYS	14:37			2	2R46	16:21	BMO		5		632
1H45	12:55	BMO	14:48			1	1R48	16:47	BMO RP		8		676
2C45	13:50	AYS	14:51			5T	1T41	15:05	OXF		6		614 615
5F45	14+26	XWY	14+55			6T	1T43	15:40	OXF FP		6		673
1Y45	13:40	OXF	15:05			2T	2V45	16:11	AVP		5		636
1H47	13:12	BSW	15:08			4	1G43	15:37	BSW		8		687
2C47	14:13	AVP	15:20			6T	2B42	15:27	AYS		5		635
2H47	14:49	GER	15:24			5	1W49	16:57	HWY		3		620
1Y47	14:11	OXF	15:27			1	1R48	16:47	BMO FP		8		671
2H48	14:32	AYS	15:36			5T	2W43	15:48	HWY		3		631
1H48	13:55	BMO	15:40			3	5E44	16+00	XWY		-		803
2C48	14:50	AYS	15:47			4	2B44	15:56	AYS		5		613 602
5F48	15+28	XWY	15+54			6 6	1T46	16:15	OXF		6		684
							2R47	16:26	WRU		3		638
1Y48	14:41	OXF	15:59			5T	1G46	16:18	BSW		8		682
1H51	14:12	BSW	16:08			3	2B49	17:10	AYS		6		683
2C52	15:15	AVP	16:17			3T	2A48	16:53	AYS		4		605 606
1Y52	15:13	OXF	16:24			5T	1T48	16:50	OXF		6		681
2H52	15:55	GER	16:33			2	2V47	16:42	AVP		5		637
2H53	15:32	AYS	16:37			4	1W51	17:24	HWY		5		612 603
1H53	14:55	BMO	16:40			6	1T52	17:50	OXF RP		9		674
1Y54	15:43	OXF	16:45			6T	1T52	17:50	OXF FP		9		675
2C54	15:50	AYS	16:50			1	1V51	17:30	AVP		6		639
5Y54	15+13	HINKREC	16+53			2	1K50	17:14	KID		6		801
2H55	16:21	HWY	17:05			6T	1T50	17:17	OXF		6		601
5F55	16+43	XWY	17+09			1T	1U50	17:21	BAN		5		609 610
1H56	15:12	BSW	17:13			5	1G52	17:47	BSW		8		686
2C59	16:15	AVP	17:17			2	2B51	17:42	AYS		5		607 608
1Y60	16:10	OXF	17:20			3	1K54	18:15	KID		6		672
2H60	17:08	WRU	17:34			3T	2G53	18:02	GER		3		638
5F61	17+10	XWY	17+38			1	1V52	17:58	AVP		6		618 619
2H61	16:29	AYS	17:41			4	2A52	17:53	AYS		4		611 616

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Train No.	Dep. Time	Origin	Arr. Time	Unit / Count	Dvr Diag.	Plat.	Train No.	Dep. Time	Dest.	Unit / Count	Max CAO	Dvr Diag.	Unit Diag.
		BERTH (10+05)				W	5S54	17+46	MYB		-		604 634
1Y62	16:38	OXF	17:50			2	2B53	18:11	AYS		5		614 615
2H62	17:06	HWY	18:01			4	2W54	18:22	HWY		5		631
5S54	17+46	MYB	18+04			1	1U54	18:19	BAN		5		604 634
1H63	16:45	BAN	18:10			6	1V55	18:32	AVP		6		633
2C64	17:15	AYS	18:14			5	2A56	18:53	AYS		7		613 602
1H64	16:12	BSW	18:18			2 2	1G55	18:47	BSW		8		677
							2G64	20:44	GER		3		657
5C66	17+33	AYS	18+27			1	2B55	18:43	AYS		6		635
2H65	17:52	HWY	18:32			4	2R56	18:56	WRU		3		620
1Y65	17:22	OXF	18:35			6	1T55	18:50	OXF		6		673 655
1H66	16:51	BSW	18:39			3	1R58	19:15	BMO		8		656 654
2C66	17:34	AVP	18:49			1	2V56	18:59	AVP		5		636
2H66	18:32	WRU	18:57			2T	2W58	19:21	HWY		6 (3)		653
2H67	18:22	HWY	19:06			6	1T58	19:18	OXF		6		612 603
1Y68	17:57	OXF	19:09			5	1G59	19:47	BSW		5		684
1H68	17:07	BSW	19:12			1	1T63	20:40	OXF		6		685
2C68	18:20	AYS	19:18			4	2B59	19:32	AYS		5		637
2H68	18:58	GER	19:25			3	2V60	19:56	AVP		5		638
5C69	18+33	AYS	19+28			6 6	2W61	19:59	HWY		3		605
							1R61	20:10	BMO		8		683
1Y70	18:20	OXF	19:31			1T	1T59	19:50	OXF		6		681
2C72	18:42	AVP	19:46			4	2A61	20:13	AYS		4		639
2H72	19:33	WRU	19:55			5	1T69	22:04	OXF		6		620
2H73	19:18	HWY	19:59			3	2B62	20:23	AYS		5		631
1H72	17:52	BSW	20:06			2T	1G63	20:37	BSW		8		687
1Y74	18:56	OXF	20:09			5T	2V68	21:57	AVP		5		601
2C74	19:20	AYS	20:18			6	2A65	21:13	AYS		4		618 619

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Train No.	Dep. Time	Origin	Arr. Time	Unit / Count	Dvr Diag.	Plat.	Train No.	Dep. Time	Dest.	Unit / Count	Max CAO	Dvr Diag.	Unit Diag.
2H74	19:15	AYS	20:31	<input type="text"/>		4	2W66	21:16	HWY	<input type="text"/>	5		611
						4	2B66	21:27	AYS	<input type="text"/>	5		616
1H75	18:40	BSW	20:35	<input type="text"/>		3	1T65	21:06	OXF	<input type="text"/>	6		682
1Y75	19:27	OXF	20:43	<input type="text"/>		1	1J65	21:10	SBJ	<input type="text"/>	4		675
						1	1T67	21:32	OXF	<input type="text"/>	6		674
2C76	19:43	AVP	20:47	<input type="text"/>		2	2V64	20:57	AVP	<input type="text"/>	5		633
2C77	20:20	AYS	21:19	<input type="text"/>		2	5E67	21+39	XWY	<input type="text"/>	-		606 635
2H77	20:30	HWY	21:23	<input type="text"/>		6	2W67	21:43	HWY	<input type="text"/>	5		653
1H78	19:17	BMO	21:35	<input type="text"/>		4	2A69	22:13	AYS	<input type="text"/>	4		632
1Y78	20:26	OXF	21:38	<input type="text"/>		3	1R69	22:10	BMO	<input type="text"/>	8		673
						3	1R71	22:33	BMO	<input type="text"/>	7		655
2H80	21:19	HWY	22:00	<input type="text"/>		1	2U69	22:16	BAN	<input type="text"/>	5		605
1Y80	20:48	OXF	22:07	<input type="text"/>		5	5E70	22+24	XWY	<input type="text"/>	-		612 603
1H80	20:15	BSW	22:11	<input type="text"/>		2	2V72	22:57	AVP RP	<input type="text"/>	6		686
2C81	21:15	AVP	22:20	<input type="text"/>		1	2V76	23:57	AVP RP	<input type="text"/>	5		638
2H81	22:01	GER	22:32	<input type="text"/>		1T	1R73	23:07	BMO	<input type="text"/>	8		657
2H82	21:24	AYS	22:39	<input type="text"/>		2T	2V72	22:57	AVP FP	<input type="text"/>	6		602
1Y83	21:34	OXF	22:45	<input type="text"/>		6	2A75	23:20	AYS	<input type="text"/>	4		681
2C83	21:50	AYS	22:49	<input type="text"/>		3	1T73	23:11	BAN	<input type="text"/>	3		631
1H83	21:34	BAN	23:06	<input type="text"/>		2	5E74	23+24	XWY	<input type="text"/>	-		617
1H84	21:10	BSW	23:10	<input type="text"/>		4	1T77	00:01	OXF	<input type="text"/>	6		677
5H84	22+50	HWY	23+20	<input type="text"/>		3	2A77	00:10	AYS RP	<input type="text"/>	4		653
5H94	23+20	XWY	23+31	<input type="text" value="[FSX]"/>		2			Berth	<input type="text" value="[FSX]"/>			606 635
5H94	23+20	XWY	23+31	<input type="text" value="[FO]"/>		2		Detach +	Berth	<input type="text" value="[FO]"/>			635 606
1Y84	22:15	OXF	23:35	<input type="text"/>		5	1U77	00:05	BAN	<input type="text"/>	7		685
2C84	22:50	AYS	23:47	<input type="text"/>		1T	2V76	23:57	AVP FP	<input type="text"/>	5		616
1H85	22:16	LMS	23:52	<input type="text"/>		3T	2A77	00:10	AYS FP	<input type="text"/>	4		652
2Y85	22:41	OXF	00:10	<input type="text"/>		1	5E78	00+27	XWY RP	<input type="text"/>	-		682
2H86	23:16	AYS	00:17	<input type="text"/>		1T	5E78	00+27	XWY FP	<input type="text"/>	-		611

Aylesbury Departure Monitoring Sheet

Chiltern Railways

If you think our way, travel our way.

Friday 24th Sept Week 25

MILES	MROC	UNIT	DIAGRAM	ARRIVAL	DEPARTURE	DESTINATION
396	1200	165035	639 /	21:19	05.00	AVP
455	663	165032	636 /	20:24	05.02	PRR
590	1500	168107	684 #W /	BMO	05.14	PRR
723	1450	168328	654#W /	BAN		
683	1500	168324	657 /	BMO	05:28	AVP
849	1500	168214	677 /	BAN		
536	943	165002	612 /	WEM	05.37	PRR
482	770	165001	611 /	WEM		
398	809	165029	637 /	20:29	05.49	PRR
360	787	165031	633#B /	22:12	06.06	AVP
518	806	165010	603 /	WEM		
776	1500	TBA	687	BAN	06.07	MET
185	338	165039	634#B /	OXF	06.38	MET
164	905	165026	604 /	BAN		
200	1200	165014	613 /	19:57	06.49	PRR
337	750	165018	602 /	00.12	06.50	AVP
531	1200	165037	632 /	23:15		
428	681	165021	608 /	18:39	07.09	AVP
428	772	165012	607 /			
200	940	165007	610 #W /	BAN	07.41	MET
200	312	165017	609 #W /	BAN		

Denotes Maintenance Diagram A = Aylesbury, W = Wembley / Top of formation = south end