



# Leaf fall changes to train times

From Sunday October 7<sup>th</sup> until Saturday 15<sup>th</sup> December 2018

Wet leaves falling on our track throughout Autumn ('Leaf fall' season) can potentially cause our trains to slide when accelerating and braking. Our goal is to get you to your destination safely, so we try to minimise any risk by amending our timetable and taking the below precautions to prepare for Autumn.

During the leaf fall season (Sunday October 7<sup>th</sup> until Saturday 15<sup>th</sup> December 2018) trains running on the below lines may arrive at their final destination up to **3 minutes later** than scheduled:

- **Kidderminster - Birmingham - High Wycombe - London Marylebone line**
- **Stratford upon Avon - Leamington Spa - London Marylebone line**
- **Oxford - Bicester Village - London Marylebone line**
- **Aylesbury - Princes Risborough - London Marylebone line**

## Preparing for Autumn:

### WHAT'S WRONG WITH LEAVES ON THE LINE?

Throughout Autumn, wet leaves fall on the rails and are then crushed to a slippery pulp. This can cause our trains to slide when accelerating and braking. We try to minimise this risk with the following set of precautions.

### NETWORK RAIL TREATMENT TRAINS

Treatment trains clean the rails with High Pressure water jets and lay traction gel to improve grip. Daily treatment circuits are run throughout the day during the leaf-fall timetable by an MPV (left) in the West Midlands, and RHTT (right) South of Banbury.

### AUTUMN MOMs AND AUTUMN CONTROL

- Network Rail Mobile Operations Managers (MOMs) carry out pro-active railhead treatment, and respond to driver reports of poor adhesion, using hand-held scrubbing machines, or spraying the rails with acidic Citrusol to cut through leaf debris.
- A 24hr Autumn Controller is provided at West Midlands Signalling Centre to co-ordinate the treatment train paths and Autumn MOMs, and send out regular adhesion forecasts to our staff.

### LONDON UNDERGROUND MEASURES

- A Rail Adhesion Train (RAT) lays sandite to improve grip on the Met line.
- Select areas of our route have amended timetables to accommodate 40mph speed restrictions to reduce the slipping risk and ensure that the track circuits activate correctly.
- Some Chiltern services before 0730 have three or more coaches to provide more grip.

### CHILTERN BRIEFINGS AND PREPARATIONS

- We check the sanders that are fitted to all our trains before and during Autumn to provide grip when the driver needs it, and have a wheel lathe to remove any flat-spots on the tyres caused by slipping.
- Daily adhesion forecasts are provided so that our drivers know where the rails will be slippery.

For more information on how the weather or other factors impact the running of trains visit: [www.networkrail.co.uk/running-the-railway/looking-after-the-railway/delays-explained/](http://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/delays-explained/)

