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Milton Keynes
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10th July 2020

Commentary on the National Timetable Planning Rules 2021

Version 4.0
Final Principal and Final Proposal for Subsidiary Timetable Change 2021

This document is a covering note for the Timetable Planning Rules – Final proposal for Principal Change Timetable 2021 - and provides a specific commentary to the route described above.

In the Timetable Planning Rules document each change in content is indicated by the following convention:

New or Amended text is red
~~Deleted text is green and struck through~~

The change is also highlighted with a thick vertical line at the right hand side of the page.

The following is a summary of changes in content from Version 2.0 of the 2021 National Timetable Planning Rules.

Page 13 - Appendix A – Timetable Development Dates – updated dates to reflect revised timescales for Dec20 and May21.

Page 14 – Appendix B – Operational Planning Project Managers (LTP) – Scotland team updates.

Page 30 – Train Service Requirements for Network Services, Measurement and Railhead Treatment Trains – lists of train schedules removed from this section and added to Appendix H at the end of the document.

Page 46 – Introduction of new SRTs in support of Train Operator Variation Requests – revision of SRT timescales, addition of A4C process to align with current practice, addition of expediated option, to work alongside revised timescales for original SRT options.

Page 54 – Appendix H Train schedules for Network Services, Measurement and Railhead Treatment Trains – section moved from Page 30 to end of document.

These represent the final Timetable Planning Rules (the “Final Rules”) for the Subsidiary May 2021 timetable in accordance with Part D of the Network Code, Condition D2.2.3.

As per Condition D2.2.8 of Part D of the Network Code, any Timetable Participant dissatisfied with any decision of Network Rail in respect of those Rules is entitled to appeal against any part of it. Any such appeal shall be conducted in accordance with Condition D 5 of Part D of the Network Code and must be made by a Timetable Participant, and initiated in accordance with Network Code Part D Condition D2.2.8 (a) and (b).

Regards

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TIMETABLE PLANNING RULES

National

2021 TIMETABLE

Version 4.1

Issued by:

Network Rail Capacity Planning

Quadrant: MK
Eldergate,
Milton Keynes
Buckinghamshire
MK9 1EN

Final Principal and Final Proposal for Subsidiary Change Timetable 2021

Contents

1. Timetable Planning Process - Permanent Timetable

1.1 Introduction

1.1.1 This section describes the process to be followed to enable agreement between Network Rail and Timetable Participants of detailed train timings and associated information for publication in the National Rail Timetable (NRT) and Working Timetables.

1.1.2 The timetable planning process for the Permanent Timetable is governed by Part D of the Network Code (last amended in July 2017). In the event of a conflict, the Network Code takes precedence over Track Access Agreements with individual Timetable Participants and the Engineering Access Statement / Timetable Planning Rules.

1.1.3 The detailed planning process leading up to each timetable change date, of which there will two a year, will consist of a Period to determine the Engineering Access Statement and Timetable Planning Rules, with a timetable consultation period and then a submission of Access Proposals by Timetable Participants. Key dates in the planning process are shown in Appendix A.

1.1.4 Condition D2.1.5 states a Timetable Change Date shall be designated by the letter “D”. The sequence of events culminating in the adoption of a revised Working Timetable is designated by a series of milestone dates and steps, all of which refer to a week in the period prior to date “D”. Each week commences at 02:00 on a Sunday and expires at 01:59 on the following Sunday. So, for example, “D minus 26” (or “D-26”) refers to the 26th week prior to date “D”. Where in this Part D any step or event is required or stated to occur by any week designated in this way, it must occur no later than 5pm on Friday of the preceding week. So, for example, a step which is required to occur no later than “D-26” must occur no later than:

(a) 5pm on Friday;

(b) in the week commencing on the Sunday which occurs 27 weeks prior to a Timetable Change Date.

1.1.5 Further information relating to key dates can be obtained from the Production Schedule published on the Network Rail website at:-

https://www.networkrail.co.uk/industry-commercial-partners/information-operating-companies/

1.1.6 Changes other than at timetable change dates will be handled as dated variants within the permanent timetable or through the short term planning process set out in Section 2 of this National Timetable Planning Rules. Appendix C sets out the conventions governing inclusion of dated variants within the permanent timetable.

1.1.7 Between this, the National Timetable Planning Rules and the individual Route versions, this document should be treated as having primacy.

1.2 Engineering Access Statement / Timetable Planning Rules

1.2.1 The Engineering Access Statement and the Timetable Planning Rules are together known as the Rules.

1.2.2 Network Rail will consult with Timetable Participants between D-64 and D-60 for any proposed changes to the Rules.

1.2.3 Network Rail will issue their Draft Rules to Timetable Participants at D-59. The Engineering Access Statement / Timetable Planning Rules covering the Principal and Subsidiary timetable periods will be issued as part of the Principal timetable development process. Network Rail may propose revisions to the Rules as part of the development processes for the Subsidiary timetable period provided that those revisions are of a minor nature or which could not reasonably have been foreseen when the Principal Engineering Access Statement / Timetable Planning Rules were prepared.

1.2.4 Network Rail shall consult Timetable Participants and Timetable Participants can make representations until D-54.

1.2.5 Network Rail will consider responses from Timetable Participants over the following 10 weeks and determine whether any amendments should be to the Draft Rules.

1.2.6 By D-44 Network Rail will issue the Final Rules.

1.2.7 Timetable Participants may appeal against the Rules as notified by Network Rail. Any appeals must be notified to the Access Disputes Secretary as set out in condition D2.2.8.

1.2.8 Network Rail and Timetable Participants, will continue to jointly review Timetable Planning Rules throughout the timetable drafting period when there are minor changes.

1.3 Timetable Prior Consultation

1.3.1 Any Timetable Participant wishing to introduce significant new Services or make significant changes to its Services shall notify Network Rail at the earliest opportunity and, where possible, before D-55. If Network Rail considers that the introduction of such new or changed Services may necessitate substantial timetable changes, it may commence the Initial Consultation Period, before D-55. In any event, Network Rail shall consult with Timetable Participants who may be affected by the proposed new or changed Services and shall provide them with all available relevant information in respect of those proposals.

1.3.2 During the period from D-55 (or earlier) to D-40 Timetable Participants shall indicate the changes (if any) that they propose should be made in preparing the New Working Timetable. Network Rail shall consult with Timetable Participants in respect of the New Working Timetable.

1.3.3 During this Period, Network Rail shall use its reasonable endeavours to answer enquiries made by Timetable Participants in connection with matters that may affect or relate to the New Working Timetable.

1.3.4 Network Rail will also facilitate and co-ordinate dialogue with all Timetable Participants and (as may be appropriate) between Timetable Participants in order to identify opportunities to develop strategic initiatives and to promote network benefits such as connections, complementary services patterns and efficiency of operation.

1.3.5 Not later than D-48, Network Rail shall consult with International Operators and other infrastructure managers and shall provisionally include in the New Working Timetable the International Train Slots which any International Operator wishes to operate.

1.4 Prior Working Timetable

1.4.1 Network Rail will establish a Prior Working Timetable database in ITPS at D-45. This will be based on the previous Working Timetable published at D-26 in the timeline for the previous Working Timetable.

1.4.2 Network Rail acting reasonably and if appropriate in consultation with Timetable Participants can decide that it will delete Train Slots from the Prior Working Timetable. This is if the Timetable Participant does not have existing rights or will not hold firm rights to the Train Slot by the time the New Working Timetable starts.

1.4.3 As a result of the appeals process for the Previous Working Timetable Network Rail may amend the Prior Working Timetable.

1.4.4 The Prior Working Timetable will be transmitted to Timetable Participants through the Timetable Participants access to ITPS and by distribution as a PIF file.

1.5 Annual Rail Industry Planning Conference

1.5.1 The Rail Industry Planning Conference will be held annually. Individual Timetable Participant meetings will still continue as previously.

1.6 Specialised and Congested Infrastructure

1.6.1 Regulations 22 and 23 of The Railways Infrastructure (Access and Management) Regulations 2005 provide for the declaration, by Infrastructure Managers (in this context, Network Rail), of infrastructure (a) to which they wish to apply special rules for capacity allocation or (b) believe congested to the extent that additional capacity requests cannot be catered for. Such declarations will be made via the Network Statement. Where any special rules are to be applied they will also be contained in this document.

1.7 Strategic Capacity

1.7.1 In accordance with the Management of Strategic Capacity on the Network Code of Practice, Network Rail will publish the Strategic Capacity Statement which is relevant to the preparation of the New Working Timetable no later than D-55 showing a list of Strategic Train Slots it intends to include in the Working Timetable.

1.7.2 Strategic Train Slots have the notation ‘QJ’’ after the train ID.

1.7.3 The document can be found on the Network Rail website at:-

https://www.networkrail.co.uk/industry-commercial-partners/information-operating-companies/

1.8 Calendar of Events

1.8.1 In accordance with the Network Code, Network Rail will publish a Calendar of events setting out a period of at least 4 years showing events which are likely to require significant changes to the Working Timetable in a future bi-annual timetable revision process.

1.8.2 Unless specified, for each listed Event an Events Steering Group will be set up consisting of representatives from Network Rail, relevant funders and any affected Timetable Participants

1.8.3 The document can be found on the Network Rail website at:-

https://www.networkrail.co.uk/industry-commercial-partners/information-operating-companies/

1.9 Priority Date Access Proposals

1.9.1 By the Priority Date at D-40, each Timetable Participant shall set out its requirements in respect of the New Working Timetable in a written proposal, to be referred to as an "Access Proposal" where:

1.9.1.1 it wishes to exercise any Firm Rights and/or Contingent Rights and/or any expectation of rights to obtain Train Slots in respect of the relevant Timetable Period, where those rights were not exercised to obtain Train Slots in the Prior Working Timetable,

1.9.1.2 it wishes to make changes to any Train Slot in the Prior Working Timetable;

1.9.1.3 Where a Timetable Participant does not intend using a Train Slot, which is included in the Prior Working Timetable, in the relevant Timetable Period, it shall notify this fact to Network Rail in writing by D-40 or as soon as practicable thereafter.

1.9.2 Access Proposals can be supported by Timetable Participants with the following information

- Hard copy timetable prints
- Single train prints
- Electronic data interface from Timetable Participants' systems in PIF format

1.9.3 Access Proposals are to be sent the Lead Operational Planning Project Manager (LTP) for each Timetable Participant is shown in Appendix B. Network Rail will provide a template document for Timetable Participants to use.

1.9.4 Managed Station Opening Hours are shown in Appendix F. These are now included to assist Timetable Participants plan their early morning / late night services.

1.10 ***Finalisation of the New Working Timetable***

1.10.1 Network Rail will provide Timetable Participants with access to the evolving timetable plan through access to ITPS. It is anticipated that there will be frequent bilateral and multilateral dialogue during the finalisation process to eliminate errors and omissions.

1.10.2 Timetable Participants may introduce new or changed Access Proposals during the Preparation Period. Network Rail will include those Access Proposals in the timetable as it is reasonably practicable to do so, given fourth priority, taking into account the complexity of the Access Proposal including any reasonable foreseeable consequential impact on the New Working Timetable and the time available before the end of the Timetable.

1.10.3 Network Rail will provide a New Working Timetable that

(a) conforms with the Rules applicable to the corresponding Timetable Period;
(b) is consistent with the Exercised Firm Rights of each Timetable Participant;

1.10.4 Network Rail shall resolve conflicts within the New Working Timetable by the application of the Decision Criteria and if this is not possible by use of the priority levels set out in condition D4.2.2. Network Rail has the right to flex train slots within the limits prescribed by the Track Access Agreement. Network Rail will exercise this right where necessary to resolve conflicts and to achieve a timetable which is in accordance with the objective in condition D4.6.

1.10.5 If Network Rail is unable to accept an Access Proposal they will inform the Timetable Participant in writing and invite them to submit a revised access proposal.

1.10.6 Any aspect of the timetable which is outside the contractual rights of a Timetable Participant's Track Access Agreement must be agreed with the Timetable Participant concerned and the approval of the Office of Rail Regulation may need to be obtained for a formal amendment to the Agreement.

1.10.7 At D-26 Network Rail will publish the New Working Timetable, which is transmitted to Timetable Participants by the LTP planning teams or the Railops Portal at D-26.

1.10.8 New Working Timetables will be accompanied by a written commentary to assist Timetable Participants in identifying changes from the Prior Working Timetable and/or their Access Proposals. The commentary shall include a list

of trains not included in the New Working Timetable with the reasons why they are not included. Plus details of any significant flexing of trains with the reason for the use of flex.

1.11 Appeal of Network Rail Decisions regarding the New Working Timetable

1.11.1 Under Condition D2.7.2 Timetable Participants may appeal against any part of the New Working Timetable they are affected by. Any appeals must be notified to the LTP within Network Rail and to the Access Disputes Secretary within 20 Working Days of receipt of the Published New Working Timetable from Network Rail.

1.11.2 The New Working Timetable Train Slots will be loaded into TRUST by Network Rail between D-21 and D-18 following the Publication of the New Working Timetable.

1.11.3 Following resolution of appeals, Network Rail will advise all affected Timetable Participants of any amendments to Train Slots previously proposed as soon as practicable and upload any changes to TRUST.

1.12 Confidentiality

1.12.1 Details of contractual rights conferred by Track Access Agreements which are not on the ORR's public record will be confidential unless a Timetable Participant consents to disclosure to assist in the resolution of a particular conflict.

1.12.2 Details of Timetable Participants' Access Proposals and information used to prepare the Prior Working Timetable will be freely available to all parties to assist in the smooth operation of the timetable planning process except that no information will be disclosed by Network Rail prior to the Priority Date without the consent of the Timetable Participant concerned.

1.13 Terminology

1.13.1 For the avoidance of doubt, the following terms and expressions are used inter-changeably when referring to timetables:

Principal Timetable Change Date 2021	13th December 2020	(Start Date for 2021Principal Timetable)
Subsidiary Timetable Change Date 2021	16th May 2021	(Start Date for 2021 Subsidiary Timetable)

1.14 Working Timetable Amendments

1.14.1 Timetable Participants may submit Train Operator Variation Requests to amend the Permanent Timetable with effect from the Publication of the New Working Timetable at D-26 and during the relevant Timetable Period, Network Rail shall have the power to accept, reject or modify it,

1.14.2 Train Operator Variation Requests should be accompanied by a written commentary to assist Network Rail in identifying changes and quantifying workload.

Train Operator Variation Requests must be transmitted in one or more of the following formats:

- Hard copy timetable prints
- Single train prints
- Electronic data interface from Timetable Participants' systems in PIF format

1.14.3 The preferred method of data transfer must be agreed in advance between each Timetable Participant and the LTP. Timetable Participants are asked that they move to electronic Train Operator Variation Requests as soon as reasonably practicable.

1.14.4 Train Operator Variation Requests will be validated against the Engineering Access Statement / Timetable Planning Rules and the relevant Track Access Agreement and apparently non-compliant Train Operator Variation Requests will be dealt with by discussion with the Timetable Participant.

1.14.5 Where a Train Operator Variation Request is received:

(a) on any day which is not a Working Day; and/or
(b) after 10:00 hours on a Working Day;

it shall be deemed to have been received on the next Working Day thereafter.

1.14.6 For the purposes of calculating Network Rail's response time to a Train Operator Variation Request, the day of Network Rail's receipt of a Train Operator Variation Request is described as day 1 and each Working Day following this adds a day onto the description. For example, the Working Day after the day of receipt of the request is day 2.

1.14.7 Except in relation to a Train Operator Variation Request which includes a One Stop Shop Service which is dealt with in Condition D3.3.7, Network Rail shall

notify its acceptance, rejection or modification of a Train Operator Variation Request, by the following latest times:

(a) as soon as reasonably practicable, where the request is to operate a Train Slot on day 1 or day 2.

(b) by 15:00 hours on day 1, where the request is to operate a Train Slot on day 3;

(c) by 10:00 hours on day 2, where the request is to operate a Train Slot on day 4;

(d) by 15:00 hours on day 2, where the request is to operate a Train Slot on day 5;

(e) by 15:00 hours on day 3, where the request is to operate a Train Slot on day 6;

(f) by 10:00 hours on day 4, where the request is to operate a Train Slot on day 7;

(g) where (a), (b), (c), (d), (e) or (f) do not apply, within five Working Days of receipt of the request.

1.14.8 In relation to a Train Operator Variation Request which includes a One Stop Shop Service, for an international Train Slot, Network Rail shall notify its acceptance, rejection or modification of the Train Operator Variation Request as soon as reasonably practicable.

1.14.9 Where Network Rail fails to notify its response to a Train Operator Variation Request in accordance with Condition D3.3.6 and the request, if accepted, would not give rise to any conflict with:

(a) the New Working Timetable after it is published at D-26; or

(b) the relevant Working Timetable; or

(c) the Rules,

it shall be deemed to have accepted the request.

1.14.10 Timetable Participants may appeal against Network Rail's exercising of its flexing rights and rejection of Train Operator Variation Request. In accordance with Condition D5 of the Network Code

1.14.11 Network Rail will ONLY publish the Working Timetable in electronic (PDF) Format.

1.15 ***Sectional Running Times***

1.15.1 Refer to the Route Timetable Planning Rules

Appendix A - Timetable Development Dates - 2021 Timetable

Timetable Development Dates	Principal	Subsidiary
D73 - Formal Notification of Process Dates		
Revision of Timetable Planning Rules		
D64 – Start of NR Consultation of Proposed Changes to Rules	20/09/2019	21/02/2020
D60 – End of NR consultation of proposed changes to Rules	18/10/2019	20/03/2020
D59 – Publish 'Draft Rules'	25/10/2019	27/03/2020
D54 – Operator Responses to 'Draft Rules'	29/11/2019	01/05/2020
D54 to D44 – NR review Operator Responses		
D44 – Publish 'Final Rules'	07/02/2020	10/07/2020
D41 – End of Period in which an appeal can be made for 'Final Rules'	28/02/2020	31/07/2020
Initial Consultation Period		
D55 – Publication of Strategic Capacity Statement	22/11/2019	24/04/2020
D55 – Notification by TT Participants of major TT changes Dec20	22/11/2019	~~24/04/2020~~
D55 – Start of Initial Consultation Period	22/11/2019	24/04/2020
D50 – Notification by TT Participants of major TT changes May21 Participants will submit	n/a	29/05/2020
D45 – NR to provide copy of 'Prior Working Timetable'	31/01/2020	03/07/2020
D48 – Notification of Provisional International Paths	10/01/2020	
D40 – Priority Date	06/03/2020	07/08/2020
Timetable Preparation Period		
D40 – Start of Timetable Preparation Period Dec20	06/03/2020	~~07/08/2020~~
D38 – Start of Timetable Preparation Period May21 (Revised)	n/a	21/08/2020
D37 - Timetable Change Risk Assessment Group	27/03/2020	28/08/2020
D32 - Timetable Change Assurance Group	01/05/2020	02/10/2020
D26 – NR Publish New Working TT May21	~~12/06/2020~~	13/11/2020
D24 – NR Publish New Working TT Dec20	26/06/2020	n/a
Timetable Commencement Date	13/12/2020	16/05/2021
Timetable End Date	15/05/2021	11/12/2021
Other Notable Dates (Non-Contractual)		
New WTT and associated system files available to ATOC	12/06/2020	13/11/2020
Operator responses to New WTT	26/06/2020	27/11/2020
D22 – End of Appeal Period 'New Working Timetable May21	~~10/07/2020~~	11/12/2020
D20 – End of Appeal Period 'New Working Timetable Dec20	24/07/2020	n/a
D15 - Timetable Briefing process complete	28/08/2020	29/01/2021
D14 - CIF Electronic Data available	04/09/2020	05/02/2021
D9 - Timetable Extract taken for NRT Edit	09/10/2020	12/03/2021
D8 - Corresponding Day Timetable Dates Proposed to Operators	16/10/2020	19/03/2021
D4 - NRT Data sent to publishers	13/11/2020	16/04/2021
Calendar of Events (D7)		
D64 – Publication of draft Calendar of Events	20/09/2019	21/02/2020
D54 – Publication of Final Calendar of Events	29/11/2019	01/05/2020
International Freight Train Notice (D9)		
D70 – Publication of the draft International Freight Corridor Notice	09/08/2019	
D70-65 – Consultation of the draft International Freight Corridor Notice	13/09/2019	
D60 NR to provide an updated International Freight Train Notice	18/10/2019	

Appendix B - Operational Planning Project Managers (LTP)

Route & Contact Details	Location	Lead Customers
Anglia Route Project Team Chris Deal Christopher.Deal@networkrail.co.uk	Milton Keynes	c2c Arriva Rail London Abelio Greater Anglia MTR Elizabeth Line London Underground
LNE and East Midlands Route Project Team Stephen Newman Stephen.Newman@networkrail.co.uk	Milton Keynes	London North Eastern Railway First Transpennine Express Arriva Northern Rail East Midlands Trains Grand Central Hull Trains Tyne & Wear Metro North Yorkshire Moors Railway Sheffield Supertram
National Freight Roling Spot Bid Team Gareth Brooks Gareth.Brooks@networkrail.co.uk	Milton Keynes	Colas Rail Devon and Cornwall Railways DB Cargo Direct Rail Services Ltd Freightliner Heavy Haul Freightliner Intermodal GB Railfreight Rail Operations Group
North West & Central North Route Project Team Anthony Briedis Anthony.Briedis@networkrail.co.uk	Milton Keynes	Chiltern Railways London Midland Merseyrail Virgin Trains West Coast
Scotland Route Project Team May21 - Camille.Bascoe@networkrail.co.uk Dec20 – Graeme.Lotz@networkrail.co.uk	Milton Keynes	Abellio Scotrail West Coast Railway Company Cross Country Serco Caledonian Sleeper
South East Route Project Team Lee Eastwood Lee.Eastwood@networkrail.co.uk	Milton Keynes	Eurostar Southeastern Govia Thameslink Railway
Wessex Route Project Team Lee Eastwood Lee.Eastwood@networkrail.co.uk	Milton Keynes	South Western Railway and Island Line
Western and Wales Route Project Team Damian Draper Damian.Draper@networkrail.co.uk	Milton Keynes	Arriva Trains Wales Great Western Railway Heathrow Express Heathrow Connect

Appendix C - Access Proposals For Dated Trains

1.16 General Principles

1.16.1 Limitations are necessary on the number of dated trains that can be included in the access planning and timetable production processes. A reasonable balance has to be struck between:

(a) the Access Proposals of Timetable Participants to Access Proposal for dated services;
(b) the needs of timetable users to be informed but still have a manageable document;
(c) the ability of Network Rail to manage the access planning and timetable production processes and the efficient maintenance and renewal of the rail network;
(d) the need for Timetable Participants' customers to be fully informed of planned services available.

1.16.2 NRT Policy Board has determined a number of guidelines for inclusion of dated trains within NRT and this procedure has been devised to enable Network Rail and Timetable Participants to observe those guidelines.

1.16.3 A Timetable Participant may use the permanent timetable process to seek dated Train Slots in accordance with paragraphs 1.2 and 1.3 of this Appendix and Network Rail will develop such Train Slots unless it can reasonably demonstrate under the Decision Criteria that this would compromise the integrity of the access planning and timetable production process or would lead to an unmanageable timetable.

1.16.4 If a Timetable Participant wishes to use the permanent timetable process to seek for dated Train Slots which are not in accordance with paragraphs 1.2 and 1.3 of this Appendix, it must obtain the prior agreement of Network Rail that those dated Train Slots will be published in NRT and/or the appropriate WTT. In giving or withholding this agreement, Network Rail will take into account the Decision Criteria and requirements (a), (b), (c) and (d) above.

1.16.5 Network Rail will be required to use reasonable endeavours to plan engineering work so as to avoid the requirement for more than two variants per dayset for our RHTT.

1.17 Passenger Trains to be Published in NRT

1.17.1 Access Proposals and Amend Access Proposals for dated trains must comply with the following requirements except where specific exceptions have been agreed between a Timetable Participant and Network Rail:

(a) Wherever possible, dates of operation should match the daysets of each NRT table on which the train will appear. Where this is unachievable, further variation is permitted provided the number of dated versions of a train within a dayset on any table within the NRT is kept to a minimum.

(b) Services not required to run on Bank and Public Holidays should be identified by use of the BHX or GHX symbols. Other service requirements on Bank and Public Holidays should be requested for through the permanent timetable process where:-

(i) a Bank/Public Holiday dayset is to be included in NRT,
(ii) where Access Proposals are made in accordance with paragraph 1.2.1 (a) above, or
(iii) where it has been agreed between a Timetable Participant and Network Rail that specific additional or amended trains will appear in NRT.

All remaining service requirements on Bank and Public Holidays will be dealt with as Variation Requests and should not be requested through the permanent timetable process.

(c) Any Access Proposals not complying with requirements (a) and (b) will be regarded as Variation Requests and will be dealt with by Network Rail in the Supplemental Period following the permanent timetable process.

*1.18 **Trains to be Published in Working Timetables***

(a) Access Proposals for Passenger services which will be published in NRT and WTTs must comply with the requirements of Section 1 above.

(b) Access Proposals for services which will be published in WTTs only must match the daysets of each WTT table on which the train will appear, or must run in a standard Train Slot on at least 4 related occasions within the currency of the WTTs except where specific exceptions have been agreed between a Timetable Participant and Network Rail.

(c) Access Proposals not complying with requirements (a) or (b) will be regarded as Variation Requests and will be dealt with by Network Rail in the Supplemental Period following the timetable iteration.

*1.19 **NRT Daysets***

See details in Route Timetable Planning Rules documents.

*1.20 **WTT Daysets***

See details in Route Timetable Planning Rules documents.

*1.21 **Summer Dated Services***

The standard period of operation of Summer Dated services is:

Monday 17/05/2021 to Sunday 05/09/2021 inclusive

Timetable Participants are encouraged to adopt these dates but may propose other dates for specific services where appropriate.

*1.22 **Autumn (Leaf-Fall) Timetables***

The standard period of operation of Autumn Dated services for 'Leaf-Fall' timetables are:

Sunday 10/10/2021 to Sunday 12/10/2021

*1.23 **Appeals***

1.23.1 If a Timetable Participant disputes any decision of Network Rail arising from this Procedure, it may appeal against that decision by advising the Access Disputes Secretary within 5 Working Days of receipt of Network Rail's notification of that decision. Any such appeal will be dealt with as though it had been made in accordance with Condition D5 of the Network Code.

Appendix D - Connectional Arrangements

1.24 ***General Principles***

1.24.1 Timetable Participants should state any requirements for connections within their Access Proposals. For each Train Slot in an Access Proposal the Timetable Participants should state any key connecting services and the connecting location. Connectional margins shown in Timetable Planning Rules and/or NRT must be observed. Where one of the connecting services is the responsibility of another Timetable Participant and Network Rail has not at that time published agreed timings for the Train Slot in question, the Timetable Participants should establish from the other Timetable Participant the likely timings of the connecting service and show this in Access Proposal accordingly.

1.24.2 Network Rail will deal with these key connections as an integral part of the Access Proposal consulting with Timetable Participants where proposed flexing has an effect on key connections. Network Rail's proposal will highlight any key connections which are not as Access Proposal.

1.24.3 A Timetable Participant's acceptance of a Network Rail proposal includes acceptance of associated connections.

1.24.4 Amendment of an agreed Train Slot will require the agreement of any other Timetable Participant having a key connection into or out of the Train Slot in question if the amendment results in a material change to the duration or feasibility of the key connection.

Appendix E - Definition of Access Proposal / Revised Access Proposal

1.25 General Principles

1.25.1 Part D of the Network Code defines an Access Proposal as when a Timetable Participant wishes to exercise any Firm Rights and/or Contingent Rights and/or any expectation of rights to obtain Train Slots in respect of the relevant Timetable Period, where those rights were not exercised to obtain Train Slots in the Prior Working Timetable; and/or (b) it wishes to make changes to any Train Slot in the Prior Working Timetable; and/or (c) it wishes to set out its requirements in response to a notification by Network Rail under Condition D2.4.6.

1.26 Train Operator Variation

1.26.1 From D-26 and during the relevant Timetable Period, Timetable Participants may wish to vary either the New Working Timetable, if it is before the Timetable Change Date, or otherwise the Working Timetable on an ad hoc basis by adding an additional Train Slot on one or more occasions, amending the detail of one or more Train Slots, removing one or more Train Slots.

1.27 Contents of an Access Proposal

1.27.1 The following sets out the detail to be included with an Access Proposal

(i) Access Proposal identifiers;
(ii) train header details;
(iii) change en route details;
(iv) train stops;
(v) train movements;
(vi) train associates;
(vii) train formation details.

The individual data items within each of these categories are listed below and are shown as mandatory (M) or optional (O).

E1 Access Proposal Identifiers
(Required for each separate Access Proposal)

(i) Timetable Participant identity	M
(ii) Timetable period	M
(iii) Access Proposal type (Iterative or variation)	M

E2 Fixed Train Header Details
(Required for each separate train)

(i)	train identity	M
(ii)	dates of operation	M
(iii)	origin location	M
(iv)	origin time	M
(v)	destination location	M
(vi)	destination time	M
(vii)	Access Proposal/Proposal status	M
(viii)	BHX marker	O

E3 Variable Train Header Details
(Required at the train origin and for each change en route for each train)

(i)	CeR start location	M	
(ii)	service code	M	
(iii)	timing load/traction type/max speed	M	
(iv)	headcode (2 chrs)	O	
(v)	UIC identifier	O	
(vi)	DOO indicator	O	
(vii)	accommodation	M	(for passenger services)
(viii)	branding	O	
(ix)	catering	O	
(x)	TRUST operating characteristics	O	
(xi)	reservations	O	
(xii)	sleeping accommodation	O	
(xiii)	train class	M	
(xiv)	TRUST train category	M	

E4 Train Stops (Commercial Activities)
(Required for each stop for each train where passengers may join and/or alight or an associated commercial activity is required for non-passenger trains)

(i)	location	M
(ii)	arrival time	M
(iii)	departure time	M
(iv)	advertised arrival time	O
(v)	advertised departure time	O
(vi)	platform/siding number	M
(vii)	activity codes	O

E5 Train Stops (Operational Activities)

(Required for each stop for each train where passengers may NEITHER join and/or alight or an associated operational activity is required for non-passenger trains)

(i)	location	M	
(ii)	arrival time	M	
(iii)	departure time	M	
(iv)	advertised arrival time	-	
(v)	advertised departure time	-	
(vi)	platform/siding number	M	
(vii)	activity codes	M	

E6 Train movements
(Required for each journey leg of each train)

(i)	start location	M	
(ii)	start condition (start or pass)	M	
(iii)	Start time	M	
(iv)	end location	M	
(v)	end condition (start or pass)	M	
(vi)	end time	M	
(vii)	running line code	M	
(viii)	engineering allowance	M	(if applicable)
(ix)	performance allowance	M	(if applicable)
(x)	pathing allowance	M	(if applicable)
(xi)	timing adjustment	M	(if applicable)

E7 Train Associations
(Required for each train association)

(i)	association type	M	
(ii)	associated train id	M	
(iii)	dates applicable	M	
(iv)	location	M	
(v)	associated train TOC id	M	(if not Access Proposals TOC)

E8 Train Formation details
(Required for each train for each section of its journey)

(i)	dates applicable	M	
(ii)	start location	M	
(iii)	end location	M	
(iv)	locomotive/MU class	M	
(v)	train length	M	
(vi)	maximum speed	M	

(vii)	trailing load	M
(viii)	route availability	M
(ix)	special axle load/gauge requirements	M
(iix)	applicable RT3973 form	M

Note: Items 6(i) to (iv) and items 7(i) to (iv) can be met by provision of rolling stock diagrams.

Appendix F - Managed Stations Opening Times

Station	Monday to Friday	Saturday	Sunday
NATIONAL			
Birmingham New Street	0415 – 0200	0415 – 0015	0730 – 0200
Bristol Temple Meads	0430 – 0145	0500 – 0145	0700 – 0145
Edinburgh Waverley	0400 – 0045	0400 – 0045	0600 – 0045
Glasgow Central	0400 – 0030	0400 – 0030	0700 – 0030
Leeds	24hrs	24hrs	24hrs
Liverpool Lime Street	0315 – 0040	0315 – 0035	0700 – 0030
Manchester Piccadilly	24hrs	24hrs	24hrs
Reading	24hrs	24hrs	24hrs
LONDON			
Cannon Street	0430 – 0045	0430 – 0045	0630 – 0045
Charing Cross	0430 – 0055	0430 – 0055	0630 – 0055
Euston	0430 – 0130	0430 – 0200	0515 – 0130
King's Cross	0500 – 0136	0500 – 0111	0530 – 0136
Liverpool Street	MO 0310 – 0103 TWTHO 0400 – 0103 FO 0310 – 0103	0310 – 0103	0340 – 0103
London Bridge	0400 – 0100	0400 – 0100	0600 – 0100
Paddington	24hrs	24hrs	24hrs
St Pancras	24hrs	24hrs	24hrs
Victoria	0400 – 0100	0400 – 0100	0600 – 0100
Waterloo	0430 – 0105	0430 – 0145	0530 – 0105

2 Timetable Planning Process - Short Term Planning

2.1 Introduction

2.1.1 This section describes the process to be followed to enable agreement between Network Rail and Timetable Participants of short term amendments to the Permanent Timetable.

2.1.2 The timetable planning process for short term planning is governed by Part D of the Network Code (last amended in July 2017). In the event of a conflict, the Network Code takes precedence over Track Access Agreements with individual Timetable Participants and the Engineering Access Statement / Timetable Planning Rules.

2.1.3 Network Rail Timetable Variations are planned by Network Rail on a week by week basis. Each week of a Working Timetable is referred to as a "Timetable Week" (TW). Each Timetable Week commences at 00:01 on a Saturday and expires at 24:00 on the following Friday. The sequence of events by which variations are finalised is designated by a series of milestone dates and steps, all of which refer to a week in the period prior to the commencement of TW. So, for example, "TW minus 12" (or "TW-12") refers to the 12th week prior to the start of a given TW. Where in this Part D any step or event is required or stated to occur by any week designated in this way, it must occur no later than 5pm on Friday of the preceding week. So, for example, a step which is required to occur no later than "TW-12" must occur no later than:

(a) 5pm on Friday;

(b) in the week commencing on the Sunday which occurs 13 weeks prior to the commencement of week TW.

2.1.4 Not later than D-26, Network Rail shall provide to all Timetable Participants a calendar pertaining to each TW, showing the milestone dates which will apply (pursuant to this Condition D3) to the planning of all Timetable Variations in respect of that TW.

2.2 Weekly Train Plan – Network Rail Variations with at least 12 Weeks Notice

2.2.1 Network Rail is entitled to make a variation to the Working Timetable when the Network Rail Variation is for the purpose of taking Restrictions of Use which are consistent with the Rules, or as amended in accordance with the procedure shown in Condition D3.4.3

2.2.2 Network Rail must consult with all Timetable Participants likely to be affected by the amendment.

2.2.3 By TW-30 Network Rail will provide its proposals for Restrictions of Use in respect of the corresponding TW to Timetable Participants.

2.2.4 After TW-30 but by TW-26, Network Rail shall consult with each Timetable Participant affected by the Restrictions of Use proposed and shall seek to agree all Network Rail Variations to be made.

2.2.5 To facilitate the planning of any Network Rail Variation, Network Rail may require that any Timetable Participant shall submit a revised Access Proposal in respect of any Train Slot.

2.2.6 Where Network Rail requires a revised Access Proposal:

(a) the requirement must be notified to the affected Timetable Participant no later than TW-22;

(b) Network Rail shall specify the aspects of the Access Proposal which need to be revised and its reasons for this;

(c) Network Rail shall specify a reasonable period in which the revised Access Proposal must be provided, and in any event the revised Access Proposal shall be submitted no later than TW-18.

2.2.7 Network Rail may modify, accept or reject a revised Access Proposal and where it modifies or rejects any revised Access Proposal, it must provide written reasons for its decision.

2.2.8 Where a revised Access Proposal has not been submitted by a Timetable Participant as required by Network Rail, Network Rail shall be entitled to make a Network Rail Variation of any Train Slot in respect of which the revised Access Proposal was required and no appeal may be made in respect of Network Rail's decision.

2.2.9 Not later than TW-14, Network Rail shall notify all Timetable Participants of its decision in respect of Network Rail Variations.

2.2.10 Not later than TW-13, any Timetable Participant affected by Network Rail's decision shall inform Network Rail whether it accepts or disputes that decision.

2.2.11 At TW-12, Network Rail shall record and provide to all Timetable Participants, the Network Rail Variations to be made.

2.2.12 Any Timetable Participant which is dissatisfied with any final decision of Network Rail in respect of a Network Rail Variation may appeal against it in accordance with Condition D5. Following resolution of appeals, Network Rail will advise all affected

Timetable Participants of any further changes to the amended timetable as soon as practicable.

2.2.13 Accepted Train Slots will be loaded into TRUST by Network Rail. It is Network Rail's intention that TRUST for each TW should hold correct details for all advertised passenger services (apart from consequences of outstanding appeals) 12 weeks before the start of that Timetable Week.

2.3 Network Rail Variations with less than 12 Weeks Notice

2.3.1 It may be necessary for Restrictions of Use to be arranged by Network Rail with less than 12 weeks notice, Network Rail shall follow the procedures set out in section 2.2. Except that Network Rail is permitted to prescribe such time periods for each step that are reasonably practicable in the circumstances. Network Rail shall notify all affected Timetable Participants of its final decision in respect of any such change as soon as reasonably practicable.

2.3.2 Any Timetable Participant which is dissatisfied with any final decision of Network Rail in respect of a Network Rail Variation made pursuant to this section may appeal in accordance with Network Code Condition D5.

2.3.3 The amended timetable will be accompanied by a written commentary to assist Timetable Participants in identifying changes from the permanent timetable and any flexing or rejection of Revised Access Proposals.

2.3.4 Following resolution of appeals, Network Rail will advise all affected Timetable Participants of any further changes to the amended timetable as soon as practicable.

2.3.5 Accepted Train Slots will be loaded into TRUST by Network Rail. It is Network Rail's intention that TRUST for each Timetable Week should hold correct details for all advertised passenger services (apart from consequences of outstanding appeals) 12 weeks before the start of that TW.

2.4 Change Procedure

Procedure for Altering Engineering Access Statement or Timetable Planning Rules other than through the Twice-Yearly Process Having Effect from a Passenger Change Date

2.4.1 This Procedure has been devised in accordance with Network Code Condition D 3.4.3 to provide a means of altering Engineering Access Statement and/or Timetable Planning Rules other than through the twice-yearly process having effect from the Passenger Change Dates. It supersedes the interim arrangements included within

certain Train Operators' Track Access Agreements and within certain Regional Engineering Access Statement and Timetable Planning Rules documents.

2.4.2 This procedure will be used by Network Rail to add, substitute or delete engineering access opportunities contained within the Engineering Access Statement. All possessions so agreed will be regarded as being within the Engineering Access Statement. Network Rail is committed to the achievement of the Informed Traveller deadlines resulting in details of amended train services being available 12 weeks before the date of operation. Consequently, wherever possible, Network Rail will consult with Timetable Participants regarding possessions and other capacity restrictions which are disruptive to agreed train slots in sufficient time to allow details of those disruptive possessions to be included in a Confirmed Period Possessions Plan which will be published 26 weeks prior to the start of each 4-week period.

2.4.3 Where a need arises to amend the Engineering Access Statement/Timetable Planning Rules to cater for urgent safety requirements or other emergency situations, all parties concerned will co-operate in accelerating the normal timescales in this Procedure commensurate with the urgency of the circumstances.

2.4.4 **Changes Initiated by Timetable Participants**

2.4.4.1 A Timetable Participant may propose changes to any part of Engineering Access Statement/Timetable Planning Rules affecting or likely to affect that Timetable Participants.

2.4.4.2 The Timetable Participant shall submit a written statement of the proposed change and a concise explanation of the reasons for that change.

2.4.4.3 for Timetable Planning Rules, to its Network Rail Operational Planning Project Manager (LTP) who will acknowledge receipt.

2.4.4.4 For Engineering Access Statement, to the Engineering Access Planning Manager who will acknowledge receipt.

2.4.4.5 Within 10 working days of receipt of the proposed change, Network Rail shall notify all Timetable Participants affected with details of the proposed change and Network Rail's comments including concise reasons for the change and a statement as to whether Network Rail supports the proposal.

2.4.5 **Changes Initiated by Network Rail**

2.4.5.1 Network Rail may propose changes to any part of the Engineering Access Statement/Timetable Planning Rules.

2.4.5.2 Network Rail shall notify to all Train Operators affected details of the proposed change including a concise explanation of its reasons. Proposed changes to Engineering Access Statement shall be notified by Network Rail individually by email.

2.4.6 **Response by Train Operators**

2.4.6.1 Each Timetable Participant receiving notification of a proposed change in accordance with paragraphs 3.3.2 above will consider that proposal and respond to Network Rail within 10 working days from receipt of the notification, indicating:

2.4.6.2 its agreement to the proposed change or;

2.4.6.3 details of a counter-proposal and an explanation of its reasons or;

2.4.6.4 in the case of Timetable Planning Rules items such as sectional running times, a request that a joint investigation is carried out.

2.4.6.5 Any Train Operator whose response is not received by Network Rail within 10 working days will be deemed to have agreed to the proposed change and will forfeit any right of Appeal.

2.5 Decision by Network Rail

2.5.1 Network Rail shall give due consideration to responses received from Timetable Participants in accordance with paragraphs 2.4.6 above and shall decide which changes, if any, should be made to the Engineering Access Statement/ Timetable Planning Rules.

2.5.2 In reaching its decision, Network Rail shall have due regard to the Decision Criteria in Network Code Condition D 4.6.

2.5.3 Network Rail will notify its decision to each affected Timetable Participant within 5 working days of the last date for receipt of responses under paragraph 2.4.6 above.

2.5.4 Any Timetable Participant, if it disputes Network Rail's decision, may Appeal to a Timetabling Panel and any such Appeal will be dealt with as though it had been made in accordance with Network Code Condition D2.2.8. Any Appeal must be referred to the Access Disputes Secretary in accordance with the timescales shown in Condition D5 (i.e. within 5 working days of notification by Network Rail of its decision).

3 Train Service Requirements for Network Services, Measurement and Railhead Treatment Trains

3.1 Capacity needs to be provided on the network to facilitate Network Rail's National Delivery Service operations for the distribution of materials for engineering work on the network, Network Measurement trains and the Seasonal / Railhead treatment trains. The Train Slots shown in the Appendix H tables reflect those requirements.

3.1.1 Network Services and Railhead Treatment Trains are required to run within the leaf fall season to mitigate the effects of fallen leaf litter ground into the surface of the rail head by the passage of trains. Over a period of time, this ground in leaf litter forms a Teflon-like material that can lead to two material safety impacts on the operational railway:

3.1.1.1 Trains slide on this slippery hardened material and can slide past a signal set at danger leading to a SPAD (Signal Past at Danger) that can lead to a collision with another train. Trains also slide past the stopping boards at stations. Where there is a level crossing at the end of a platform there is a risk of a train colliding with pedestrians and road traffic.

3.1.1.2 The material (contamination) can insulate the contact between the surface of the rail and the metal of the wheel, which can lead to Wrong Side Track Circuit Failures where a train is in section but not detected by the signalling system. An undetected train is not protected by signals and this can lead to it colliding with another train.

3.1.2 To mitigate the safety risk posed by contaminated rail heads Network Rail employ 18 x Multi-Purpose Vehicles (MPVs) that are self-propelled consists and 24 x Loco hauled Rail Head Treatment Trains (RHTT) that jet wash the rail head, keeping the rail head clean and optimal for the correct adhesion values.

3.1.3 Many treatment trains also deploy adhesion modifiers, a material which is a mixture of sand and adhesion gel providing benefit for trains trying to gain traction rather than braking. Heavy freight trains benefit from adhesion modifiers when negotiating inclines during autumnal conditions.

3.1.4 The same MPVs are utilised in winter to deploy anti ice products to the conductor rail to stop it from freezing. When the conductor rail freezes the electric multiple trains in the Southeast, Wessex and Merseyrail cannot draw the electric current required for traction. This can lead to trains being stranded between stations. Not only is this detrimental to train performance, it is also a safety risk as many of these trains need to be de-trained, with passengers having to be escorted down the track to an area of safety in often cold and slippery conditions.

3.1.5 Network Rail's Infrastructure Monitoring fleet collects a variety of asset data, which is listed in the table below:

Datastream	**Purpose**
Trackbed condition	Improved renewal decision making
Structure gauge	Maintain safe running of trains
Track interval	Maintain safe running of trains
Rail profile	Measures the rail profile, removing manual inspection and enables prioritisation of rail replacement.
Track geometry	Maintain safe running of trains
Rail flaw and rail depth	Maintain safe running of trains including prevention of rail breaks
Rail surface crack	Maintain safe running of trains including prevention of rail breaks and enables improved decision making
Track inspection (PLPR) and S&C Inspection	Work force safety, efficient delivery of inspection
Forward facing video (HD)	Enables remote worksite planning, walk outs
GSM-R and legacy radio survey	Maintains safe running of trains
OLE contact	Reliability of overhead line
OLE non-contact	Reliability of overhead line
Conductor rail	Reliability of conductor rail
OLE imagery	Reliability of overhead line
Imagery (Standard Def)	Enables remote worksite planning, walk outs

3.1.6 This asset information is used to satisfy the requirements of mandated engineering standards.

3.2 Train Slots to deliver the train service requirements included in these tables will be developed during the timetable drafting period and as such the trains shown should be considered the preliminary Train Slots. Their inclusion within these National Timetable Planning Rules will accord them equal priority to the Firm Rights of Timetable Participants in respect of conflict resolution decisions.

3.3 In accordance with Timetable Planning Rules Section 1, Train Operators may use the timetable process to seek dated train paths which may conflict with the Railhead Treatments Trains listed below outside of the published "Leaf Fall" timetables (see Timetable Planning Rules Section 1.22 for applicable dates). Train Operators are encouraged to provide details of the "conflicting" RHTT schedule. Network Rail may not always provide a positive decision for train paths conflicting with RHTT schedules during the published "Leaf Fall" timetable.

3.4 Where possible, Network Rail will endeavour to provide a decision which may result in two or more dated variants of the same train; with one outside of the published "Leaf Fall" timetable and a second train path within the published "Leaf Fall" timetable, but not conflicting with the Railhead Treatment Train.

(All services shown in the Appendix H tables are WTT compliant as of the December 2020 timetable)

3.5 The Maximum Variation in respect of any Network Service detailed below shall be no more than 30 minutes from the corresponding time (at any location) for the corresponding Train Slot in the preceding Timetable Period

4 International Train Slots

4.1 Introduction

4.1.1 Capacity needs to be provided on the network to facilitate the operation of international passenger and freight trains. The planning of these Train Slots needs to be coordinated between Network Rail and other European Infrastructure Managers, and special provisions have been made in the Network Code Part D to recognise the added complication involved.

*4.2 **Passenger***

4.2.1 The International Freight Capacity Notice details the Train Slots required and is formally notified at D-70 through email correspondence.

5 Procedure for Amending or Withdrawing a Possessions Strategy Notice

5.1 Introduction

5.1.1 This Procedure has been devised in accordance with Network Code Condition D 6.7.1 to provide a means of amending or withdrawing a Possessions Strategy Notice (PSN).

5.1.2 This procedure will be used by Network Rail to add, amend, substitute or delete items contained within a previously-issued PSN or to withdraw a PSN in its entirety.

5.1.3 Possessions and other Restrictions of Use agreed through the PSN process, including any changes agreed in accordance with this Procedure will be incorporated into the development process for the Engineering Access Statement for the relevant year and may be subject to further change, including addition of further details, as part of that process. Consequently no changes to any part of a PSN will be issued after the issue of the Engineering Access Statement Preliminary Proposal (Version 1) for the corresponding year.

5.2 Proposal of Changes

5.2.1 Network Rail may propose changes to any part of any PSN or may propose the withdrawal of a previously-issued PSN.

5.2.2 Network Rail shall notify to all Timetable Participants affected details of the proposed change including an explanation of its reasons. This notification will be issued by the Engineering Access Planning Manager.

5.3 Response by Timetable Participants

5.3.1 Each Timetable Participant receiving notification of a proposed change in accordance with paragraph 6.2.2 above will consider that proposal and respond to Network Rail within 20 Working Days from receipt of the notification, indicating:

(i) its agreement to the proposed change or
(ii) details of a counter-proposal and an explanation of its reasons or
(iii) a request that the response deadline should be extended and an explanation of its reasons.

5.3.2 Any Timetable Participant whose response is not received by Network Rail within 20 Working Days will be deemed to have agreed to the proposed change and will forfeit any right of Appeal.

5.4 Decision by Network Rail

5.4.1 Network Rail shall give due consideration to responses received from Timetable Participants and shall decide which changes, if any, should be made to the relevant PSN.

5.4.2 In reaching its decision, Network Rail shall have due regard to the Decision Criteria in Network Code Condition D4.6.

5.4.3 Network Rail will notify its decision to each affected Timetable Participant within 10 Working Days of the last date for receipt of responses.

5.4.4 If Network Rail decides to accept a request to extend the response deadline, it will notify that decision to each affected Timetable Participant in and will notify its decision on the substance of the change within 10 Working Days of the revised response date.

5.4.5 Any Timetable Participant, if it disputes Network Rail's decision, may Appeal to a Timetabling Disputes Panel in accordance with Network Code Condition D5.

6 Procedure for amending the Values in the Timetable Planning Rules

6.1 Abstract

6.1.1 The purpose of this section is to set out clear principles and a robust methodology for determining Timetable Planning Rules (TPRs) when generating new or amended values for inclusion into route specific TPRs. This methodology should be used by Network Rail and Timetable Participants when proposing or supporting TPR changes, unless another methodology is deemed appropriate, agreed and documented by all parties concerned.

6.1.2 The construction of a robust timetable needs to balance safety, capacity and performance expectations and the aspirations of all stakeholders involved, recognising that the application of these rules should provide for current and anticipated service levels, coming to a balanced decision using the Decision Criteria set out in D4.6 of the Network Code.

6.1.3 Values generated by this methodology will be subject to procedures set out in condition D2.2 of the Network Code.

6.1.4 A list of definitions is shown in Appendix G which contains the explanations of some of the terminology used in the TPRs.

6.2 *Guiding Principles*

6.2.1 Where a deficiency in the delivery of the timetable has been identified, there are four potential courses of action to consider:

(a) Revise operational activities
(b) Infrastructure interventions
(c) TPR review
(d) Timetable change

6.2.2 In respect of proposed upwards revisions of TPR values, the aim should be to enhance operational delivery prior to altering TPR values. This approach must be agreed by the parties with defined outputs and delivery timescales, whereby all parties accept the risk of performance under-delivery in the interim as a result of delaying TPR change. All stakeholders are responsible for reviewing and optimising their own operational delivery performance.

6.2.3 The impact of a TPR value change must be considered by all parties concerned and if deemed necessary, a timetable impact assessment undertaken.

6.2.4 A timetable impact assessment may not be necessary in circumstances where TPR value reduction is proposed, but opportunities to improve the timetable should still be taken.

6.2.5 All TPR change proposals must be considered in the context of any potential need to apply increased and decreased values together as part of an holistic improvement.

6.2.6 TPR values, excluding Sectional Running Times (SRTs), can never be less than the technical value. The process for the generation of SRTs is covered in Section 6.4.

6.2.7 Changes to individual TPRs will be supported by evidence showing how the values were developed. Sources of evidence are to be agreed by the affected parties.

6.2.8 Supporting information must be stored in a format accessible to Network Rail and Timetable Participants. Such information must be made available when requested.

6.2.9 TPR values for Headways and Junction Margins shall always include rules based on the application of the least restrictive aspect the signalling system can show.

6.2.10 Where the actual operation of the Railway allows, equivalent TPR values for Headways and Junction Margins may be developed giving consideration to restrictive signalling aspects. Such values may not exist as the exclusive rule, and must always include allowances that reflect the impact on the SRT of trains operating on restrictive aspects. These restrictive aspect rules and allowances cannot be applied independently as they comprise a single rule.

6.2.11 Any rule that is not predicated on the basis of the signalling system showing the least restrictive aspect must be clearly identified as a restrictive aspect rule in order that Network Rail and Timetable Participants fully appreciate the operational implications of adoption of that rule.

6.2.12 A process of rounding will apply to all technical values generated through this methodology in order to express planning values in multiples of half minutes and be compatible with downstream systems.

6.3 *Procedure for Amending TPRs*

6.3.1 When producing TPR change proposals, Network Rail and/or the Timetable Participant will set out why the change is proposed, and the planned date for implementation.

6.3.2 The proposal will consist of:

(a) A proposal number, provided by the appropriate Network Rail TPR forum

(b) Source data and assumptions for both infrastructure and rolling stock

(c) Supporting evidence as agreed by Network Rail and affected parties

(d) Outputs from the simulation model or other methodology, Technical values, planning values, and any rounding applied expressed in seconds and/or %age uplift

(e) Network Rail will consult in accordance with the Network Code

(f) Network Rail will document responses and decisions taken on implementation or otherwise, so that each TPR entry has an audit trail

6.4 Sectional Running Times

6.4.1 Sectional Running Times are referred to in Section 5.1 of the TPR.

6.4.2 A Sectional Running Time is the time taken for various train types (Timing Loads) to traverse a Network Link, representing the fastest route of that Network Link.

6.4.3 All SRTs are compiled individually by:

(a) Direction of travel

(b) Each track on multiple lines

(c) Optimal performance possible for line and rolling stock, including acceleration or deceleration impact as appropriate

6.4.4 To take account of factors such as permissive moves, slow speed junctions, crossovers and platform sharing, additional time in the form of adjustment allowance should be added to schedules and listed in Section 5.3 of the TPR. If this additional allowance applies to all trains using the SRT, this allowance should be included in the SRT.

6.4.5 It is permissible to include percentage uplift in SRTs instead of applying engineering recovery allowances to be agreed by all affected parties.

6.4.6 SRTs are split by type into 4 different timing links:

- Start to Pass – wheels start at first timing point to front of train passing the second timing point

- Pass to Pass – front of train passing the first timing point and passing the second timing point
- Pass to Stop – the front of train passing first timing point to wheels stop at second timing point
- Start to Stop – wheels start at first timing point to wheels stop at second timing point

6.4.7 When technical values range between 1 and 14 seconds, values should be rounded to the full minute below and when technical values range between 31 and 44 seconds, values should be rounded to the half minute below. For instance, a technical value of 1 minute 14 seconds becomes 1 minute, whereas a technical value of 1 minute 31 seconds becomes 1 minute 30 seconds.

6.4.8 When technical values range between 15 and 29 seconds values should be rounded to the next half minute above and when technical values range between 45 and 59 seconds, values should be rounded to the next full minute above. For instance, a technical value of 1 minute 29 seconds becomes 1 minute 30 seconds, whereas a technical value of 1 minute 45 seconds becomes 2 minutes.

6.4.9 If the technical value falls exactly on the 0 or 30 second mark no rounding will be added. For instance, a technical value of 2 minutes or 2 minutes 30 seconds will be translated to an SRT with no rounding up or down.

6.4.10 Cumulative rounding will apply over sections of combined SRTs based on the principles outlined above. The table below provides an example of rounding:

Location	Technical value		Cumulative technical values		Planning value	Cumulative planning values
	Mins	seconds	Mins	Seconds	mins	mins
Timing point A	3	12	3	12	3	3
Timing point B	5	6	8	18	5	8
Timing point C	2	44	11	2	3	11
Timing point D	3	51	14	53	4	15
Timing point E	2	13	17	6	2	17
Timing point F	3	9	20	15	3½	20½

6.4.11 SRTs should not be so generous that trains run and arrive early, having an adverse impact on performance, safety and capacity.

6.4.12 SRTs should allow for reasonable variations in operational performance. SRT calculations based on observed data should not be standardised on neither the

lowest nor the highest observed value as this will artificially produce a lower or higher value than is realised in normal day to day operation.

*6.5 **Headways***

6.5.1 The values listed in Section 5.2 of TPR are Planning Headways.

6.5.2 The planning headway is the minimum planned time interval between two successive train schedules at a specific timing point on the same line in the same direction, such that the second train can meet its SRT. This is expressed in multiples of half minutes and is derived from the technical headway rounded to at least the next half minute or above by agreement.

6.5.3 Where necessary and appropriate, differential planning headways shall be created for different combinations of:

- Train type (including weight, length and speed)
- Following a non-stop train at a timing point
- Following a train stopping at a timing point
- Stopping pattern

Diverging or converging movements:

For example, two trains departing from a terminal station may have a different headway depending on whether they depart towards the same line (converging), or to different lines (diverging). In these instances, the route of the second train can be set earlier with least restrictive aspects. In these instances, where the margin to be applied differs from the headway, it should be treated as a junction margin and shown in Section 5.3 of the TPRs.

In the case of a non-stopping train following a train through a platform, the headway needs to allow the first train to accelerate from the platform without the second train seeing restrictive aspects on approach. This is also the case in scenarios where stopping trains follow one another into a station platform.

6.5.4 The technical headway is the minimum permissible time interval between two successive trains at a specific timing point on the same line in the same direction, such that the second train can meet its SRT. This is expressed in seconds.

6.5.5 Network Rail will seek to model most combinations of stopping and non-stopping trains for passenger and freight services as agreed with stakeholders.

6.6 Junction Margins

6.6.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.

6.6.2 A Junction Margin is the minimum permissible time interval between two trains that are performing conflicting moves at a timing point, such that the second train can meet its SRT. This is expressed in multiples of half minutes derived from the technical value expressed in seconds.

6.6.3 Where necessary and appropriate, differential junction margins shall be created for different combinations of:

- Train type (including weight, length and speed)
- Stopping or passing movements
- Diverging or converging movements

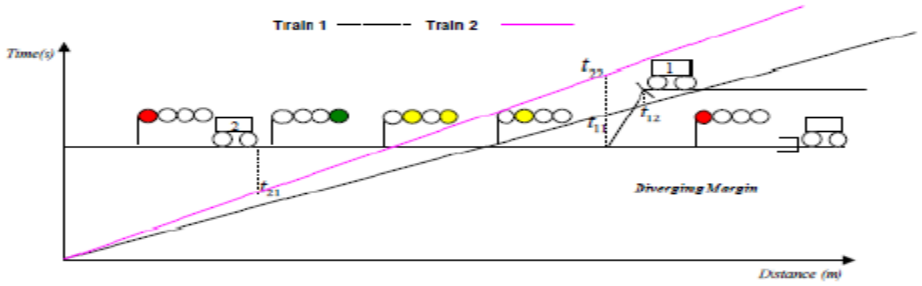
For example, a train accelerating from rest across a junction will require a greater margin to avoid impact on the second train, than a train crossing the same junction at line speed. The stopping pattern of both trains must also be taken into account so that acceleration or deceleration relative to line speed is taken into account.

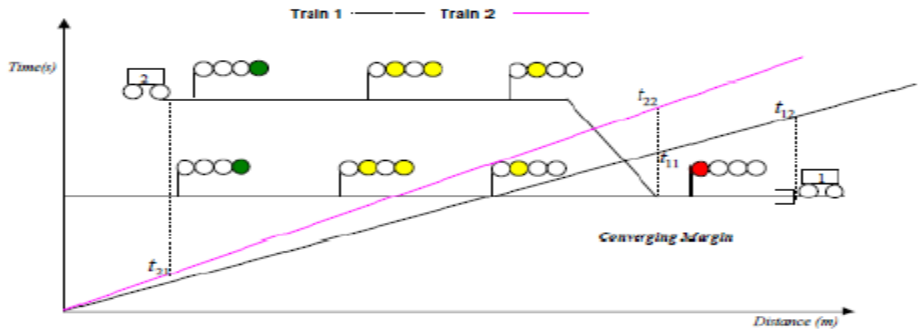
6.6.4 The calculation of a junction margin consists of a number of components:

1) Time taken between the front of the first train passing the timing point and its rear clearing the relevant track circuit or axle counter

2) Time taken for the signaller or ARS to reset the route and the signals to clear for the second train

3) Time taken between the second train sighting the relevant signal, such that it can meet its SRTs, and its front passing the timing point





$$JM\,(\text{sec}) = (t_{12} - t_{11}) + (t_{22} - t_{21}) + t_{sigT} + t_{restT} + t_{pointT}$$

where t_{sigT} is the signal sighting time (3sec), t_{restT} is the system response time (3sec) and t_{pointT} is point movement time (5sec)

Junction Margin Cal

**Similar algorithm can be applied to crossing margins*

6.6.5 A basic junction margin is the sum of 1, 2 and 3 rounded to the next half-minute above to form the planning margin.

6.6.6 If this does not provide a sufficient performance buffer, performance uplift will be added. This will be an agreed uplift to the sum of the 1 and 3, before adding 2 (this is fixed) and finally rounding to the next half-minute above or below. For example, train 1 takes 73 seconds to clear the relevant track circuit after leaving the timing point (1). The signaller takes 9 seconds to reset the route for train 2 across the junction (2). In order for train 2 to meet its SRTs, the train takes 62 seconds to reach the timing point for the junction (3). Ergo, the margin is (73 + 9 + 62) seconds = 144 seconds, + 6 seconds uplift to round up to 150 seconds, with any additional uplift agreed as appropriate.

6.6.7 Network Rail will seek to model most combinations of stopping and non-stopping trains for passenger and freight services as agreed with stakeholders.

6.7 Platform Reoccupation

6.7.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.

6.7.2 Platform Reoccupation is the time between first train departing and second train arriving at a specific platform in the same direction; this commonly defaults to, but should never exceed, the applicable headway. This value need not be calculated on the least restrictive signal aspect, but the second train in the sequence must be able to meet its SRTs.

6.7.3 Platform Reoccupation is measured separately to station dwell time.

6.7.4 The calculation of a platform reoccupation consists of a number of components:

1) Time taken between the first train departing the timing point and its rear clearing the relevant track circuit or axle counter

2) Time taken for the signaller or ARS to reset the route and the signals to clear for the second train

3) Time taken between the second train sighting the relevant signal, such that it can meet its SRTs, and it arriving at the timing point

6.7.5 Platform reoccupation is the sum of 1, 2 and 3 rounded to the next half-minute above to form the planning value.

6.7.6 If this does not provide a sufficient performance buffer, performance uplift will be added. This will be an agreed uplift to the sum of the 1 and 3, before adding 2 (this is fixed) and finally rounding to the next half-minute above or below. For example, train

1 takes 43 seconds to clear the relevant track circuit after departing the platform (1). The signaller takes 9 seconds to reset the route for train 2 into the platform (2). In order for train 2 to meet its SRTs, the train takes 62 seconds to come to a stand (3). Ergo, the reoccupation is (43 + 9 + 62) seconds = 114 seconds, + 6 seconds uplift to round up to 120 seconds, with any additional uplift agreed as appropriate.

6.7.7 Network Rail will seek to model most combinations of stopping and non-stopping trains for passenger and freight services as agreed with stakeholders.

6.8 *Station Dwell Times*

6.8.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.

6.8.2 Station Dwell Times are the minimum time shown in timetables for trains to be at a stand in a station, from when train wheels stop on arrival to when wheels start on departure.

6.8.3 It includes time for doors to be released open, for passengers to leave and join the train, doors to be confirmed shut and for the train to be dispatched.

6.8.4 Where necessary and appropriate, differential station dwell times shall be created for different combinations of:

- Time of day
- Loading patterns
- Rolling stock
- Station staffing arrangements
- Attaching and detaching
- Catering
- Crew changes
- Miscellaneous operational instructions

For example, Driver Only Operation and guard-worked despatch arrangements may result in a material difference in total station working time, as will peak passenger loadings.

6.8.5 Where no station-specific minimum value is specified a standard value of half a minute will apply.

6.8.6 Timetable Participants are responsible for ensuring that station dwell times are robust for operational usage and takes account of local operational railway characteristics.

6.9 ***Turnround Times***

6.9.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.

6.9.2 Turnround Times are the minimum time required for rolling stock to be prepared on completing one service before it forms the next service.

6.9.3 Where necessary and appropriate, differential turnround times shall be created for different combinations of:

- Time of day
- Rolling stock
- Station staffing arrangements
- Attaching and detaching
- Journey distance
- Miscellaneous operational instructions

6.10 Timetable Participants are responsible for ensuring that turnrounds are robust for operational usage and takes account of local operational railway characteristics.

6.11 Run-round Times

6.11.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.

6.11.2 Run-round time is the minimum time between arrival and departure at a timing point when a locomotive or locomotives are moved from one end of a train to the other, including detachment, movement, attachment and safety checks.

6.11.3 It involves detaching the locomotive(s), shunting via an adjacent line, and returning to reattach to the train at the opposite end.

6.11.4 Typically, these movements are used in the operation of freight trains, although they are also used on locomotive-hauled passenger trains.

6.11.5 Timetable Participants are responsible for ensuring that Run-round times are robust for operational usage and take account of local operational railway characteristics.

6.12 Engineering Recovery Allowances

6.12.1 Engineering Recovery Allowance is additional time included in train schedules to cover the impact of planned temporary speed restrictions associated with engineering works on the network. Engineering Recovery Allowances may be applied as either a:

- Value between two timing points expressed in multiples of half-minutes
- Percentage uplift included in SRTs

6.12.2 Where necessary and appropriate, consideration to be given to:

- Time of day
- Day of week
- Type of train
- Routing of train and geographical distribution of allowance
- Impact of restrictions of use e.g. single line working, weaving, SIMBIDS

6.13 Introduction of new SRTs in support of Train Operator Variation Requests

6.13.1 Changes to Timetable Planning Rules may be made for the addition of new SRTs, where they did not previously exist, in support of a Train Operator Variation Request (TOVR).

6.13.2 From D-26 and during the relevant Timetable Period, Timetable Participants may wish to vary either the New Working Timetable, if it is before the Timetable Change Date, or otherwise the Working Timetable on an ad hoc basis by submitting a TOVR.

On occasions where the TOVR is not submitted with a full set of SRTs, SRTs may be proposed, consulted and added outside of the timescales outlined in Part D 2.2 of the Network Code.

6.13.3 There are ~~two~~ three processes by which new SRTs can be introduced in support of TOVRs. The first two options refer to TOVRs submitted that require SRT consultation, in which the TOVR is not required to run immediately. The third option refers to TOVRs submitted that require expediated SRT consultation. The default options are 1 and 2, should a TOVR need to be expedited, the operator must state when that the service is due to run within the submission.

6.13.3.1 Option 1: TOVR submitted with new SRT proposal from Timetable Participant

- Timetable Participant submits TOVR with missing SRTs and proposal for new SRTs to Network Rail (NR)
- NR receives TOVR and proposal for new SRTs and pauses TOVR response period
- NR undertakes quality assurance activity of proposed SRTs (within ~~2~~ 5 working days of receipt)
- If proposed SRTs pass quality assurance, NR consult new SRTs with affected Timetable Participants (~~3 days~~ 5 working days). If proposed SRTs do not pass quality assurance, the TOVR is rejected and the Timetable Participant is asked to resubmit their request with revised SRT proposals.
- After the consultation period ends, NR considers responses and makes a decision about whether to take SRTs forward, make amendments or reject the proposal (within ~~2~~ 1 working day)
- NR informs affected Timetable Participants of the decision and inputs SRTs into Bplan (within 1 working day)
- TOVR response period restarts, ~~new SRTs are input into TOVR by NR~~ and usual validation process follows

6.13.3.2 Option 2: TOVR submitted with missing SRTs

- Timetable Participant submits TOVR with missing SRTs
- NR receives TOVR and pauses TOVR and provides Timetable Participant with option to propose new SRTs or to ask NR to undertake SRT calculation exercise and propose new SRTs
- If Timetable Participant chooses to propose new SRTs, follow Option 1
- If Timetable Participant requests that NR proposes new SRTs, NR will calculate SRTs (within ~~5~~ 7 working days). NR may use computer modelling, TRATIM, observed data, or other sources of data that it deems appropriate in calculating the SRT value.
- NR consult new SRTs with affected Timetable Participants. The consultation period is 5 working days.

- After the consultation period ends, NR considers responses and makes decision about whether to take SRTs forward, make amendments or reject the proposal (within ~~2~~ 1 working day)
- NR informs affected Timetable Participants of decision (within 1 day)
- Timetable Participant re-submits TOVR with new SRTs to NR and usual validation process follows

6.13.3.3 Option 3a: TOVR submitted with missing SRTs (***A4C schedules only)***

- Timetable Participant submits TOVR with missing SRTs
- NR receives TOVR and validates using TRT generated within TPS, confirming that this looks to be accurate.
- NR informs Timetable Participant of missing SRT at time of response to TOVR and gives option to propose new SRTs or to ask NR to undertake SRT calculation exercise and propose new SRTs (Option 1 or 2)
- Option 1 or 2 is followed, SRT is finalised and schedule updated as required.

Option 3b: TOVR submitted with missing SRTs, requiring expediated consultation

- Timetable Participant submits TOVR with missing SRTs and proposal for new SRTs to Network Rail (NR)
- NR receives TOVR and proposal for new SRTs and pauses TOVR response period
- NR undertakes quality assurance activity of proposed SRTs (within 2 working days of receipt)
- If proposed SRTs pass quality assurance, NR consult new SRTs with affected Timetable Participants (3 working days).
- After the consultation period ends, NR considers responses and makes a decision about whether to take SRTs forward, make amendments or reject the proposal. SRTs taken forward will be input into B-plan (within 1 working day).
- TOVR response period restarts and usual validation process follows

Appendix G – List of Definitions

Term	Definition
Bplan	Electronic repository for train planning geography values. These values include: Tiplocs, Network links, SRTs/Timing links, valid platform numbers and codes.
Conditional Timing Point	Conditional timing points only need to be used when a particular activity takes place at those locations. Allowances (e.g. acceleration, deceleration and approach control) should be included in SRTs where this represents the fastest possible SRT for the Network Link.
Cumulative Rounding	(Specific to SRTs) Where a journey is formed of multiple SRTs, rounding is adjusted to ensure that the cumulative technical times of the SRT and the cumulative values of the rounded SRTs do not usually diverge by more than ±15 seconds.
Decision Criteria	Where Network Rail is required to decide any matter in this Part D its objective shall be to share capacity on the Network for the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of railway services ("the Objective"). In achieving the Objective, Network Rail shall apply any or all of the considerations in paragraphs (a)-(k) below ("the Considerations") in accordance with Condition D4.6.3 below: (a) maintaining, developing and improving the capability of the Network; (b) that the spread of services reflects demand; (c) maintaining and improving train service performance; (d) that journey times are as short as reasonably possible; (e) maintaining and improving an integrated system of transport for passengers and goods; (f) the commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed by Network Rail) or any Timetable Participant of which Network Rail is aware; (g) seeking consistency with any relevant Route Utilisation Strategy; (h) that, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently

changed;
(i) mitigating the effect on the environment;
(j) enabling operators of trains to utilise their assets efficiently; and
(k) avoiding changes, as far as possible, to a Strategic Train Slot other than changes which are consistent with the intended purpose of the Strategic Path to which the Strategic Train Slot relates; and
(l) avoiding a change to any International Freight Train Slot included in part B of an International Freight Capacity Notice shall be changed

Engineering Recovery Allowance	Additional time included in train schedules to cover the impact of planned temporary speed restrictions associated with engineering works on the network.
Junction Margin	The minimum permissible time interval between two trains that are performing conflicting moves at a timing point. This is expressed in multiples of half minutes derived from the technical value expressed in seconds.
Mandatory Timing Point	Mandatory timing points are generally major junctions and stations, TRUST points, and locations where trains start and terminate. Other locations may be defined as mandatory to assist planning and train reporting, but care should be taken to avoid timing points that are close together as this will complicate the planning process. Where timing points are closely spaced, additional care is needed to ensure that allowances for acceleration, deceleration and pathing/engineering/performance are correct.
Network Link	These link timing points to form a planning geography network which allows various planning systems to function. Where multiple running lines exist, more than one network link may exist between two timing points. The line codes to be used are shown in TPR section 2.1 alongside planning locations, and the codes to be used should match the Sectional Appendix line names as closely as possible. Network Links are formed between two tiplocs, but should never extend past a mandatory timing point, with the exception of links created for planning rail replacement bus services.
Planning Headway	The minimum planned time interval between two successive train schedules at a specific timing point on the same line in the same direction, such that the second train can meet its

	SRT. This is expressed in multiples of half minutes and is derived from the technical headway rounded to at least the next half minute or above by agreement.
Platform Reoccupation	The time between first train departing and second train arriving at a specific platform in the same direction; this commonly defaults to, but should never exceed the applicable headway. This value need not be calculated on the least restrictive signal aspect, but the second train in the sequence must be able to meet its SRTs.
Run-round Time	The minimum time between arrival and departure at a timing point when a locomotive or locomotives are moved from one end of a train to the other, including detachment, movement, attachment and safety checks.
Sectional Running Time (SRT) / Timing Link	Time taken for various train types (Timing Loads) to traverse a Network Link, representing the fastest route of that Network Link.
Signalling Headway	The minimum time permissible between two successive trains at a specific signal on the same line in the same direction based on the best performing trains using the route.
Stanox	Tiplocs are linked to stanoxes for TOPS reporting purposes. These are numeric location codes of 5 digits. More than one tiploc may be linked to a stanox, but not the other way around. Each stanox is assigned to a TRA (TOPS reporting area) which is specific to a TOC, FOC or Network Rail. This means that for effective TOPS reporting, one location may have multiple stanoxes and tiplocs particular to each FOC.
Station Dwell Time	The minimum time shown in timetables for trains to be at a stand in a station, from when train wheels stop on arrival to when wheels start on departure.
Technical Headway	The minimum permissible time interval between two successive trains at a specific timing point on the same line in the same direction, such that the second train can meet its SRT. This is expressed in seconds.
Technical Value	Minimum time between two events on the network based on the physical capability of the infrastructure and rolling stock concerned. This will be expressed in seconds.

Terminal Time	In respect of a freight train, the minimum time required between arrival of one service and departure of the next service, allowing for loading or unloading and including remarshaling and train preparation. Terminal times are indicated in Schedule 5 of Track Access Agreements.
Timetable Impact Assessment	A study undertaken to understand the effect of a proposed TPR value change on the operation of the Timetable.
Timetable Participant	(a) an Access Beneficiary; or (b) a Potential Access Party
Timing Point	Nominated points on the network at which trains are timed. A list of these locations is provided in Section 2.1 of the TPRs. Timing points have two categories; mandatory, where all trains are timed, and conditional, where certain trains are timed as detailed in Section 2.1. The timing point is normally the Sectional Appendix mileage. Where no mileage is shown in the Sectional Appendix, the signalling plans should be checked for further information. In the absence of any definitive location, a mileage should be agreed by affected parties, documented and recorded in Section 2.1 of TPR. 1. Non-stopping trains – see above 2. Terminal stations – see above 3. Trains stopping at platforms – appropriate stop board for the length of train 4. Trains stopping in loops – exit signal
TIPLOC	Timing points are shown in the form of tiplocs in planning systems to enable downstream systems to function. tiplocs are alpha-numeric and have a root of four characters to define a location and up to three additional characters to further define locations in that area. For example, Doncaster has root DONC (which also serves as tiploc for Doncaster station), and further tiplocs are available for other locations in that area such as DONC254 (Doncaster Sig. D254) and DONCUDY (Doncaster Up Decoy).
Turnround Time	The minimum time required for rolling stock to be prepared on completing one service before it forms the next service.

7 Access Impact Matrix

7.1 Introduction

7.1.1 This section describes the introduction of the Access Impact process to be followed to enable agreement between Network Rail and Timetable Participants for delivering Capacity Study requests relating to the Engineering Access Statement

7.1.2 The Access Impact Matrix was created by Network Rail and Crosscountry to jointly resolve Access dispute TTP773. The Access Impact Matrix grades Capacity Studies by severity. Operators will grade their Capacity Study requests from the Engineering Access Statement on their Operator Response Sheet.

7.1.3 Network Rail can challenge the grading and a revised or the original grading should be agreed by all parties. Network Rail and the relevant Timetable Participants will jointly agree a delivery date for the requested Capacity Study. Extensions to the delivery date of the requested Capacity Study will need to be agreed by Network Rail and the relevant Timetable Participants.

7.2 Access Impact Matrix

	Severity 1 **Access that impacts on a single service group or single operator**	**Severity 2** **Access that effects multiple service groups or operators and / or where capacity is shared by operators**
Capacity Study [EAP]	•Isolated one off pieces of access that require minor retiming of less than 10 minutes •Regular diversions for Section 5 possessions •Regular diversions for a single piece of access •TSRs that require additional [x] with minor impact on train service (journey time extension no greater than 10 minutes) •Services required to start / terminate short where the planning solution is known	•2 track timetables outside of normal Section 4 times •High Output possessions with TSRs and line blockages (pattern of services required to confirm line blockage times) •TSRs that require additional [x] for more than one operator •Diversionary routes where capacity will be shared (an understanding of hourly patterns or ability to fit the WTT quantum of trains etc) •Regular diversionary routes for multiple operators (e.g. via Northampton / Hertford Loop etc) where capacity is understood •Services required to start / terminate short where the method of working is not known
Output requirements	•Understanding of the impact on train service group and required capacity •Understanding the impact on standard possession opportunities •Detailed Traffic Remarks by CPPP stage. If post CPPP, included as part of proposal	•Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator and allocated capacity •Understanding the impact on standard possession opportunities •Detailed Traffic Remarks by CPPP stage. If post CPPP, included as part of proposal

	Severity 3 **Access that effects one or more operators and that requires significant diversion or retiming (of greater than 15 minutes)**	**Severity 4** **Double or Triple disruption to one or more operators Disruption that effects one or more operators on more than one route Severe disruption on a primary route of one or more operators**
Timetable Study [EAP & Train planning]	•Standard hourly pattern either undeliverable or requires significant amendment (>15 mins) •Where an understanding of the impact on service patterns and connections is required (services back to booked / missing key stations etc) •Potential impact on train crew and unit resources for one or more operators (turnarounds at key stations potentially impacted etc) •Restrictive capacity and / or where booked connections are impacted at key stations (i.e. Birmingham New Street / Leeds / London Terminals etc) •Access that requires the thinning of services to provide capacity for diverted services or degraded working •Access that requires multiple operators to start / terminate at a station that has a complex method of working for turn back moves •Severe impact on ability to move Empty Coaching Stock (possessions effecting depot access or requiring significant retiming [greater than 15 minutes] or diversion)	•Abnormal diversionary routes where capacity and / or the impact on train paths and connections is not easily or fully understood •SLW plans outside of Section 4 where capacity is constrained with significant journey time detriment (of greater than 15 minutes) •Where one or more operators are impacted by more than one piece of access on one or more routes •Where capacity via a diversionary route is severely restricted (single line / absolute block / congested routes / stations etc) •Where an understanding of the impact on service patterns and connections is required (services back to booked / missing key stations etc) •SX blockade of one or more operators' primary routes (WCML / ECML all line block e.g. Wigan / Watford)
Output requirements	•Standard hourly pattern established through detailed timings (as opposed to production of a full timetable for the specific period) •Platforming exercise to understand capacity around any restriction at multi operator stations •Single train timing exercise to understand impact on journey time detriment and / or impact of crew and resources •Train by train timing to demonstrate impact on ECS moves to ensure deliverability of train service •Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator and allocated capacity from output of Timetable Study •Detailed Traffic Remarks for access proposed in V1 / V3 by V2 / V4. For access requested post V2 / V4 included by CPPP. If post CPPP, included as part of proposal	•Full timetable study for every operator effected for the duration of the disruption (with the exception of ECS moves where not applicable) **or** •Standard hourly pattern to understand capacity through detailed timings (as opposed to production of a full timetable for the specific period) •End to end journeys to be assessed where applicable (e.g. services that cannot return to a booked path) with no piece of access to be treated in isolation •Decision Criteria grid populated to support capacity allocation •Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator drawn from output of Timetable Study •Detailed Traffic Remarks for access proposed in V1 / V3 by V2 / V4. For access requested post V2 / V4 included by CPPP. If post CPPP, included as part of proposal

Appendix H –

Network Services Trains

Days	TID	Departure Time	Origin	Arrival Time	Destination	Y Path	Operator
SO	6C02FV	04:22	Crewe Basford Hall SSN	07:52	Carlisle N.Y.	Y	DRS
MSX	6C02FV	04:19	Crewe Basford Hall SSN	07:58	Carlisle N.Y.	Y	DRS
MO	6C18FA	02:52	Crewe Basford Hall SSM	07:40	Carlisle N.Y		DB Cargo
MSX	6C18FV	03:00	Crewe Basford Hall SSM	06:51	Carlisle N.Y		DB Cargo
SX	6C72DV	08:30	Fairwater Yard	~~09:48~~ 09:43	~~Westbury Up T.C.~~ Westbury Down T.C.		FLHH
SX	6C73DV	~~11:59~~ 12:17	~~Westbury Up T.C~~. Westbury Down T.C.	13:29	Fairwater Yard		FLHH
SX	6D06GY	12:52	York Engineers Yard	14:42	Doncaster Up Decoy	Y	DB
SX	6D44EA	11:10	Bescot Up Engineers Sidings	13:42	Toton North Yard	Y	GBRf
SX	6D46EA	07:15	Cliffe Hill Stud Farm GBRF	10:15	Stapleford & Sandiacre SCCE Sidings	Y	GBRf
SX	6D46RB	07:35	Cliffe Hill Stud Farm GBRF	10:15	Stapleford & Sandiacre SCCE Sidings	Y	GBRf
SX	6D51EB	19:55	Crewe Basford Hall SSM	22:13	Toton North Yard	Y	FLHH
SX	6D51GD	19:58	Crewe Basford Hall SSM	22:10	Toton North Yard	Y	GBRf
SX	6D67DG	19:14	Tyne S.S	22:43	Doncaster Up Decoy	Y	DB Cargo
SX	6D74GV	~~06:54~~ 06:53	Doncaster Up Decoy	~~07:43~~ 07:42	Scunthorpe Trent T.C.		GBRf
SX	6D75GV	08:43	Scunthorpe Trent T.C.	09:35	Doncaster Up Decoy	Y	GBRf
SX	6D95FA	14:41	Bescot Up Engineers Sidings	~~16:39~~ 16:54	Toton North Yard	Y	DRS
MX	6E04GV	02:13	Whitemoor Yard L.D.C. GBRF	05:24	Doncaster Up Decoy	Y	GBRf

FSX	6E15GA	21:17	Eastleigh East Yard	03:52	Scunthorpe Trent T.C.	Y	GBRf
FO	6E15GA	21:17	Eastleigh East Yard	03:30	Scunthorpe Trent T.C.	Y	GBRf
SX	6E16GV	03:08	Toton North Yard	05:16	Doncaster Up Decoy	Y	~~GBRf~~ FLHH
SX	6E22GV	21:57	Mountsorrell GBRF	01:43	Doncaster Up Decoy	Y	GBRf
SX	6E30GC	~~11:33~~ 11:34	Whitemoor Yard L.D.C. GBRF	14:37	Doncaster Up Decoy	Y	GBRf
SX	6E36SD	22:15	Millerhill S.S	03:49	Doncaster Up Decoy	Y	Colas
SX	6E42GD	07:15	Cliffe Hill Stud Farm GBRF	12:38	Doncaster Up Decoy	Y	GBRf
SX	6E42RB	07:35	Cliffe Hill Stud Farm GBRF	12:38	Doncaster Up Decoy	Y	GBRf
~~SX~~	~~6E47GC~~	~~22:21~~	~~Millerhill S.S~~	~~01:30~~	~~Tyne S.S~~	~~Y~~	~~GBRf~~
SX	6E50GA	14:00	Carlisle N.Y	15:49	Tyne S.S	Y	DB Cargo
SX	6E88GA	09:37	Mountsorrell Sidings	15:06	Tyne S.S	~~Y~~	FLHH
SX	6F16EW	04:58	Bescot Up Engineers Sidings	07:53	Cliffe Hill Stud Farm GBRF	Y	GBRf
FO	6F16FC	04:07	Liverpool Euro Metal (MDHC)	06:49	Crewe P.A.D		FLHH
MO	6F46EA	01:54	Stapleford & Sandiacre CCE Sidings	03:53	Cliffe Hill Stud Farm GBRF	Y	GBRf
MSX	6F46EA	01:54	Stapleford & Sandiacre CCE Sidings	04:17	Cliffe Hill Stud Farm GBRF	Y	GBRf
ThO	6F69FA	01:01	Crewe Basford Hall SSM	02:59	Liverpool Euro Metal (MDHC)		FLHH
SX	6G06EB	19:39	Crewe Basford Hall SSM	21:06	Bescot Up Engineers Sidings	Y	DRS
SX	6G16EA	11:23	Cliffe Hill Stud Farm GBRF	14:01	Bescot Up Engineers Sidings		GBRf
SX	6G45EV	16:49	Toton North Yard	19:34	Bescot Up Engineers Sidings	Y	GBRf
SX	6G94FA	12:22	Crewe Basford Hall SSM	13:34	Bescot Up Engineers Sidings		DRS
SX	6H33HA	20:14	Parkeston SS GBRF	22:59	Whitemoor Yard L.D.C. GBRF		GBRf
MSX	6K02FA	02:08	Bescot Up Engineers Sidings	03:21	Crewe Basford Hall SSM		DRS
SO	6K02FA	01:29	Bescot Up Engineers Sidings	02:38	Crewe Basford Hall SSM		DRS
SX	6K05FA	12:46	Carlisle N.Y.	17:52	Crewe Basford Hall SSM	Y	DRS
SX	6K27FH	14:43	Carlisle N.Y	20:45	Crewe Basford Hall SSM		DB Cargo
SX	6K50FV	15:13	Toton North Yard	17:42	Crewe Basford Hall SSN	Y	FLHH
SU	6K88FA	20:30	Carlisle N.Y.	23:31	Crewe Basford Hall S.S.M.	Y	Colas
SU	6K88PD	20:30	Carlisle N.Y.	23:31	Crewe Basford Hall S.S.M.	Y	Colas

SX	6K97FA	19:23	Toton North Yard	22:53	Crewe Basford Hall SSM	Y	DRS
SX	6L15HA	18:04	Toton North Yard	20:21	Whitemoor Yard L.D.C. GBRF	Y	GBRf
FO	6L16HB	12:14	Beeston Sims McIntyre LTD	14:30	Whitemoor Yard L.D.C. GBRF		FLHH
SX	6L27HJ	17:14	Mountsorell GBRF	20:53	Whitemoor Yard L.D.C. GBRF		GBRf
SX	6L32HB	06:58	Doncaster Up Decoy	09:53	Whitemoor Yard L.D.C. GBRF	Y	GBRf
SX	6L34HD	19:54	Hoo Junction Up Yard	00:14	Whitemoor Yard L.D.C. GBRF		GBRf
SX	6L37HA	09:54	Hoo Junction Up Yard	15:12	Whitemoor Yard L.D.C. GBRF		GBRf
SX	6L84HA	21:43	Doncaster Up Decoy	23:54	Whitemoor Yard L.D.C. GBRF	Y	GBRf
FSX	6M00EC	22:59	Tyne S.S	07:13	Mountsorell Sidings		FLHH
Su	6M00EC	22:40	Tyne S.S	05:31	Mountsorell Sidings		FLHH
SX	6M02FA	19:30	Tyne S.S	21:44	Carlisle N.Y	Y	DBS
THO	6M13ED	08:11	Whitemoor Yard L.D.C GBRF	12:09	Beeston Sims McIntyre LTD	Y	FLHH
SX	~~6M15EZ~~ 6M15EY	~~22:38~~ 21:34	Whitemoor Yard L.D.C. GBRF	00:56	Toton North Yard	Y	GBRf
SX	6M23EV	13:07	Doncaster Up Decoy	17:02	Mountsorrell GBRF	Y	GBRf
SX	6M26EA	08:50	Eastleigh East Yard	14:35	Cliffe Hill Stud Farm GBRF	Y	GBRf
SX	6M26EP	08:50	Eastleigh East Yard	17:02	Mountsorell GBRf	Y	GBRf
MO	6M28PD	17:54	Hinksey Sidings	21:53	Bescot Up Engineers Sidings	Y	Colas
MSX	6M28PD	17:54	Hinksey Sidings	22:00	Bescot Up Engineers Sidings	Y	Colas
MSX	6M36EA	00:44	Carlisle N.Y.	07:12	Mountsorrel SDGS	Y	Colas
MO	6M36AK	03:08	Crewe Basford Hall S.S.M.	06:22	Mountsorrel SDGS		Colas
SX	6M40EV	11:42	Westbury Down TC	19:45	Cliffe Hill Stud Farm GBRF	Y	Colas
Su	6M42ED	23:00	Doncaster Up Decoy	03:53	Cliffe Hill Stud Farm GBRF	Y	GBRf
FSX	6M42EF	23:03	Doncaster Up Decoy	04:17	Cliffe Hill Stud Farm GBRF	Y	GBRf
FSX	6M50FA	07:59	Westbury Down T.C.	16:04	Bescot Up Engineers Sidings	Y	Colas
SX	6M51FA	~~06:20~~ 06:25	Millerhill S.S	10:46	Carlisle N.Y	Y	~~GBRf~~ DB
SX	6M60EJ	11:07	Whitemoor Yard L.D.C GBRF	14:05	Mountsorrell GBRF		GBRf
SX	6M73EV	10:50	Doncaster Up Decoy	13:10	Toton North Yard	Y	FLHH
SX	~~6N06GY~~	09:55	Doncaster Up Decoy	11:35	York Engineers Yard		DB

	6N06GV						
MSX	6O26CV	10:48	Hinksey Sidings	12:38	Eastleigh East Yard	Y	Colas
SO	6O26CV	10:50	Hinksey Sidings	12:56	Eastleigh East Yard	Y	Colas
SX	6O27CA	19:06	Cliffe Hill Stud Farm GBRF	02:19	Eastleigh East Yard	Y	GBRf
SX	6O27CC	20:39	Mountsorrel GBRF	02:19	Eastleigh East Yard	Y	GBRF
SX	6O31CA	17:30	Westbury Down T.C	19:06	Eastleigh East Yard	Y	GBRf
MSX	6O35BA	01:38	Whitemoor Yard L.D.C. GBRF	07:08	Hoo Junction Up Yard	~~Y~~	GBRf
SO	6O35BA	01:38	Whitemoor Yard L.D.C. GBRF	~~07:03~~ 06:30	Hoo Junction Up Yard		GBRf
~~FSX~~ SX	6O36BA	~~22:01~~ 22:02	Whitemoor Yard L.D.C. GBRF	~~02:17~~ 02:18	Hoo Junction Up Yard	Y	GBRf
~~FO~~ SX	~~6O36BA~~ 6O36PD	~~22:02~~ 21:02	Whitemoor Yard L.D.C. GBRF	~~02:18~~ 01:32	Hoo Junction Up Yard	Y	GBRf
SX	6O41CA	10:14	Westbury Down T.C.	11:57	Eastleigh East Yard	Y	GBRf
SX	6S31	13:25	Doncaster	20:12	Millerhill		DRS
SX	6S49LA	10:11	Tyne S.S	15:52	Millerhill S.S	Y	GBRf
SX	6S50LA	12:16	Carlisle N.Y	16:18	Millerhill S.S	Y	DB Cargo
SX	6T93BA	09:26	Hoo Junction Up Yard	09:46	Cliffe Brett Marine		~~FLHH~~ GBRf
SX	6T96BA	15:43	Cliffe Brett Marine	16:05	Hoo Junction Up Yard		~~FLHH~~ GBRf
SX	6U76BA	08:59	Crewe Basford Hall SSM	11:05	Mountsorrel Sidings		DRS
SX	6U77BA	13:18	Mountsorrel Sidings	16:12	Crewe Basford Hall ~~SSM~~ SSN	Y	DRS
SX	6U78BA	08:57	Hoo Junction Up Yard	09:40	Grain Foster Yeoman GBRF		GBRf
FSX	6V14DV	22:33	Cliffe Hill Stud Farm GBRF	04:24	Westbury Up T.C	Y	Colas
FO	6V14DV	22:33	Cliffe Hill Stud Farm GBRF	04:12	Westbury Up T.C	Y	Colas
MSX	6V25DA	04:45	Bescot Up Engineers Sidings	07:17	Hinksey Sidings	Y	Colas
SO	6V25DA	04:27	Bescot Up Engineers Sidings	06:53	Hinksey Sidings		Colas
SX	6V27DP	13:27	Eastleigh East Yard	15:33	Hinksey Sidings	Y	Colas
SX	6V31DP	20:13	Eastleigh East Yard	~~21:50~~ 21:51	Westbury Down T.C	Y	Colas
SX	6V31DY	20:13	Eastleigh East Yard	~~21:50~~ 21:51	Westbury Down T.C	Y	GBRf
SX	6V41DC	15:54	Eastleigh East Yard	17:44	Westbury Down T.C		GBRf
FSX	6V46DA	18:59	Bescot Up Engineers Sidings	02:40	Hinskey Sidings	Y	Colas

TTho	6C46DT	18:59	Bescot Up Engineers Sidings	02:46	Hinskey Sidings		Colas
SX	6X01CA	10:18	Scunthorpe Trent T.C.	~~19:30~~ 19:31	Eastleigh East Yard		GBRf
MFO	6X49EA	05:43	Toton North Yard	06:24	Beeston Sidings		GBRf
TWTHO	6X49EA	06:13	Toton North Yard	06:47	Beeston Sidings		GBRf
FSX	6X50EA	07:59	Westbury Down T.C	16:04	Bescot Up Engineers Sidings	Y	Colas
MFO	6X55EA	13:49	Beeston Sidings	~~15:52~~ 14:25	Toton North Yard		GBRf
TWTHO	6X55EB	14:49	Beeston Sidings	15:52	Toton North Yard		GBRf
SX	6Y36BA	11:21	Grain Foster Yeoman GBRF	14:45	Sevington Sidings	Y	GBRf
SX	6Y37BA	18:05	Sevington Sidings	21:15	Hoo Junction Up Yard		GBRf
SX	6Y42CV	14:14	Hoo Junction Up Yard	~~18:07~~ 17:52	Eastleigh East Yard	Y	GBRf
SX	6Y48BV	08:59	Eastleigh East Yard	12:40	Hoo Junction Up Yard	Y	GBRf
SO	7D99EA	08:09	Bescot Up Engineers Sidings	11:12	Toton North Yard	Y	GBRf
~~SX~~ ThSX	7E20GA	13:02	Toton North Yard	15:55	Doncaster Up Decoy		GBRf
Tho	7E20GA	13:02	Toton North Yard	15:55	Doncaster Up Decoy		GBRf
SO	7K98FV	07:44	Bescot Up Engineers SDGS	09:06	Crewe Basford Hall S.S.M.	Y	GBRf
~~SX~~ SX	7T83BA	15:53	Grain Foster Yeoman GBRF	17:02	Hoo Junction Up Yard	Y	GBRf
MO	7Y27BA	18:41	Hoo Junction Up Yard	19:41	Hither Green P.A.D		DB Cargo
THO	7Y27BA	18:41	Hoo Junction Up Yard	19:41	Hither Green P.A.D		DB Cargo
MO	7Y29BA	20:17	Hither Green P.A.D	22:21	Hoo Junction Up Yard		DB Cargo
THO	7Y29BA	20:17	Hither Green P.A.D	22:21	Hoo Junction Up Yard		DB Cargo
SX	7Y44CV	04:21	Hoo Junction Up Yard	07:47	Eastleigh Easy Yard	Y	GBRf
SO	7G98EV	13:52	Crewe Basford Hall SSM	~~15:13~~ 15:14	Bescot Up Engineers Sidings	Y	GBRf
SO	7G99ET	14:12	Toton North Yard	16:30	Bescot Up Engineers Sidings	Y	GBRf
SO	7K98FV	07:44	Bescot Up Engineers Sidings	09:06	Crewe Basford Hall SSM	Y	GBRf
SX	7M18EV	07:21	Doncaster Up Decoy	11:10	Toton North Yard	Y	GBRf
SX	7V41DC	14:48	Eastleigh East Yard	16:44	Westbury Down T.C.	Y	GBRf
SX	7X18GA	07:21	Doncaster Up Decoy	11:10	Toton North Yard	Y	GBRf
SX	7X41CA	14:48	Eastleigh East Yard	16:43	Westbury Down T.C.	Y	GBRf
SX	7X43CB	19:56	Eastleigh East Yard	23:35	Hoo Junction Up Yard	Y	GBRf

SX	7X44BA	04:21	Hoo Junction Up Yard	07:47	Eastleigh East Yard	Y	GBRf
SO	7X96FA	07:44	Bescot Up Engineers Sidings	09:05	Crewe Basford Hall SSM	Y	GBRf
SO	7X97EA	13:52	Crewe Basford Hall SSM	15:14	Bescot Up Engineers Sidings	Y	GBRf
SO	7X99EA	08:09	Bescot Up Engineers Sidings	11:10	Toton North Yard	Y	GBRf
SX	7Y43BV	19:56	Eastleigh East Yard	23:35	Hoo Junction Up Yard	Y	GBRf
SX	7Y44CV	04:21	Hoo Junction Up Yard	07:47	Eastleigh East Yard	Y	GBRf

Network Seasonal and Railhead Treatment Services

Type	Days	TID	Start Time	Origin	Destination
Anglia					
RHTT	SX	3S01	09:22	Stowmarket D.G.L.	Stowmarket D.G.L.
RHTT	SX	3S10	19:39	Stowmarket D.G.L.	Stowmarket D.G.L.
RHTT	Su	3S10	20:35	Stowmarket D.G.L.	Stowmarket D.G.L.
RHTT	SX	3S11	19:39	Stowmarket D.G.L.	Stowmarket D.G.L.
RHTT	SX	3S20	20:48	Broxbourne Tamp Sdg	Broxbourne Tamp Sdg
RHTT	Su	3S20	20:04	Broxbourne Tamp Sdg	Broxbourne Tamp Sdg
RHTT	FSX	3S30	21:52	Stowmarket D.G.L.	Stowmarket D.G.L.
RHTT	FO	3S30	21:52	Stowmarket D.G.L.	Stowmarket D.G.L.
RHTT	Su	3S30	21:52	Stowmarket D.G.L.	Stowmarket D.G.L.
RHTT	FO	3S40	19:26	Broxbourne Tamp Sdg	Broxbourne Tamp Sdg
RHTT	FSX	3S40	19:26	Broxbourne Tamp Sdg	Broxbourne Tamp Sdg
RHTT	Su	3S40	19:16	Broxbourne Tamp Sdg	Broxbourne Tamp Sdg
RHTT	SX	3S50	19:45	Stowmarket D.G.L.	Stowmarket D.G.L.
RHTT	Su	3S50	19:25	Stowmarket D.G.L.	Stowmarket D.G.L.
RHTT	SX	3S60	09:00	Stowmarket D.G.L.	Stowmarket D.G.L.
RHTT	SO	3S60	08:37	Stowmarket D.G.L.	Stowmarket D.G.L.
RHTT	SX	3S65	23:59	Stowmarket D.G.L.	Stowmarket D.G.L.
RHTT	SX	3S70	08:31	Broxbourne Tamp Sdg	Broxbourne Tamp Sdg
RHTT	SO	3S70	~~08:50~~ 08:20	Broxbourne Tamp Sdg	Broxbourne Tamp Sdg
RHTT	SO	3S81	07:25	Broxbourne Tamp Sdg	Broxbourne Tamp Sdg
RHTT	MThFO	3S81	07:40	Broxbourne Tamp Sdg	Broxbourne Tamp Sdg
RHTT	TWO	3S81	07:40	Broxbourne Tamp Sdg	Broxbourne Tamp Sdg
LNE					
RHTT	MWO	3J11	16:21	Carlisle Kingmoor TMD (DRS)	Carlisle Kingmoor SDG (DRS)
RHTT	FO	3J11	16:21	Carlisle Kingmoor TMD (DRS)	Carlisle Kingmoor SDG (DRS)
RHTT	SU	3J11	16:21	Carlisle Kingmoor TMD (DRS)	Carlisle Kingmoor TMD (DRS)
RHTT	TThO	3J11	16:21	Carlisle Kingmoor TMD (DRS)	Carlisle Kingmoor SDG (DRS)
RHTT	SX	3J31	01:06	Peterborough L.I.P.	Foxton
RHTT	SO	3J31	01:35	Peterborough L.I.P.	Foxton
RHTT	SU	3J31	10:48	Peterborough LIP	Peterborough LIP
~~RHTT~~	~~Su~~	~~3J31~~	~~10:48~~	~~Peterborough LIP~~	~~Peterborough LIP~~
RHTT	SX	3J32	04:09	Foxton	Royston (Herts)Loop
RHTT	SO	3J32	04:42	Foxton	Royston (Herts)Loop
RHTT	SX	3J33	07:42	Royston (Herts)Loop	Royston (Herts)Loop
	SO	3J33	09:04		

Type	Days	TID	Start Time	Origin	Destination
RHTT				Royston (Herts)Loop	Royston (Herts)Loop
RHTT	SX	3J34	11:02	Royston (Herts)Loop	Royston
RHTT	SO	3J34	12:31	Royston (Herts)Loop	Royston (Herts)Loop
RHTT	SX	3J35	16:42	Royston	Peterborough L.I.P.
RHTT	SO	3J35	18:32	Royston (Herts)Loop	Peterborough L.I.P.
RHTT	SO	3J41	08:08	Peterborough L.I.P.	Doncaster Up Decoy
RHTT	TThO	3J41	08:03	Peterborough L.I.P.	Barnetby
RHTT	MWFO	3J41	06:10	Peterborough L.I.P.	Doncaster Up Decoy
RHTT	SU	3J41	13:58	Peterborough L.I.P.	Peterborough L.I.P.
RHTT	MWFO	3J42	09:54	Doncaster Up Decoy	Peterborough
RHTT	SO	3J42	11:40	Doncaster Up Decoy	Peterborough L.I.P.
RHTT	TThO	3J42	~~10:49~~ 10:46	Barnetby	Peterborough L.I.P.
RHTT	SU	3J42	17:57	Peterborough L.I.P.	Peterborough L.I.P.
RHTT	MWFO	3J43	16:04	Peterborough	Peterborough L.I.P.
RHTT	TThO	3J43	16:00	Peterborough L.I.P.	Peterborough L.I.P.
RHTT	SX	3J44	19:06	Peterborough L.I.P.	Peterborough L.I.P.
RHTT	SO	3J77	04:10	Carlisle Kingmoor SDG (DRS)	Nunthorpe
RHTT	WFO	3J77	02:46	Carlisle Kingmoor SDG (DRS)	Nunthorpe
RHTT	TTho	3J77	02:46	Carlisle Kingmoor SDG (DRS)	Nunthorpe
RHTT	SU	3J77	~~10:48~~ 10:18	Carlisle Kingmoor SDG (DRS)	Carlisle Kingmoor SDG (DRS)
RHTT	MO	3J77	05:02	Carlisle Kingmoor SDG (DRS)	Nunthorpe
RHTT	TTho	3J78	08:35	Nunthorpe	Carlisle Kingmoor SDG (DRS)
RHTT	MO	3J78	11:34	Nunthorpe	Carlisle Kingmoor SDG (DRS)
RHTT	WFO	3J78	08:35	Nunthorpe	Carlisle Kingmoor SDG (DRS)
RHTT	SO	3J78	08:36	Nunthorpe	Carlisle Kingmoor SDG (DRS)

Type	Days	TID	Start Time	Origin	Destination
~~RHTT~~	~~MO~~	~~3J78~~	~~11:34~~	~~Nunthorpe~~	~~Carlisle Kingmoor SDG (DRS)~~
RHTT	SU	3S10	23:52	Doncaster West Yard	York Thrall Europa
RHTT	TThO	3S11	04:07	York Thrall Europa	Sheffield
RHTT	MWFO	3S11	03:30	York Thrall Europa	Sheffield
RHTT	SO	3S11	04:03	York Thrall Europa	Sheffield
RHTT	MWFO	3S12	07:27	Sheffield	Wrenthorpe Recp.
RHTT	TThO	3S12	06:48	Sheffield	Sheffield
RHTT	SO	3S12	06:47	Sheffield	Sheffield
RHTT	MWFO	3S13	08:52	Wrenthorpe Recp	Grimsby Town
RHTT	SO	3S13	09:08	Sheffield	Sheffield
RHTT	TThO	3S13	09:24	Sheffield	Woodburn Jn
RHTT	TThO	3S14	11:33	Woodburn Jn	Hull
RHTT	MWFO	3S14	11:16	Grimsby Town	Bridlington
RHTT	MWFO	3S14	11:16	Grimsby Town	Hull
RHTT	SO	3S14	11:48	Sheffield	Hull
RHTT	MWFO	3S15	20:13	Bridlington	York Thrall Europa
RHTT	SO	3S15	14:34	Hull	York Thrall Europa
RHTT	TThO	3S15	15:19	Hull	York Thrall Europa
RHTT	MWFO	3S15	18:35	Hull	York Thrall Europa
RHTT	SO	3S16	19:41	York Thrall Europa	Doncaster West Yard
RHTT	SU	3S21	~~17:15~~ 17:19	York Thrall Europa	Selby
RHTT	SX	3S21	16:46	York Thrall Europa	Selby
RHTT	SX	3S22	20:15	Selby	Hall Royd Jct
RHTT	SU	3S22	20:14	Selby	Hall Royd Jct
RHTT	SX	3S23	21:57	Hall Royd Jct	Leeds
RHTT	Su	3S23	~~21:57~~ 22:02	Hall Royd Jct	Leeds
RHTT	SO	3S24	01:59	Leeds	Leeds
RHTT	SX	3S24	01:59	Leeds	Leeds
RHTT	SX	3S25	04:44	Leeds	Leeds
RHTT	SO	3S25	04:44	Leeds	Leeds
RHTT	SX	3S26	06:28	Leeds	York Thrall Europa
RHTT	SO	3S26	06:22	Leeds	York Thrall Europa
RHTT	SO	3S26	06:22	Leeds	York Thrall Europa
RHTT	SX	3S26	06:28	Leeds	York Thrall Europa
East Midlands					
RHTT	MO	3J87	02:45	Toton TMD	Toton TMD
RHTT	SX	3J88	23:07	Toton TMD	Stapleford & Sandiacre
RHTT	SX	3J88	21:25	Toton TMD	Stapleford & Sandiacre
RHTT	TThO	3J89	05:00	Stapleford & Sandiacre	Toton TMD
RHTT	SO	3J89	05:00	Stapleford & Sandiacre	Toton TMD
RHTT	WFO	3J89	05:00	Stapleford & Sandiacre	Toton TMD
RHTT	FSX	3J92	23:42	Toton TMD	West Hampstead North

Type	Days	TID	Start Time	Origin	Destination
					JN
RHTT	FO	3J92	23:17	Toton TMD	West Hampstead Thameslink
RHTT	Su	3J92	23:32	Toton TMD	West Hampstead North JN
RHTT	FSX	3J92	23:42	TOTON T.M.D.	West Hampstead North Jn
RHTT	SO	3J93	12:01	West Hampstead Thameslink	Toton TM
RHTT	SX	3J93	12:01	West Hampstead Thameslink	Toton TMD
~~RHTT~~	~~Su~~	~~3J93~~	~~12:01~~	~~West Hampstead Thameslink~~	~~Toton TMD~~
North West & Central					
RHTT	SX	2S01	22:52	London Euston	London Euston
RHTT	MO	2S01	00:01	London Euston	London Euston
RHTT	SU	3J01	12:35	Bescot T.M.D	London Euston
RHTT	SO	3J01	10:50	Bescot T.M.D	Bescot T.M.D
RHTT	SX	3J01	10:50	Bescot T.M.D	London Euston
RHTT	MWO	3J01	10:50	Bescot T.M.D	London Euston
RHTT	FO	3J01	10:50	Bescot T.M.D	London Euston
RHTT	SO	3J01	11:00	Kings Norton Signal SY522	Kings Norton Plant Dept
~~RHTT~~	~~TThO~~	~~3J01~~	~~10:50~~	~~Bescot T.M.D~~	~~London Euston~~
RHTT	TThO	3J02	01:09	London Euston	Bescot T.M.D
RHTT	MWFO	3J02	01:09	London Euston	Bescot T.M.D
RHTT	SO	3J02	00:59	London Euston	Bescot T.M.D
RHTT	SO	3J04	01:55	Reservoir Sidings	Amersham
RHTT	Su	3J04	20:07	Reservoir Sidings	Aylesbury (SDGS 1-7)
RHTT	FSX	3J04	~~20:57~~ 20:12	Reservoir Sidings	Aylesbury (SDGS 1-7)
RHTT	Su	3J04	08:15	Reservoir Sidings	Reservoir Sidings
RHTT	SO	3J04	09:50	London Marylebone	Reservoir Sidings
RHTT	SO	3J04	09:32	London Marylebone	Aylesbury (SDGS 1-7)
RHTT	SX	3J04	~~09:48~~ 09:47	Aylesbury (SDGS 1-7)	Reservoir Sidings
RHTT	SO	3J04	11:42	Aylesbury (SDGS 1-7)	Reservoir Sidings
RHTT	SO	3J05	04:10	Amersham	London Marylebone
RHTT	SO	3S02	09:10	Kings Norton OT Plant Dept	Kings Norton OT Plant Dept
RHTT	SU	3S02	09:40	Kings Norton OT Plant Dept	Kings Norton OT Plant Dept
RHTT	SX	3S02	08:49	Kings Norton OT Plant Dept	Kings Norton OT Plant Dept
RHTT	SX	3S03	~~04:49~~ 04:19	Kings Norton OT Plant Dept	Kings Norton OT Plant Dept
RHTT	SO	3S03	~~05:06~~ 04:25	Kings Norton OT Plant Dept	Kings Norton OT Plant Dept
RHTT	SX	3S06	04:20	Wigan L.I.P	Wigan L.I.P

Type	Days	TID	Start Time	Origin	Destination
RHTT	SO	3S06	04:20	Wigan L.I.P	Wigan L.I.P
RHTT	Su	3S06	09:10	Wigan L.I.P	Wigan L.I.P
RHTT	Su	3S06	09:10	Wigan L.I.P	Chester
RHTT	SX	3S07	03:25	Wigan L.I.P	Wigan L.I.P
RHTT	SO	3S07	02:39	Wigan L.I.P	Wigan L.I.P
RHTT	SU	3S07	10:35	Wigan L.I.P	Wigan L.I.P
RHTT	SU	3S07	20:05	Southport	Wigan L.I.P
RHTT	SU	3S07	10:35	Wigan L.I.P	Southport
RHTT	FO	3S08	23:25	Wigan L.I.P	Wigan L.I.P
RHTT	FSX	3S08	21:09	Wigan L.I.P	Wigan L.I.P
RHTT	SX	3S08	04:33	Wigan L.I.P	Wigan L.I.P
RHTT	SU	3S08	11:12	Wigan L.I.P	Wigan L.I.P
RHTT	SO	3S09	05:01	Edge Hill Gullet SDGS	Chester
RHTT	MSX	3S09	05:01	Edge Hill Down Wapping	Chester
RHTT	MSX	3S09	10:43	Chester	Wigan L.I.P
RHTT	SO	3S09	10:43	Chester	Wigan L.I.P
RHTT	FO	3S09	17:29	Wigan L.I.P	Edge Hill Gullet Sdgs
RHTT	TThO	3S09	17:29	Wigan L.I.P	Edge Hill Gullet Sdgs
RHTT	MWO	3S09	17:29	Wigan L.I.P	Edge Hill Gullet Sdgs
RHTT	SU	3S09	13:27	Wigan L.I.P	Wigan L.I.P
RHTT	SO	3S20	08:30	Wigan L.I.P	Crewe C.S. (L&NWR SITE)
RHTT	SO	3S21	10:30	Wigan L.I.P	Crewe C.S. (L&NWR SITE)
RHTT	~~SO~~ SU	3S22	12:40	Crewe C.S. (L&NWR SITE)	Wigan L.I.P
RHTT	SU	3S50	16:36	Wigan L.I.P	Crewe
RHTT	FSX	3S50	16:40	Wigan L.I.P	Crewe
RHTT	TThO	3S50	04:50	Crewe	Wigan L.I.P
RHTT	MWFO	3S50	04:50	Crewe	Wigan L.I.P
RHTT	SO	3S50	04:59	Crewe	Wigan L.I.P
RHTT	FO	3S50	16:40	Wigan L.I.P	Crewe
RHTT	SX	3S52	15:01	Kings Norton OT Plant Dept	Kings Norton OT Plant Dept
RHTT	SU	3S52	21:10	Kings Norton OT Plant Dept	Kings Norton OT Plant Dept
RHTT	SX	3S53	18:47	Kings Norton OT Plant Dept	Kings Norton OT Plant Dept
RHTT	SU	3S53	20:29	Kings Norton OT Plant Dept	Kings Norton OT Plant Dept
RHTT	SX	3S56	16:56	Wigan L.I.P	Wigan L.I.P
RHTT	SU	3S56	18:18	Chester	Wigan L.I.P
RHTT	SO	3S56	15:12	Wigan L.I.P	Wigan L.I.P
RHTT	SO	3S57	14:51	Wigan L.I.P	Wigan L.I.P

Type	Days	TID	Start Time	Origin	Destination
RHTT	SX	3S57	15:13	Wigan L.I.P	Wigan L.I.P
De-Icer	SO	3S90	11:12	Wigan L.I.P	Southport
De-Icer	SX	3S90	15:13	Wigan L.I.P	Wigan L.I.P
De-Icer	SO	3S90	14:51	Wigan L.I.P	Wigan L.I.P
De-Icer	SU	3S90	14:28	Wigan L.I.P	Wigan L.I.P
~~De-Icer~~	~~SO~~	~~3S90~~	~~02:37~~	~~Wigan L.I.P~~	~~Ormskirk~~
~~De-Icer~~	~~SX~~	~~3S90~~	~~02:37~~	~~Wigan L.I.P~~	~~Ormskirk~~
De-Icer	SO	3S91	06:37	Ormskirk	New Brighton
De-Icer	SX	3S91	06:37	Ormskirk	New Brighton
De-Icer	SU	3S91	09:30	Wigan L.I.P	West Kirby
De-Icer	SU	3S91	13:04	Wigan L.I.P	New Brighton
De-Icer	SX	3S91	14:05	Southport	New Brighton
De-Icer	SO	3S91	14:05	Southport	New Brighton
De-Icer	SU	3S92	13:08	West Kirby	Southport
De-Icer	SX	3S92	10:30	New Brighton	Chester
De-Icer	SO	3S92	10:30	New Brighton	Chester
De-Icer	SU	3S92	17:33	New Brighton	Kirkby
De-Icer	SX	3S92	18:02	New Brighton	Kirkby
De-Icer	SO	3S92	18:02	New Brighton	Kirkby
De-Icer	SX	3S93	15:22	Chester	Wigan L.I.P
De-Icer	SU	3S93	16:33	Southport	James Street
De-Icer	SO	3S93	15:22	Chester	Wigan L.I.P
De-Icer	SO	3S93	21:23	Kirkby	Wigan L.I.P
De-Icer	SX	3S93	21:23	Kirkby	Wigan L.I.P
De-Icer	SU	3S93	21:23	Kirkby	Wigan L.I.P
De-Icer	SU	3S94	18:27	James Street	Wigan L.I.P
Scotland					
RHTT	MO	3S90	02:07	Mossend Down Yard	Girvan
RHTT	MSX	3S90	02:07	Mossend Down Yard	Girvan
RHTT	SO	3S90	02:07	Mossend Down Yard	Girvan
~~RHTT~~	~~MO~~	~~3S90~~	~~10:16~~	~~Girvan~~	~~Mossend Down Yard~~
~~RHTT~~	~~MSX~~	~~3S90~~	~~11:09~~	~~Girvan~~	~~Mossend Down Yard~~
RHTT	SX	3S90	11:09	Girvan	Mossend Down Yard
RHTT	SO	3S90	10:16	Girvan	Mossend Down Yard
~~RHTT~~	~~SO~~	~~3S90~~	~~02:07~~	~~Mossend Down Yard~~	~~Girvan~~
~~RHTT~~	~~SO~~	~~3S90~~	~~10:16~~	~~Girvan~~	~~Mossend Down Yard~~
RHTT	SU	3S90	07:00	Mossend Down Yard	Gourock
RHTT	SU	3S90	15:31	Gourock	Mossend Down Yard
RHTT	SX	3S91	02:17	Mossend Down Yard	Westerton
RHTT	SO	3S91	01:33	Mossend Down Yard	Westerton
RHTT	SO	3S91	03:33	Westerton	Springburn
RHTT	SX	3S91	04:32	Westerton	Springburn
RHTT	SU	3S91	04:59	Mossend Down Yard	Neilston
RHTT	SX	3S91	11:32	Springburn	Mossend Down Yard

Type	Days	TID	Start Time	Origin	Destination
RHTT	SO	3S91	20:28	Springburn	Mossend Down Yard
RHTT	SU	3S91	~~13:30~~ 12:26	Neilston	Mossend Down Yard
~~RHTT~~	~~SX~~	~~3S91~~	~~02:17~~	~~Mossend Down Yard~~	~~Neilston~~
~~RHTT~~	~~SX~~	~~3S91~~	~~06:21~~	~~Neilston~~	~~Airdrie~~
~~RHTT~~	~~SX~~	~~3S91~~	~~12:10~~	~~Airdrie~~	~~Mossend Down Yard~~
~~RHTT~~	~~SO~~	~~3S91~~	~~02:17~~	~~Mossend Down Yard~~	~~Neilston~~
~~RHTT~~	~~SO~~	~~3S91~~	~~06:21~~	~~Neilston~~	~~Airdrie~~
~~RHTT~~	~~SO~~	~~3S91~~	~~12:11~~	~~Airdrie~~	~~Mossend Down Yard~~
~~RHTT~~	~~FSX~~	~~3S93~~	~~19:08~~	~~Slateford Depot~~	~~Slateford Depot~~
RHTT	FO	3S93	22:03	Slateford Depot	Stirling
RHTT	MWThO	3S93	22:03	Slateford Depot	Stirling
RHTT	SU	3S93	~~22:25~~ 18:35	Slateford Depot	~~Slateford Depot~~ Stirling
RHTT	SU	3S94	19:50	Slateford Depot	Slateford Depot
RHTT	FO	3S94	19:50	Slateford Depot	Slateford Depot
RHTT	FSX	3S94	19:50	Slateford Depot	Slateford Depot
RHTT	MFO	3S94	19:31	Carlisle Kingmoor SDG(DRS)	Carlisle Kingmoor SDG(DRS)
RHTT	WO	3S95	~~19:03~~ 18:56	Inverness T.C	Inverness T.C
RHTT	ThO	3S95	~~19:03~~ 18:56	Inverness T.C	Inverness T.C
RHTT	SU	3S95	19:06	Inverness T.C	Inverness T.C
RHTT	FO	3S95	~~21:26~~ 18:56	Inverness T.C	Inverness T.C
RHTT	MTO	3S95	~~19:03~~ 18:56	Inverness T.C	Inverness T.C
RHTT	MTThO	3S96	10:06	Mossend Down Yard	Mossend Down Yard
South East (Kent)					
RHTT	SX	3S71	20:50	~~Tonbridge~~ Tonbridge Engineers Sidings	~~Tonbridge~~ Tonbridge Engineers Sidings
RHTT	SO	3S71	20:32	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SU	3S71	20:16	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SX	3S72	20:31	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SO	3S72	19:33	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SU	3S72	20:22	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SX	3S73	21:13	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SO	3S73	21:09	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SU	3S73	19:39	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SX	3S75	19:33	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SO	3S75	20:21	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SU	3S75	20:08	Tonbridge Engineers	Tonbridge Engineers

Type	Days	TID	Start Time	Origin	Destination
				Sidings	Sidings
RHTT	SX	3S76	09:10	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SO	3S76	09:25	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SU	3S76	07:12	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SX	3S78	08:29	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SO	3S78	08:32	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SU	3S78	08:42	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
RHTT	SX	3W74	05:36	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
RHTT	SO	3W74	06:05	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
RHTT	SU	3W74	06:11	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
RHTT	SX	3W75	15:08	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
RHTT	SO	3W75	15:22	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
RHTT	SU	3W75	14:45	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
RHTT	SX	3W90	02:58	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
RHTT	SO	3W90	04:25	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
RHTT	SU	3W90	07:13	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
De-Icer	SX	3Y74	09:40	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
De-Icer	SO	3Y74	09:37	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
De-Icer	SU	3Y74	09:12	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
De-Icer	SX	3Y75	22:32	~~Tonbridge West Yard~~ Tonbridge West Yard	~~Tonbridge West Yard~~ Tonbridge West Yard

Type	Days	TID	Start Time	Origin	Destination
				GBRF	GBRF
De-Icer	SO	3Y75	23:32	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
De-Icer	SU	3Y75	23:26	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
De-Icer	SX	3Y90	~~11:43~~ 11:59	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	Purley Down Siding
De-Icer	SU	3Y90	~~16:06~~ 16:07	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	London Bridge
De-Icer	FO	3Y90	22:19	Purley Down Siding	Tonbridge West Yard GBRF
De-Icer	FSX	3Y90	22:19	Purley Down Siding	Tonbridge West Yard GBRF
De-Icer	SO	3Y90	~~14:30~~ 14:35	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF	Purley Down Siding
De-Icer	SU	3Y90	23:13	London Bridge	~~Tonbridge West Yard~~ Tonbridge West Yard GBRF
De-Icer	SO	3Y90	20:35	Purley Down Siding	Tonbridge West Yard GBRF
De-Icer	SX	8Y71	20:50	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SO	8Y71	20:20	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SU	8Y71	19:57	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SX	8Y72	20:20	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SO	8Y72	22:13	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SU	8Y72	20:22	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SX	8Y73	10:20	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SO	8Y73	05:40	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SU	8Y73	08:10	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SX	8Y74	10:10	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SO	8Y74	09:32	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SU	8Y74	09:10	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SX	8Y75	22:35	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings

Type	Days	TID	Start Time	Origin	Destination
De-Icer	SO	8Y75	23:22	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SU	8Y75	23:22	Tonbridge Engineers Sidings	Tonbridge Engineers Sidings
De-Icer	SU	8Y90	23:21	London Bridge	Horsham Up T.C.
South East (Sussex)					
RHTT	SX	3S90	16:59	Horsham Up T.C.	Horsham Up T.C.
RHTT	SO	3S90	17:55	Horsham Up T.C.	Horsham Up T.C.
RHTT	SU	3S90	18:15	Horsham Up T.C.	Horsham Up T.C.
RHTT	SX	3S91	05:26	Horsham Up T.C.	Horsham Up T.C.
RHTT	SO	3S91	05:00	Horsham Up T.C.	Horsham Up T.C.
RHTT	SU	3S91	05:25	Horsham Up T.C.	Horsham Up T.C.
RHTT	SO	3S91	17:32	Horsham Up T.C.	Horsham Up T.C.
RHTT	SU	3S91	18:54	Horsham Up T.C.	Horsham Up T.C.
RHTT	SX	3S91	17:51	Horsham Up T.C.	Horsham Up T.C.
RHTT	SX	3S92	06:51	Horsham Up T.C.	Horsham Up T.C.
RHTT	SU	3S92	07:25	Horsham Up T.C.	Horsham Up T.C.
RHTT	SX	3S92	16:48	Horsham Up T.C.	Horsham Up T.C.
RHTT	SO	3S92	17:24	Horsham Up T.C.	Horsham Up T.C.
RHTT	SU	3S92	18:06	Horsham Up T.C.	Horsham Up T.C.
RHTT	SO	3S92	06:52	Horsham Up T.C.	Horsham Up T.C.
RHTT	SX	3S93	~~05:42~~ 05:53	Horsham Up T.C.	Horsham Up T.C.
RHTT	SO	3S93	05:45	Horsham Up T.C.	Horsham Up T.C.
RHTT	SU	3S93	06:20	Horsham Up T.C.	Horsham Up T.C.
RHTT	SX	3S93	16:33	Horsham Up T.C.	Horsham Up T.C.
RHTT	SO	3S93	16:07	Horsham Up T.C.	Horsham Up T.C.
RHTT	SU	3S93	18:30	Horsham Up T.C.	Horsham Up T.C.
De-Icer	SX	8Y90	~~15:50~~ 15:49	Horsham Up T.C.	Purley Down Sdgs
De-Icer	SU	8Y90	17:09	Horsham Up T.C.	London Bridge
De-Icer	SX	8Y90	22:48	Purley Down Sdgs	Horsham Up T.C.
De-Icer	SO	8Y90	15:48	Horsham Up T.C.	Purley Down Sdgs
De-Icer	SU	8Y90	23:21	London Bridge	Horsham T.C.
De-Icer	SX	8Y90	05:20	Horsham Up T.C.	Horsham Up T.C.
De-Icer	SO	8Y90	05:06	Horsham Up T.C.	Horsham Up T.C.
De-Icer	SU	8Y90	06:35	Horsham Up T.C.	Horsham Up T.C.
De-Icer	SO	8Y90	20:35	Purley Down Sdgs	Horsham Up T.C.
De-Icer	SX	8Y91	17:00	Horsham Up T.C.	Horsham Up T.C.
De-Icer	SO	8Y91	17:06	Horsham Up T.C.	Horsham Up T.C.
De-Icer	SU	8Y91	16:10	Horsham Up T.C.	Horsham Up T.C.
De-Icer	SX	8Y92	18:47	Horsham Up T.C.	Streatham
De-Icer	SU	8Y92	16:40	Horsham Up T.C.	Streatham
De-Icer	MSX	8Y92	02:03	Streatham	Horsham Up T.C.
De-Icer	SO	8Y92	17:48	Horsham Up T.C.	Streatham
De-Icer	MO	8Y92	00:09	Streatham	Horsham Up T.C.
De-Icer	SU	8Y92	01:25	Streatham	Horsham Up T.C.
De-Icer	SX	8Y93	19:00	Horsham Up T.C.	Preston Park

Type	Days	TID	Start Time	Origin	Destination
De-Icer	SO	8Y93	13:58	Horsham Up T.C.	Horsham Up T.C.
De-Icer	SU	8Y93	13:45	Horsham Up T.C.	Brighton
De-Icer	MX	8Y93	00:19	Preston Park	Horsham Up T.C.
De-Icer	SU	8Y93	~~19:12~~ 19:03	Brighton	Horsham Up T.C.
De-Icer	SX	~~3Y90~~ 3Y09	05:48	~~Horsham~~ Horsham UP T.C.	Wimbledon E.M.U.D.
Wessex					
RHTT	SU	3S80	16:22	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SO	3S80	06:17	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SX	3S80	06:16	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SX	3S80	15:15	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SU	3S81	16:24	Totton Yard	Totton Yard
RHTT	SO	3S81	05:58	Totton Yard	Totton Yard
RHTT	SX	3S81	05:53	Totton Yard	Totton Yard
RHTT	SX	3S81	~~16:53~~ 16:13	Totton Yard	Totton Yard
RHTT	SU	3S82	14:25	Totton Yard	Totton Yard
RHTT	SO	3S82	07:34	Totton Yard	Totton Yard
~~RHTT~~	~~ThSX~~	~~3S82~~	~~06:15~~	~~Totton Yard~~	~~Totton Yard~~
~~RHTT~~	~~Tho~~	~~3S82~~	~~06:15~~	~~Totton Yard~~	~~Totton Yard~~
RHTT	SX	3S82	~~07:36~~ 06:11	~~Toton~~ Totton Yard	~~Toton~~ Totton Yard
RHTT	SX	3S82	19:37	Totton Yard	Totton Yard
RHTT	SU	3S83	15:51	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SO	3S83	03:59	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SX	3S83	03:47	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SX	3S83	16:17	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SU	3S84	07:40	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SO	3S84	15:29	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SX	3S84	05:15	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SX	3S84	16:29	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SU	3S85	17:03	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SO	3S85	05:32	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SX	3S85	05:22	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SX	3S85	16:58	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SX	3S86	05:22	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SX	3S86	16:29	Effingham Jn C.H.S.	Effingham Jn C.H.S.
RHTT	SX	3S88	~~04:54~~ 04:50	~~Totton Yard~~ Effingham Jn C.H.S.	~~Totton Yard~~ Effingham Jn C.H.S.
RHTT	SU	3W81	16:24	Totton Yard	Totton Yard
RHTT	SO	3W81	05:58	Totton Yard	Totton Yard
RHTT	SX	3W81	05:53	Totton Yard	Totton Yard
RHTT	SX	3W81	~~16:53~~ 16:10	Totton Yard	Totton Yard
RHTT	SU	3W82	14:25	Totton Yard	Totton Yard
RHTT	SO	3W82	07:34	Totton Yard	Totton Yard
~~RHTT~~	~~ThSX~~	~~3W82~~	~~06:15~~	~~Totton Yard~~	~~Totton Yard~~
~~RHTT~~	~~ThO~~	~~3W82~~	~~06:15~~	~~Totton Yard~~	~~Totton Yard~~
RHTT	SX	3W82	16:11	Totton Yard	Totton Yard

Type	Days	TID	Start Time	Origin	Destination
RHTT	SX	3W82	19:37	Totton Yard	Totton Yard
RHTT	SX	3Y11	~~06:31~~ 06:37	Effingham Junction Neck	Wimbledon E.M.U.D.
De-Icer	SX	8Y82	21:27	Effingham Jn C.H.S	Effingham Jn C.H.S
De-Icer	SU	8Y82	20:24	Effingham Jn C.H.S	Effingham Jn C.H.S
De-Icer	SO	8Y82	21:27	Effingham Jn C.H.S	Effingham Jn C.H.S
De-Icer	SU	8Y83	~~20:10~~ 20:08	Effingham Jn C.H.S	Effingham Jn C.H.S
De-Icer	SO	8Y83	19:33	Effingham Jn C.H.S	Effingham Jn C.H.S
De-Icer	SX	8Y83	18:25	Effingham Jn C.H.S	Effingham Jn C.H.S
De-Icer	SX	8Y84	19:38	Totton Yard	Totton Yard
De-Icer	SO	8Y84	20:16	Totton Yard	Totton Yard
De-Icer	SU	8Y84	20:27	Totton Yard	Totton Yard
De-Icer	SX	8Y85	21:05	Totton Yard	Totton Yard
De-Icer	SO	8Y85	20:11	Totton Yard	Totton Yard
De-Icer	SU	8Y85	20:18	Totton Yard	Totton Yard
Western & Wales					
RHTT	SX	3J11	20:32	St Blazey LIP	Par
RHTT	Su	3J11	21:40	St Blazey LIP	Par
RHTT	TO	3J12	01:21	Par	Westbury
RHTT	TSX	3J12	01:21	Par	Westbury
RHTT	SO	3J12	01:21	Par	Westbury
RHTT	MSX	3J13	08:50	Westbury	St Blazey LIP
RHTT	MO	3J13	08:50	Westbury	St Blazey LIP
RHTT	SO	3J13	09:09	Westbury	St Blazey LIP
RHTT	Su	3J14	08:32	St Blazey LIP	Par
RHTT	Su	3J15	13:24	Par	St Blazey LIP
RHTT	SX	3J41	14:53	Didcot Fuelling Point	Didcot Fuelling Point
RHTT	SU	3J41	18:30	Didcot Fuelling Point	Didcot Fuelling Point
RHTT	SX	3J42	22:30	Didcot Fuelling Point	Didcot Fuelling Point
RHTT	SU	3J42	22:58	Didcot Fuelling Point	Didcot Fuelling Point
RHTT	MO	3J43	02:53	Didcot Fuelling Point	Didcot Fuelling Point
RHTT	SO	3J43	03:58	Didcot Fuelling Point	Didcot Parkway
RHTT	MSX	3J43	03:11	Didcot Fuelling Point	Didcot Parkway
RHTT	MSX	3J44	05:25	Didcot Parkway	Didcot Fuelling Point
RHTT	SO	3J44	05:28	Didcot Parkway	Didcot Fuelling Point
RHTT	SX	3S31	18:15	Gloucester Horton Rd	Gloucester Horton Rd
RHTT	SU	3S31	13:11	Gloucester Horton Rd	Worcester Shrub Hill
RHTT	FO	3S32	22:37	Gloucester Horton Rd	Cheltenham Lansdown Loop
RHTT	FSX	3S32	22:37	Gloucester Horton Rd	Cheltenham Lansdown Loop
RHTT	MO	3S32	00:31	Worcester Shrub Hill	Didcot Parkway
RHTT	SO	3S33	10:49	Cheltenham Lansdown Loop	Gloucester Horton Rd
RHTT	MSX	3S33	11:08	Cheltenham Lansdown Loop	Gloucester Horton Rd

Type	Days	TID	Start Time	Origin	Destination
RHTT	MO	3S33	05:23	Didcot Parkway	Gloucester Horton Rd
RHTT	FO	3S59	~~19:21~~ 19:42	Bristol Kingsland Road	Bristol Kingsland Road
RHTT	MWTho	3S59	19:42	Bristol Kingsland Road	Bristol Kingsland Road
RHTT	SU	3S59	14:41	Bristol Kingsland Road	Bristol Kingsland Road
RHTT	TO	3S59	19:42	Bristol Kingsland Road	Bristol Kingsland Road
RHTT	TO	3S61	18:54	Margam T.C.	Margam T.C.
RHTT	FO	3S61	18:54	Margam T.C.	Margam T.C.
RHTT	MWO	3S61	18:54	Margam T.C.	Margam T.C.
RHTT	ThO	3S61	18:54	Margam T.C.	Margam T.C.
RHTT	SU	3S61	16:50	Margam T.C.	Margam T.C.
RHTT	SO	3S62	01:43	Margam T.C.	Margam T.C.
RHTT	WO	3S62	01:43	Margam T.C.	Margam T.C.
RHTT	TThO	3S62	01:43	Margam T.C.	Margam T.C.
RHTT	FO	3S62	01:43	Margam T.C.	Margam T.C.
RHTT	FO	3S71	21:20	Shrewsbury Coleman SS	Shrewsbury Coleman SS
RHTT	MO	3S71	21:20	Shrewsbury Coleman SS	Shrewsbury Coleman SS
RHTT	TWThO	3S71	21:20	Shrewsbury Coleman SS	Shrewsbury Coleman SS
RHTT	SU	3S71	19:43	Shrewsbury Coleman SS	Shrewsbury Coleman SS

Network Measurement Trains

Name	Frequency	Start Date	Route	TID	Day	Dep.	From	To	Arr.	Model Train	TOC
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PLP143A	8 - weekly	14/06/2021	Heaton - Newcastle - Babworth - Kings Cross - Cambridge	1Q06GB	MO	08:39	HEATON T&R.S.M.D.	CAMBRIDGE SIDINGS NORTH	16:56	HSMT	RG
PLP183A	8 - weekly	17/05/2021	Heaton Depot - Newcastle - Claypole - Connington - Kings Cross - Cambridge	1Q07GB	MO	08:39	HEATON T&R.S.M.D.	CAMBRIDGE SIDINGS NORTH	16:56	HSMT	RG
PLP143B	4 - weekly	17/05/2021	Cambridge - Kings Cross - Doncaster - Leeds – Derby – Derby RTC	1Q08GA	MO	21:34	CAMBRIDGE SIDINGS NORTH	LEEDS SIG L190	02:04	HSMT	RG
	4 - weekly	17/05/2021		1Q09GA	TO	02:29	LEEDS SIG L190	DERBY R.T.C.(NETWORK RAIL)	04:12	HSMT	RG
PLP133	4 - weekly	07/06/2021	Heaton - Newcastle - Carlisle - S&C – Leeds – Derby RTC	1Q13GB	MO	11:14	HEATON T&R.S.M.D.	YORK	17:33	HST7-125	RG
	4 - weekly	07/06/2021		1Q14GB	MO	19:17	YORK	MANCHESTER PICCADILLY	21:18	HST7-125	RG
	4 - weekly	07/06/2021		1Q15GB	MO	21:29	MANCHESTER PICCADILLY	DERBY R.T.C.(NETWORK RAIL)	01:23	HST7-125	RG
PLP134	4 - weekly	08/06/2021	Derby - Hereford & Swansea	1Q15DD	TO	06:50	DERBY R.T.C.(NETWORK RAIL)	SWANSEA	19:58	HSMT	RG
PLP135	4 - weekly	09/06/2021	Swansea - West Wales & Derby RTC	1Q16EA	WO	03:33	SWANSEA	DERBY R.T.C.(NETWORK RAIL)	20:35	HST8-125	RG
PLP125	4 - weekly	02/06/2021	Derby RTC - Bord - Banbury - Chilterns - Paddington - Banbury - Oxford - Paddington - Reading Triangle	1Q16FA	WO	19:10	DERBY R.T.C.(NETWORK RAIL)	LONDON MARYLEBONE	23:14	HSMT	RG
		03/06/2021		1Q16GA	ThO	00:23	LONDON MARYLEBONE	BANBURY	02:45	HSMT	RG
		03/06/2021		1Q16WW	ThO	02:55	BANBURY	READING	05:27	HSMT	RG
PLP141	4 - weekly	12/06/2021	Derby RTC - Leeds - S&C -	1Q17GB	SO	08:52	DERBY	HEATON	16:56	HST7-	RG

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			Carlisle – Newcastle - Heaton				R.T.C.(NETWORK RAIL)	T&R.S.M.D.		125	
PLP127	4 - weekly	04/06/2021	Reading Triangle - Penzance, Paignton , Bristol & Bordesley - Derby	1Q18DA	FO	06:11	READING TRIANGLE SIDINGS	PAIGNTON	15:29	HSMT	RG
		04/06/2021		1Z18DA	FO	15:40	PAIGNTON	TAUNTON	18:35	HSMT	RG
		04/06/2021		1Q19DA	FO	18:57	TAUNTON	LONDON PADDINGTON	21:35	HSMT	RG
		04/06/2021		1Q21DB	FO	22:05	LONDON PADDINGTON	DERBY R.T.C.(NETWORK RAIL)	01:57	HSMT	RG
PLP123	4 - weekly	31/05/2021	Heaton - Tees - Donc - KX Slows and Loops - Derby RTC	1Q19GZ	MO	08:39	HEATON T&R.S.M.D.	DERBY R.T.C.(NETWORK RAIL)	02:10	HSMT	RG
PLP147	4 - weekly	21/05/2021	Crewe LNWR - Newport - Crewe - Derby RTC	1Q20DB	FO	07:50	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	17:15	HSMT	RG
PLP126	4 - weekly	03/06/2021	Reading T - Exeter - Southampton - Westbury - Reading T	1Q23DB	ThO	05:41	READING TRIANGLE SIDINGS	SALISBURY	15:12	HSMT	RG
		03/06/2021		1X23DD	ThO	15:13	SALISBURY	SALISBURY	16:50	HSMT	RG
		03/06/2021		1Q23DD	ThO	17:04	SALISBURY	READING TRIANGLE SIDINGS	18:22	HSMT	RG
PLP153A	8 - weekly	21/06/2021	Heaton - Edinburgh - Gartshore DPL - Glasgow Queens Street - Polmont UPL - Edinburgh - Newcastle	1Q23GB	MO	10:37	HEATON T&R.S.M.D.	NEWCASTLE	16:49	HST7-125	RG
PLP116A	8 - weekly	27/05/2021	Derby - Colw - Cheadle - Birm - Rugby - Dn Cov -TV Jn - Stoke - Colw - Derby	1Q24EE	ThO	06:50	DERBY R.T.C.(NETWORK RAIL)	DERBY	17:24	HST7-125	RG
PLP113A	8 - weekly	24/05/2021	Newcastle - Sunderland - York	1Q24GB	MO	10:37	HEATON	NEWCASTLE	16:49	HST7-	RG

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			- S and K - Sheet Stores - Derby RTC				T&R.S.M.D.			125	
PLP156A	8 - weekly	24/06/2021	Derby RTC - Colw - Cheadle - Birm - Rugby - DF - TV Jn - Stoke - Colw - Derby	1Q25EE	ThO	06:50	DERBY R.T.C.(NETWORK RAIL)	DERBY	17:24	HST7-125	RG
PLP155A	8 - weekly	23/06/2021	Craigentinny Depot - Haymarket - Carstairs South Jn - Crewe LNWR	1Q26IK	WO	07:35	CRAIGENTINNY T.&R.S.M.D	CREWE C.S. (L&NWR SITE)	12:02	HST7-125	RG
PLP115A	8 - weekly	26/05/2021	Craigentinny - Craiglockhart Jn - Slateford Jn - Carstairs - Crewe	1Q26LS	WO	06:12	CRAIGENTINNY T.&R.S.M.D	CREWE C.S. (L&NWR SITE)	12:02	HST7-125	RG
PLP114	8 - weekly	25/05/2021	Derby RTC - Colwich - WCML - Glasgow - Edinburgh - Aberdeen - Craigentinny	1Q26RR	TO	06:13	DERBY R.T.C.(NETWORK RAIL)	EDINBURGH	13:17	HST7-125	RG
PLP154	8 - weekly	22/06/2021	Derby RTC - Colwich - WCML - Glasgow - Edinburgh - Aberdeen - Craigentinny	1Q26RT	TO	06:13	DERBY R.T.C.(NETWORK RAIL)	EDINBURGH	13:17	HST7-125	RG
PLP114 & PLP154	4 - weekly	25/05/2021	Derby RTC - Colwich - WCML - Glasgow - Edinburgh - Aberdeen - Craigentinny	1Q26RS	TO	13:45	EDINBURGH	CRAIGENTINNY T.&R.S.M.D	23:30	HST7-125	RG
PLP155B	8 - weekly	23/06/2021	Crewe LNWR - Euston A and X - Rugby - Crewe - Derby RTC	1Q27GB	WO	12:29	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	19:23	HSMT	RG
PLP144	4 - weekly	18/05/2021	Derby RTC - Lich - Euston - Crewe - Lich - Derby RTC	1Q28EA	TO	14:24	DERBY R.T.C.(NETWORK RAIL)	DERBY R.T.C.(NETWORK RAIL)	23:46	HSMT	RG
PLP121	4 - weekly	29/05/2021	Derby RTC - Sheet Stores - S and K - York - Sunderland - Newcastle - Heaton Depot	1Q28GA	SO	08:30	DERBY R.T.C.(NETWORK RAIL)	HEATON T&R.S.M.D.	13:34	HSMT	RG
PLP115B	8 - weekly	26/05/2021	Crewe - MK - Euston D and E - MK - Crewe - Derby RTC	1Q29GB	WO	12:29	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	19:23	HSMT	RG

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PLP146	4 - weekly	20/05/2021	Derby RTC - Crewe - Holyhead - Crewe LNWR	1Q30FA	ThO	10:55	DERBY R.T.C.(NETWORK RAIL)	CREWE C.S. (L&NWR SITE)	23:56	HSMT	RG
PLP131	4 - weekly	05/06/2021	Derby RTC - Saltburn - Heaton	1Q31GB	SO	05:23	DERBY R.T.C.(NETWORK RAIL)	HEATON T&R.S.M.D.	13:10	HST7-125	RG
PLP111	4 - weekly	22/05/2021	Derby RTC - Derby - Doncaster - Hull - Newcastle - Heaton Depot	1Q34GB	SO	09:16	DERBY R.T.C.(NETWORK RAIL)	HULL	11:24	HST7-125	RG
		22/05/2021		1Q35GC	SO	11:46	HULL	HEATON T&R.S.M.D.	15:11	HST7-125	RG
PLP113B	4 - weekly	24/05/2021	Newcastle - Sunderland - York - S and K - Sheet Stores - Derby RTC	1Q37GB	MO	17:56	NEWCASTLE	DERBY R.T.C.(NETWORK RAIL)	22:27	HST7-125	RG
PLP223	4 - weekly	07/06/2021	Derby RTC - Peak Forest - Wrexham and Wirral Lines - Crewe LNWR	1Q41FA	MO	13:16	DERBY R.T.C.(NETWORK RAIL)	CREWE C.S. (L&NWR SITE)	04:27	LD75	RG
PLP224	4 - weekly	08/06/2021	Crewe LNWR - Warrington and Mersey North Electrics - Crewe LNWR	1Q42FA	TO	18:45	CREWE C.S. (L&NWR SITE)	CREWE C.S. (L&NWR SITE)	07:31	LD75	RG
PLP225	4 - weekly	09/06/2021	Crewe LNWR - Manchester Eastern Suburbans - Crewe LNWR	1Q43FA	WO	18:45	CREWE C.S. (L&NWR SITE)	CREWE C.S. (L&NWR SITE)	07:33	LD75	RG
PLP226	4 - weekly	10/06/2021	Crewe LNWR - Manchester Liverpool Lines - Crewe LNWR	1Q44FA	ThO	18:45	CREWE C.S. (L&NWR SITE)	CREWE C.S. (L&NWR SITE)	07:33	LD75	RG
PLP227	4 - weekly	11/06/2021	Crewe LNWR - Manchester - Buxton - Sheffield - Derby RTC	1Q45FA	FO	21:00	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	06:42	LD75	RG
PLP233	4 - weekly	17/05/2021	Derby RTC - KSL - Toton - Tyseley LMD	1Q46EA	MO	08:52	DERBY R.T.C.(NETWORK RAIL)	TYSELEY L.M.D.	17:13	LD75	RG
PLP434	4 - weekly	08/06/2021	Derby RTC - Cumbrian Coast -	1Q47FA	TO	10:55	DERBY	CARLISLE HIGH	19:32	LD75	XH

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			Carlisle				R.T.C.(NETWORK RAIL)	WAPPING SDGS			
PLP234	4 - weekly	18/05/2021	Tyseley LMD - Stratford - Nuneaton - Kenilworth - Tyseley LMD	1Q48FA	TO	19:33	TYSELEY L.M.D.	TYSELEY L.M.D.	03:39	LD75	RG
PLP137	4 - weekly	10/06/2021	Derby RTC - Grantham - Skegness - Derby RTC	1Q49EE	ThO	09:37	DERBY R.T.C.(NETWORK RAIL)	DERBY R.T.C.(NETWORK RAIL)	16:53	HSMT	RG
PLP246	4 - weekly	03/06/2021	Derby RTC - Cleethorpes - Sheffield - Doncaster West Yard	1Q50GC	ThO	13:40	DERBY R.T.C.(NETWORK RAIL)	DONCASTER WEST YARD	03:16	HSMT	XH
PLP333	4 - weekly	07/06/2021	Derby RTC - Corby - Weymouth - Eastleigh	1Q51CA	MO	11:15	DERBY R.T.C.(NETWORK RAIL)	EASTLEIGH ARLINGTON (ZG)	00:01	LD75	RG
PLP334	4 - weekly	08/06/2021	Eastleigh - Littlehampton - Lymington Pier - Eastleigh	1Q52CA	TO	10:37	EASTLEIGH ARLINGTON (ZG)	EASTLEIGH ARLINGTON (ZG)	00:01	LD75	RG
PLP136	4 - weekly	11/06/2021	Derby RTC - Loughborough - Nottingham - St Pancras - Radlett - St Pancras - Derby - Derby RTC	1Q52ES	FO	22:30	DERBY R.T.C.(NETWORK RAIL)	ST PANCRAS INTERNATIONAL	01:37	HSMT	RG
		12/06/2021		1Q53ES	SO	02:20	ST PANCRAS INTERNATIONAL	ST PANCRAS INTERNATIONAL	03:34	HSMT	RG
		12/06/2021		1Q54ES	SO	03:45	ST PANCRAS INTERNATIONAL	DERBY R.T.C.(NETWORK RAIL)	05:46	HSMT	RG
PLP335	4 - weekly	09/06/2021	Eastleigh - Wimbledon - Eastleigh	1Q53CA	WO	11:48	EASTLEIGH ARLINGTON (ZG)	EASTLEIGH ARLINGTON (ZG)	00:51	LD75	RG
PLP247	4 - weekly	04/06/2021	Doncaster West Yard - Sheffield - Immingham - Derby RTC	1Q53GC	FO	20:46	DONCASTER WEST YARD	DERBY R.T.C.(NETWORK RAIL)	06:20	HSMT	XH
PLP336	4 - weekly	10/06/2021	Eastleigh - Aldershot - Reading - Guildford - Alton -	1Q54CA	ThO	12:45	EASTLEIGH ARLINGTON (ZG)	TONBRIDGE WEST YARD	02:30	LD75	RG

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			Tonbridge West Yard								
PLP337	as required	21/05/2021	Hither Green - Dollands Moor	1Q55CA	FO	11:09	HITHER GREEN P.A.D.	DOLLANDS MOOR SDGS	12:22	LD75	RG
PLP237	4 - weekly	21/05/2021	Tyseley LMD - Wrexham - Snow Hill - Derby RTC	1Q55EA	FO	14:56	TYSELEY L.M.D.	DERBY R.T.C.(NETWORK RAIL)	03:25	LD75	RG
PLP341A	4 - weekly	12/06/2021	Tonbridge West Yard - Hastings - Eastbourne - Aldershot - Woking	1Q56BA	SO	10:30	HITHER GREEN P.A.D.	WOKING UP C.H.S.	23:48	LD75	PE
PLP243	4 - weekly	31/05/2021	Derby RTC - West Midlands - Derby RTC	1Q56EA	MO	20:34	DERBY R.T.C.(NETWORK RAIL)	DERBY R.T.C.(NETWORK RAIL)	06:06	LD75	RG
PLP341B	as required	22/05/2021	Dollands Moor - Hastings - Eastbourne - Aldershot - Woking	1Q57BA	SO	11:18	DOLLANDS MOOR SDGS	WOKING UP C.H.S.	23:48	LD75	PE
PLP601	13 - weekly	20/07/2021	Cardiff - ADJ - Cardiff Valleys - ADJ - Cardiff	1Q58DA	TO	21:45	CARDIFF CANTON SIDINGS	CARDIFF CANTON SIDINGS	06:09	LD75	RG
PLP602	13 - weekly	21/07/2021	Cardiff - ADJ - VOG - Cardiff Valleys - ADJ - Cardiff	1Q59DA	WO	21:09	CARDIFF CANTON SIDINGS	CARDIFF CANTON SIDINGS	06:49	LD75	RG
PLP343	4 - weekly	17/05/2021	Woking - Windsor - Waterloo - Strawberry Hill – Woking	1Q64CA	MO	20:45	WOKING UP C.H.S.	WOKING UP C.H.S.	05:17	LD75	PE
PLP413	4 - weekly	31/05/2021	Derby RTC - Maltby - Scarborough - Neville Hill	1Q61RS	MO	08:52	DERBY R.T.C.(NETWORK RAIL)	BARLBY LOOPS	15:06	LD75	RG

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		31/05/2021		1Q62RS	MO	15:36	BARLBY LOOPS	GASCOIGNE WOOD DOWN LOOP	17:31½	LD75	RG
		31/05/2021		1Q63RS	MO	19:07	GASCOIGNE WOOD DOWN LOOP	SCARBOROUGH	20:33	LD75	RG
		31/05/2021		1Q64RS	MO	20:43	SCARBOROUGH	NEVILLE HILL T&R.S.M.D	00:54	LD75	RG
PLP344	4 - weekly	18/05/2021	Woking - Horsham - Chessington - Hampton Court - Woking	1Q65CA	TO	20:42	WOKING UP YARD RECP.	WOKING UP C.H.S.	05:39	LD75	PE
PLP414	4 - weekly	01/06/2021	Neville H - Selby - Skipton and Brad - Neville H	1Q65GA	TO	21:37	NEVILLE HILL T&R.S.M.D	SELBY	22:36	LD75	RG
		01/06/2021		1Q75GA	TO	22:45	SELBY	ILKLEY	00:25	LD75	RG
		02/06/2021		1Q76GA	WO	00:35	ILKLEY	LEEDS	01:08	LD75	RG
		02/06/2021		1Q85GA	WO	01:25	LEEDS	SKIPTON DOWN SHIPLEY SLOW	03:27	LD75	RG
		02/06/2021		1Q86GA	WO	03:37	SKIPTON DOWN SHIPLEY SLOW	NEVILLE HILL T&R.S.M.D	05:56	LD75	RG
TRV450	as required	21/05/2021	East London Line	1Q66BA	FO	22:51	TONBRIDGE WEST YARD	TONBRIDGE WEST YARD	06:39	LD75	RG
PLP415	4 - weekly	02/06/2021	Neville Hill - Goole - Barnsley and Bradford - Neville Hill	1Q66GA	WO	21:32	NEVILLE HILL T&R.S.M.D	GOOLE UP GOODS LOOP	23:25	LD75	RG
		02/06/2021		1Q67GA	WO	23:49	GOOLE UP GOODS LOOP	NEVILLE HILL T&R.S.M.D	07:32	LD75	RG
PLP346A	4 - weekly	20/05/2021	Woking - London - Orpington - Guildford - Tonbridge West Yard	1Q67BA	ThO	17:44	WOKING UP YARD RECP.	LONDON CANNON STREET	05:04	LD75	PE
		21/05/2021		1Q67BB	FO	05:16	LONDON CANNON STREET	TONBRIDGE WEST YARD	06:24	LD75	PE
PLP416	4 - weekly	03/06/2021	Neville H - Leeds - Man Vic - Blackburn and Bradford - Neville H	1Q67GA	ThO	17:32	NEVILLE HILL T&R.S.M.D	WIGAN NORTH WESTERN	23:14	LD75	RG
		03/06/2021		1Q68GA	ThO	23:22	WIGAN NORTH	NEVILLE HILL	01:42	LD75	RG

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							WESTERN	T&R.S.M.D			
PLP346B	as required	20/05/2021	Woking - London - Orpington - Guildford - Dollands Moor	1Q68BA	ThO	17:44	WOKING UP YARD RECP.	LONDON CANNON STREET	05:04	LD75	PE
		16/07/2021		1Q68BB	FO	05:16	LONDON CANNON STREET	DOLLANDS MOOR SDGS	06:46	LD75	PE
PLP417	4 - weekly	05/06/2021	Neville Hill - Doncaster - Maltby - Derby RTC	1Q68RD	SO	02:19	NEVILLE HILL T&R.S.M.D	DERBY R.T.C.(NETWORK RAIL)	15:17	LD75	RG
PLP311A	4 - weekly	22/05/2021	Tonbridge West Yard - Ashford - Guildford - Leicester - Derby RTC	1Q69BA	SO	08:35	TONBRIDGE WEST YARD	SOUTH CROYDON	12:04	LD75	PE
		22/05/2021		1Q69BB	SO	12:22	SOUTH CROYDON	DERBY R.T.C.(NETWORK RAIL)	22:01	LD75	PE
PLP311B	12 - weekly	17/07/2021	Dollands Moor - Guildford - Leicester - Derby RTC please note 1Q69BB to be used from South Croydon to Derby RTC	1Q70BA	SO	10:06	DOLLANDS MOOR SDGS	SOUTH CROYDON	12:04	LD75	PE
PLP313	4 - weekly	24/05/2021	Derby RTC - Leicester - Victoria - East Croydon - Tonbridge West Yard	1Q71BA	MO	19:40	DERBY R.T.C.(NETWORK RAIL)	TONBRIDGE WEST YARD	06:46	LD75	RG
PLP314	4 - weekly	25/05/2021	Tonbridge West Yard - Victoria - East Croydon - London Bridge - Tonbridge West Yard	1Q72BA	TO	18:13	TONBRIDGE WEST YARD	LONDON BRIDGE	01:20	LD75	RG
		26/05/2021		1Q72BB	WO	01:30	LONDON BRIDGE	TONBRIDGE WEST YARD	06:13	LD75	RG
PLP316A	4 - weekly	24/06/2021	Tonbridge - South London - Maidstone West - Tonbridge	1Q73BA	ThO	18:12	TONBRIDGE WEST YARD	LONDON CHARING CROSS	02:48	LD75	RG
		25/06/2021		1Q73BB	FO	02:59	LONDON CHARING CROSS	SEVENOAKS	09:15	LD75	RG

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		25/06/2021		1Q73BC	FO	09:25	SEVENOAKS	TONBRIDGE WEST YARD	09:55	LD75	RG
PLP316B	8 - weekly	27/05/2021	Tonbridge - South London - Maidstone West - Dollands Moor runs as an alternative to 1Q73BC when required	1Q88BB	FO	09:25	SEVENOAKS	DOLLANDS MOOR SDGS	13:44	LD75	RG
PLP315	4 - weekly	26/05/2021	Tonbridge West Yard - North Kent - Dover - Tonbridge West Yard	1Q74BA	WO	22:00	TONBRIDGE WEST YARD	NEW CROSS	04:00	LD75	RG
		27/05/2021		1Q74BB	ThO	04:09	NEW CROSS	HITHER GREEN P.A.D.	12:07	LD75	RG
PLP435	4 - weekly	09/06/2021	Carlisle - GSW - Mossend	1Q74RD	WO	06:10	CARLISLE HIGH WAPPING SDGS	MOSSEND DOWN YARD	19:31	LD75	XH
PLP323	4 - weekly	31/05/2021	Tonbridge West Yard - Littlehampton - Brighton - Wimbledon - Tonbridge West Yard	1Q75BA	MO	12:31	TONBRIDGE WEST YARD	BRIGHTON	17:58	LD75	RG
		31/05/2021		1Q75BB	MO	18:08	BRIGHTON	TONBRIDGE WEST YARD	04:05	LD75	RG
PLP436	4 - weekly	10/06/2021	Mossend - Lanark - N Berwick - Bathgate - Ed Subs - Milngavie - Mossend	1Q75LA	ThO	14:23	MOSSEND DOWN YARD	MOSSEND DOWN YARD	05:51	LD75	XH
PLP326A	4 - weekly	01/07/2021	Tonbridge West Yard - Bognor Regis - Eastbourne - Brighton - Tonbridge West Yard	1Q76BA	ThO	11:31	TONBRIDGE WEST YARD	SEAFORD	00:44	LD75	RG
		02/07/2021		1Q76BB	FO	00:54	SEAFORD	TONBRIDGE WEST YARD	03:25	LD75	RG
PLP326B	8 - weekly	27/05/2021	Tonbridge West Yard - Bognor Regis - Eastbourne - Brighton - Dollands Moor, runs as an Altrantive to 1Q76BB when required	1Q87BB	FO	00:54	SEAFORD	DOLLANDS MOOR SDGS	03:23	LD75	RG
PLP437	4 - weekly	11/06/2021	Mossend - Ayrshire - WCML	1Q76RL	FO	18:01	MOSSEND DOWN	MOSSEND DOWN	06:47	LD75	XH

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			Electrics - Mossend				GOODS LOOP	YARD			
PLP325	4 - weekly	02/06/2021	Tonbridge West Yard - Margate - Maidstone - Canterbury - Tonbridge West Yard	1Q77BA	WO	11:09	TONBRIDGE WEST YARD	TONBRIDGE WEST YARD	02:12	LD75	RG
PLP441	4 - weekly	12/06/2021	Mossend - Inverness - Aberdeen - Inverness	1Q77LA	SO	13:34	MOSSEND DOWN YARD	INVERNESS MILLBURN C.RAIL	02:05	LD75	XH
PLP324	4 - weekly	01/06/2021	Tonbridge - Sheerness - Uckfield - Caterham - Tonbridge	1Q78BA	TO	13:12	TONBRIDGE WEST YARD	TONBRIDGE WEST YARD	03:42	LD75	RG
PLP442B	8 - weekly	16/05/2021	Inverness - Kyle of Lochalsh - Inverness	1Q78RA	SUN	13:12	INVERNESS MILLBURN C.RAIL	INVERNESS MILLBURN C.RAIL	22:53	LD75	XH
PLP442A			Inverness - Thurso - Wick - Inverness	1Q78RB	SUN	08:46	INVERNESS MILLBURN C.RAIL	INVERNESS MILLBURN C.RAIL	20:42	LD75	XH
PLP331A	4 - weekly	03/07/2021	Tonbridge West Yard - Catford - Corby - Derby RTC	1Q79BA	SO	09:09	TONBRIDGE WEST YARD	DERBY R.T.C.(NETWORK RAIL)	21:27	LD75	RG
PLP443	4 - weekly	17/05/2021	Inverness - Fife - Mossend	1Q79RA	MO	14:52	INVERNESS MILLBURN C.RAIL	MOSSEND DOWN YARD	03:54	LD75	XH
PLP331B	4 - weekly	05/06/2021	Dollands Moor - Catford - Corby - Derby RTC	1Q80BA	SO	13:41	DOLLANDS MOOR SDGS	DERBY R.T.C.(NETWORK RAIL)	21:27	LD75	RG
PLP444	4 - weekly	18/05/2021	Mossend - Helensburgh - Balloch - Anniesland – Mossend	1Q80RT	TO	15:56	MOSSEND DOWN YARD	MOSSEND DOWN YARD	05:25	LD75	XH
PLP445	4 - weekly	19/05/2021	Mossend - Grangemouth - Kilmarnock - Carlisle	1Q81RA	WO	18:56	MOSSEND DOWN YARD	CARLISLE HIGH WAPPING SDGS	04:55	LD75	XH
PLP446	4 - weekly	20/05/2021	Carlisle - Barrow - Blackpool	1Q82RA	ThO	16:32	CARLISLE HIGH WAPPING SDGS	BLACKPOOL NORTH	05:48	LD75	XH
PLP447	4 - weekly	21/05/2021	Blackpool - Preston - Settle - Bolton - Crewe - Derby RTC	1Q83RJ	FO	14:13	BLACKPOOL NORTH	DERBY R.T.C.(NETWORK RAIL)	04:14	LD75	XH

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PLP431	4 - weekly	29/05/2021	March - Peterborough - Doncaster - Derby	1Q86RF	SO	10:29	PETERBORO' CRESCENT SHOPS	DERBY R.T.C.(NETWORK RAIL)	21:23	LD75	RG
PLP321B	as required	22/05/2021	Dollands Moor - Tonbridge West Yard	1Q89BA	SO	12:34	DOLLANDS MOOR SDGS	TONBRIDGE WEST YARD	13:25	LD75	RG
PLP423	4 - weekly	24/05/2021	Derby RTC - Cambridge - Liverpool Street - Ferme Park	1Q90RA	MO	15:15	DERBY R.T.C.(NETWORK RAIL)	FERME PARK RECP.	04:59	LD75	RG
PLP424	4 - weekly	25/05/2021	Ferme Park - LTS - NLL - WLL - T and H - Ferme Park	1Q95RW	TO	15:03	FERME PARK RECP.	RIPPLE LANE WEST S.S.	18:27	LD75	RG
		25/05/2021		1Q96RW	TO	19:55	RIPPLE LANE WEST S.S.	FERME PARK RECP.	06:27	LD75	RG
PLP425	4 - weekly	26/05/2021	Ferme Park - London - Colchester - Cambridge	1Q97RF	WO	10:50	FERME PARK RECP.	CAMBRIDGE T.&R.S.M.D.	03:19	LD75	RG
PLP426	4 - weekly	27/05/2021	Cambridge - Yarmouth and Lowestoft - Cambridge	1Q98BE	ThO	14:18	CAMBRIDGE T.&R.S.M.D.	CAMBRIDGE T.&R.S.M.D.	04:04	LD75	RG
PLP427	4 - weekly	28/05/2021	Cambridge - Felixstowe - Peterborough - March	1Q99ZP	FO	16:27	CAMBRIDGE T.&R.S.M.D	PETERBORO' CRESCENT SHOPS	03:56	LD75	RG
PLP116B	4 - weekly	27/05/2021	Derby - Bristol Temple Meads - Swindon - Bristol Temple Meads - Severn Beach - Reading T Sidings	1Z17DA	ThO	17:32	DERBY	READING	04:02	HSMT	RG
PLP117	4 - weekly	28/05/2021	Reading T Sidings - Paddington - Swansea - Bristol Parkway - Derby RTC	1Z20DA	FO	04:10	READING	DERBY R.T.C.(NETWORK RAIL)	14:47	HSMT	RG
PLP235	4 - weekly	19/05/2021	Tyseley LMD - Didcot - Weymouth - Bristol TM	1Z22JY	WO	08:20	TYSELEY L.M.D.	BRISTOL HIGH LEVEL SIDING	20:59	HSMT	RG
PLP236	4 - weekly	20/05/2021	Bristol TM - Didcot - Wigston - Tyseley LMD	1Z23DA	ThO	07:11	BRISTOL HIGH LEVEL SIDING	TYSELEY L.M.D.	19:15	HSMT	RG
UTU/PLP	as required	22/05/2021	Dollands Moor Sdgs – Derby	3M05BB	SO	10:52	DOLLANDS MOOR	DERBY	17:46	UTU-T	RG

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Transit Path			RTC (via Barnes & MML) Transit				SDGS	R.T.C.(NETWORK RAIL)			
UTU/PLP Transit Path	as required	22/05/2021	Hither Green P.A.D - Derby RTC (via Barnes & MML) Transit	3M06BB	SO	12:08	HITHER GREEN P.A.D.	DERBY R.T.C.(NETWORK RAIL)	17:46	UTU-T	RG
UTU051	8 - weekly	06/07/2021	Woking - Wimbledon - Basingstoke - Reading - Basingstoke - Woking - Eastleigh	3Q01CA	TO	23:37	WOKING UP YARD RECP.	EASTLEIGH ARLINGTON (ZG)	06:44	UTU-T	RG
UTU007	8 - weekly	17/06/2021	Tyseley - Bordesley - Banbury - Leamington Spa - Coventry - Leamington Spa - Bordesley - Derby	3Q02SB	ThO	23:45	TYSELEY L.M.D.	DERBY R.T.C.(NETWORK RAIL)	08:32	UTU-R	RG
UTU053	8 - weekly	08/07/2021	Eastleigh - Southampton - Basingstoke - Reading - Didcot - Reading	3Q04CB	ThO	21:19	EASTLEIGH ARLINGTON (ZG)	READING TRIANGLE SIDINGS	05:32	UTU-T	RG
UTU031A & UTU031B	8 - weekly	15/06/2021	Reading - Guildford - Woking - Portsmouth - Guildford - Reading different recording sections	3Q05DA	TO	23:17	READING TRIANGLE SIDINGS	READING TRIANGLE SIDINGS	06:12	UTU-T	RG
UTU058	8 - weekly	07/06/2021	Derby - Reading - Cogload – Exeter	3Q06DD	MO	14:24	DERBY R.T.C.(NETWORK RAIL)	EXETER RIVERSIDE N.Y.	02:45	UTU-T	RG
UTU147A & UTU147B	8 - weekly	10/06/2021	Exeter - Salisbury - Exeter different recording sections	3Q07DA	ThO	20:53	EXETER RIVERSIDE N.Y.	EXETER RIVERSIDE N.Y.	04:58	UTU-T	RG
UTU041	8 - weekly	14/06/2021	Reading - Cricklewood - Leicester - Derby	3Q07SG	MO	21:26	READING TRIANGLE SIDINGS	DERBY R.T.C.(NETWORK RAIL)	04:58	UTU-T	RG
UTU017	8 - weekly	04/06/2021	Heaton - Newcastle - Doncaster - Barrow Hill - Derby	3Q08GN	FO	23:15	HEATON T&R.S.M.D.	DERBY R.T.C.(NETWORK RAIL)	06:25	UTU-T	RG

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UTU046	8 - weekly	17/05/2021	Woking - Waterloo - Epsom - Wimbledon - Woking - Waterloo - Hither Green	3Q09CB	MO	22:04	WOKING UP YARD RECP.	HITHER GREEN P.A.D.	06:45	UTU-R	RG
UTU034S	8 - weekly	24/05/2021	Derby - Grantham - FL - Kings Cross - Hither Green	3Q10BA	MO	21:12	DERBY R.T.C.(NETWORK RAIL)	HITHER GREEN P.A.D.	06:41	UTU-T	RG
UTU016S	8 - weekly	05/07/2021	Derby - Kettering - St Panc - Mill Hill Bway - Acton W - Weyb - Byfleet - Woking	3Q10EL	MO	20:48	DERBY R.T.C.(NETWORK RAIL)	WOKING UP YARD RECP.	05:38	UTU-T	RG
UTU034N	8 - weekly	04/06/2021	Hither Green - Kings Cross - FL - Grantham - Derby RTC	3Q11EA	FO	23:06	HITHER GREEN P.A.D.	DERBY R.T.C.(NETWORK RAIL)	07:50	UTU-T	RG
UTU072	8 - weekly	21/06/2021	Derby - Weaver Jn - Carlisle - High Wapping	3Q12FC	MO	22:34	DERBY R.T.C.(NETWORK RAIL)	CARLISLE HIGH WAPPING SDGS	06:09	UTU-T	RG
UTU110A	8 - weekly	07/07/2021	Neville Hill - Doncaster - Brocklesby - Doncaster - Skellow - Carcroft - Neville Hill	3Q12SC	WO	21:07	NEVILLE HILL T&R.S.M.D	DONCASTER	21:54	UTU-T	RG
		07/07/2021		3Q13SC	WO	22:23	DONCASTER	NEVILLE HILL T&R.S.M.D	05:38	UTU-R	RG
UTU110B	8 - weekly	07/07/2021	Neville Hill - Doncaster - Brocklesby - Doncaster - Hexthorp Jn - Thrybergh Jn - Neville Hill	3Q12SD	WO	21:07	NEVILLE HILL T&R.S.M.D	DONCASTER	21:54	UTU-T	RG
		07/07/2021		3Q13SD	WO	22:23	DONCASTER	NEVILLE HILL T&R.S.M.D	06:23	UTU-R	RG
UTU110C	8 - weekly	07/07/2021	Neville Hill - Doncaster - Brocklesby - Doncaster - Goole - Neville Hill	3Q12SE	WO	21:07	NEVILLE HILL T&R.S.M.D	DONCASTER	21:54	UTU-T	RG
		07/07/2021		3Q13SE	WO	22:23	DONCASTER	NEVILLE HILL T&R.S.M.D	05:38	UTU-R	RG
UTU059A	8 - weekly	11/06/2021	Exeter - Cogload - Reading - Frimley - Reading	3Q13DA	FO	20:28	EXETER RIVERSIDE N.Y.	READING TRIANGLE SIDINGS	05:18	UTU-T	RG
UTU059B	8 - weekly	11/06/2021	Exeter - Cogload - Reading - Windsor Eton Riverside -	3Q13DB	FO	20:28	EXETER RIVERSIDE N.Y.	READING TRIANGLE	05:23	UTU-T	RG

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			Reading					SIDINGS			
UTU059C	8 - weekly	11/06/2021	Exeter - Cogload - Reading - Wokingham - Guildford - Reading	3Q13DC	FO	20:28	EXETER RIVERSIDE N.Y.	READING TRIANGLE SIDINGS	04:55	UTU-T	RG
UTU090	8 - weekly	03/06/2021	Slateford - Edinburgh - Newcastle - Heaton	3Q14GS	ThO	21:03	SLATEFORD DEPOT	HEATON T&R.S.M.D.	04:16	UTU-T	RG
UTU086	8 - weekly	24/05/2021	Derby - Barrow Hill - Doncaster - Newcastle - Heaton	3Q15GN	MO	20:18	DERBY R.T.C.(NETWORK RAIL)	HEATON T&R.S.M.D.	05:34	UTU-T	RG
UTU045	8 - weekly	21/06/2021	Derby - Colwich - Cheadle - Crewe	3Q16FA	MO	20:48	DERBY R.T.C.(NETWORK RAIL)	CREWE C.S. (L&NWR SITE)	06:29	UTU-T	RG
UTU008	8 - weekly	23/06/2021	Carlisle - Glasgow - Paisley - Mossend	3Q16LM	WO	00:03	CARLISLE HIGH WAPPING SDGS	MOSSEND DOWN YARD	05:53	UTU-R	RG
UTU015A	8 - weekly	25/06/2021	Crewe - Stafford - Rugby via Birmingham New Street - Derby RTC	3Q17EB	FO	23:21	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	08:27	UTU-T	RG
UTU015B	8 - weekly	25/06/2021	Crewe - Stafford - Rugby via Birm and Sutton Park - Derby RTC	3Q17EB	FO	23:21	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	08:27	UTU-T	RG
UTU043	8 - weekly	31/05/2021	Derby - York - Moorthorpe - Leeds - Neville Hill	3Q19SB	MO	23:06	DERBY R.T.C.(NETWORK RAIL)	NEVILLE HILL T&R.S.M.D	05:38	UTU-T	RG
UTU062	8 - weekly	19/05/2021	Hither Green - Victoria - Brighton Fasts - Hither Green	3Q20BC	WO	21:59	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	05:56	UTU-T	RG
UTU040	8 - weekly	07/06/2021	Derby - MML - St Pancs - Liverpool St - Stansted - Cambridge	3Q20SB	MO	21:22	DERBY R.T.C.(NETWORK RAIL)	CAMBRIDGE T.&R.S.M.D.	05:46	UTU-T	RG
UTU032A	8 - weekly	20/05/2021	Hither Green - London Bridge - Caterham - East Grinstead - Atlantics - Woking	3Q21BC	ThO	20:40	HITHER GREEN P.A.D.	WOKING UP YARD RECP.	05:50	UTU-T	RG
UTU032B	8 - weekly	20/05/2021	Hither Green - London Bridge -	3Q21BT	ThO	20:40	HITHER GREEN	WOKING UP YARD	05:50	UTU-T	RG

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			Tattenham Corner - East Grinstead - Atlantics - Woking				P.A.D.	RECP.			
UTU003A	8 - weekly	17/05/2021	Derby - Trent - Nottingham - Stenson - Erewash - Derby	3Q21EA	MO	23:02	DERBY R.T.C.(NETWORK RAIL)	DERBY R.T.C.(NETWORK RAIL)	04:56	UTU-T	RG
UTU003B	8 - weekly	17/05/2021	Derby - Trent - Nottingham - Erewash - Derby	3Q21EB	MO	23:02	DERBY R.T.C.(NETWORK RAIL)	DERBY R.T.C.(NETWORK RAIL)	04:56	UTU-T	RG
UTU022A & UTU022B	8 - weekly	18/06/2021	Bristol High Level - Swindon - Didcot - Banbury - Derby RTC	3Q21SB	FO	22:49	BRISTOL HIGH LEVEL SIDING	DERBY R.T.C.(NETWORK RAIL)	09:56	UTU-T	RG
UTU037	8 - weekly	26/05/2021	Hither Green - Victoria - Balcombe - Horsham Slows - Hither Green	3Q22BC	WO	20:30	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	04:50	UTU-T	RG
UTU016N	8 - weekly	22/05/2021	Woking - Basingstoke - Woking and MML Slow North - Derby	3Q26EM	SO	00:21	WOKING UP YARD RECP.	DERBY R.T.C.(NETWORK RAIL)	09:36	UTU-T	RG
UTU102A	8 - weekly	18/06/2021	Derby - Birmingham New St - Lichfield TV - Derby	3Q27EA	FO	22:55	DERBY R.T.C.(NETWORK RAIL)	DERBY R.T.C.(NETWORK RAIL)	07:01	UTU-T	RG
UTU102B	8 - weekly	18/06/2021	Derby - Birmingham New St - Rugeley TV - Derby	3Q27EB	FO	22:55	DERBY R.T.C.(NETWORK RAIL)	DERBY R.T.C.(NETWORK RAIL)	07:01	UTU-T	RG
UTU063	8 - weekly	as required	Hither Green - Victoria - Brighton Fasts - Hither Green	3Q28CA	ThO	22:13	WOKING UP YARD RECP.	READING TRIANGLE SIDINGS	04:52	UTU-T	RG
UTU042	8 - weekly	04/06/2021	Neville Hill - South Kirby - Sheffield - Derby - Leicester - Derby	3Q28SB	FO	22:02	NEVILLE HILL T&R.S.M.D	DERBY R.T.C.(NETWORK RAIL)	03:56	UTU-T	RG
UTU006	8 - weekly	16/06/2021	Derby - Crewe - Liverpool - Crewe -Tyseley	3Q30SB	WO	22:44	DERBY R.T.C.(NETWORK RAIL)	TYSELEY L.M.D.	07:03	UTU-T	RG

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UTU057A	8 - weekly	21/05/2021	Reading - Paddington Reliefs - Basingstoke - Eastleigh - Woking	3Q40DC	FO	23:50	READING TRIANGLE SIDINGS	WOKING UP YARD RECP.	06:48	UTU-T	RG
UTU039	8 - weekly	14/06/2021	Derby - Banbury - Didcot - Paddington - Reading	3Q40SC	MO	21:49	DERBY R.T.C.(NETWORK RAIL)	READING TRIANGLE SIDINGS	05:40	UTU-T	RG
UTU065A	8 - weekly	03/06/2021	Hither Green - Rochester - Charing X - Orpington Fasts - Hither Green	3Q41BB	ThO	19:57	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	05:20	UTU-T	RG
UTU048	8 - weekly	02/06/2021	Hither Green - Swanley - Ashford - Ramsgate - Swanley - Hither Green	3Q43BA	WO	22:02	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	05:47	UTU-T	RG
UTU065B & UTU065C	8 - weekly	28/05/2021	Hither Green - Lewisham - Dartford - Cannon Street - Hither Green	3Q44BB	FO	21:28	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	07:06	UTU-T	RG
UTU064	8 - weekly	27/05/2021	Hither Green - Swanley - Ramsgate - Ashford - Swanley - Hither Green	3Q45BA	ThO	23:16	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	05:31	UTU-T	RG
UTU049	8 - weekly	25/05/2021	Hither Green - Victoria - Swanley - London Bridge - Hither Green	3Q46BA	TO	22:12	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	05:23	UTU-T	RG
UTU143A	8 - weekly	17/05/2021	Derby - Aynho - Marylebone - Oxford -Reading	3Q46EA	MO	23:20	DERBY R.T.C.(NETWORK RAIL)	FERME PARK RECP.	07:14	UTU-T	PE
UTU143B	8 - weekly	17/07/2021	Derby - Aynho - Marylebone - Oxford -Reading	3Q46PD	MO	22:15	DERBY R.T.C.(NETWORK RAIL)	READING TRIANGLE SIDINGS	04:36	UTU-T	RG
UTU144B	8 - weekly	21/05/2021	Reading - Oxford - Bicester - Aynho Jn - Derby	3Q47PD	TO	22:49	READING TRIANGLE SIDINGS	DERBY R.T.C.(NETWORK RAIL)	06:58	UTU-T	RG
UTU047	8 - weekly	18/05/2021	Hither Green - Orpington - Dover - Hither Green	3Q48BA	TO	23:59	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	06:33	UTU-T	RG

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UTU212A	8 - weekly	03/08/2021	Exeter - Penzance	3Q50DC	TO	23:02	EXETER RIVERSIDE N.Y.	PENZANCE	04:10	UTU-T	RG
UTU212B			Exeter - Penzance - St Ives - Penzance	3Q50DD	TO	23:02	EXETER RIVERSIDE N.Y.	PENZANCE	07:08	UTU-T	RG
UTU212C			Exeter - Falmouth - Penzance	3Q50DE	TO	23:02	EXETER RIVERSIDE N.Y.	PENZANCE	05:51	UTU-T	RG
UTU144A	8 - weekly	21/05/2021	Reading - Oxford - Bicester - Aynho Jn - Derby	3Q50EA	FO	23:39	FERME PARK RECP.	DERBY R.T.C.(NETWORK RAIL)	09:36	UTU-T	PE
UTU210A	8 - weekly	08/06/2021	Exeter - Gunnislake - St Ives - Penzance	3Q52DA	TO	22:30	EXETER RIVERSIDE N.Y.	PENZANCE	07:08	UTU-T	RG
UTU210B			Exeter - Loo - Newquay - Penzance	3Q52DB	TO	21:02	EXETER RIVERSIDE N.Y.	PENZANCE	05:14	UTU-T	RG
UTU210C			Exeter - Fowey - Parkandillack - Falmouth - Penzance	3Q52DC	TO	21:02	EXETER RIVERSIDE N.Y.	PENZANCE	06:19	UTU-T	RG
UTU211A	8 - weekly	04/08/2021	Penzance - Gunnislake - Exeter	3Q53DA	WO	22:43	PENZANCE	EXETER RIVERSIDE N.Y.	05:10	UTU-T	RG
UTU211B			Penzance - Newquay - Loo - Exeter	3Q53DB	WO	20:47	PENZANCE	EXETER RIVERSIDE N.Y.	04:51	UTU-T	RG
UTU211C			Penzance - Parkandillack - Fowey - Exeter	3Q53DC	WO	22:43	PENZANCE	EXETER RIVERSIDE N.Y.	05:35	UTU-T	RG
UTU011	8 - weekly	02/07/2021	High Wapping - Carlisle - Weaver Jn - Derby RTC	3Q54FC	FO	22:03	CARLISLE HIGH WAPPING SDGS	DERBY R.T.C.(NETWORK RAIL)	08:29	UTU-T	XH
UTU100	8 - weekly	26/07/2021	Derby - Grantham - Doncaster - Leeds - York - Neville Hill	3Q56SB	MO	21:08	DERBY R.T.C.(NETWORK RAIL)	YORK	03:15	UTU-T	RG
		27/07/2021		3Q57SB	TO	03:25	YORK	NEVILLE HILL T&R.S.M.D	04:34	UTU-R	RG
UTU101B	8 - weekly	09/07/2021	Neville Hill - Leeds - Doncaster - Swinton - Goole - Gilberdyke - Grantham - Derby	3Q57SC	FO	23:32	NEVILLE HILL T&R.S.M.D	DERBY R.T.C.(NETWORK RAIL)	07:50	UTU-T	RG

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UTU101C	8 - weekly	09/07/2021	Neville Hill - Leeds - Swinton - Rawcliffe - Grantham - Derby	3Q57SD	FO	23:32	NEVILLE HILL T&R.S.M.D	DERBY R.T.C.(NETWORK RAIL)	07:51	UTU-T	RG
UTU101A	8 - weekly	09/07/2021	Neville Hill - Leeds - Doncaster - Swinton - Grantham - Derby	3Q57SE	FO	23:32	NEVILLE HILL T&R.S.M.D	DERBY R.T.C.(NETWORK RAIL)	07:50	UTU-T	RG
UTU092A	8 - weekly	14/06/2021	Derby - Grantham - Doncaster - York - Longlands - Hartlepool - Heaton	3Q58SB	MO	21:08	DERBY R.T.C.(NETWORK RAIL)	HEATON T&R.S.M.D.	05:57	UTU-T	RG
UTU092B	8 - weekly	14/06/2021	Derby - Grantham - Doncaster - York - Longlands - Hartlepool - Newcastle - Heaton	3Q58SC	MO	21:08	DERBY R.T.C.(NETWORK RAIL)	HEATON T&R.S.M.D.	05:58	UTU-T	RG
UTU093A	8 - weekly	15/06/2021	Heaton - Newcastle - Longlands - York - Doncaster - Grantham - Derby	3Q59SB	TO	23:40	HEATON T&R.S.M.D.	DERBY R.T.C.(NETWORK RAIL)	07:50	UTU-T	RG
UTU093B	8 - weekly	15/06/2021	Heaton - Newcastle - Longlands - York - Doncaster - Grantham - Derby	3Q59SC	TO	23:40	HEATON T&R.S.M.D.	DERBY R.T.C.(NETWORK RAIL)	07:50	UTU-T	RG
UTU060A & UTU060B	8 - weekly	16/06/2021	Reading - Badminton - Cardiff - Bathampton - Westbury	3Q60SB	WO	22:42	READING TRIANGLE SIDINGS	WESTBURY UP T.C.	07:10	UTU-T	RG
UTU103	8 - weekly	08/06/2021	Cambridge - Liverpool St - Southend Victoria - Ferme Park	3Q61SB	TO	22:23	CAMBRIDGE T.&R.S.M.D.	FERME PARK RECP.	05:32	UTU-T	RG
UTU107	8 - weekly	11/06/2021	Colchester - Ipswich - Felixstowe - Liverpool Street - Derby	3Q66SB	FO	22:50	COLCHESTER RECEPTION LINE	DERBY R.T.C.(NETWORK RAIL)	07:49	UTU-T	RG
UTU067	8 - weekly	24/05/2021	Derby - WCML Rugby - Milton Keynes - Rugby	3Q68SB	MO	21:22	DERBY R.T.C.(NETWORK RAIL)	RUGBY DEPOT ACCESS LINE	05:52	UTU-T	RG
UTU106A	8 - weekly	10/06/2021	Colchester - Ipswich - Norwich - Harwich - Ipswich - Colchester	3Q69HC	ThO	22:28	COLCHESTER RECEPTION LINE	COLCHESTER RECEPTION LINE	05:20	UTU-T	RG

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UTU106B	8 - weekly	10/06/2021	Colchester - Ipswich - Norwich - Ipswich - GE Loops - Colchester	3Q69HD	ThO	22:28	COLCHESTER RECEPTION LINE	COLCHESTER RECEPTION LINE	05:38	UTU-T	RG
UTU068	8 - weekly	25/05/2021	Rugby - WCML Milton Keynes - Euston - Rugby	3Q69SB	TO	21:24	RUGBY DEPOT ACCESS LINE	RUGBY DEPOT ACCESS LINE	07:55	UTU-T	RG
UTU069	8 - weekly	26/05/2021	Rugby - WCML South Rugby - Lichfield - Derby	3Q70SD	WO	22:41	RUGBY DEPOT ACCESS LINE	DERBY R.T.C.(NETWORK RAIL)	07:30	UTU-T	RG
UTU105A	8 - weekly	09/06/2021	Ferme Park - Liverpool St - Cheshunt - Braintree - Clacton - Colchester	3Q70SE	WO	21:59	FERME PARK RECP.	COLCHESTER RECEPTION LINE	07:01	UTU-T	RG
UTU105B	8 - weekly	09/06/2021	Ferme Park - Liverpool St - Cheshunt - Sudbury - Colchester	3Q70SF	WO	21:59	FERME PARK RECP.	COLCHESTER RECEPTION LINE	06:00	UTU-T	RG
UTU105C	8 - weekly	09/06/2021	Ferme Park - Liverpool St - Cheshunt - Colchester Tn - Walton OTN - Colchester	3Q70SG	WO	21:59	FERME PARK RECP.	COLCHESTER RECEPTION LINE	06:28	UTU-T	RG
UTU070	8 - weekly	27/05/2021	Derby - WCML South - Lichfield - Crewe	3Q71SB	ThO	22:37	DERBY R.T.C.(NETWORK RAIL)	CREWE C.S. (L&NWR SITE)	06:31	UTU-T	RG
UTU010A	8 - weekly	01/07/2021	Mossend - Glasgow - Carlisle HW WCML Up Fast - Carlisle - High Wapping	3Q76LC	ThO	22:58	MOSSEND DOWN YARD	CARLISLE HIGH WAPPING SDGS	05:35	UTU-T	RG
UTU010B	8 - weekly	01/07/2021	Mossend - Arkleston - Gower St - Glasgow - Carlisle WCML UF - Carlisle - High Wapping	3Q76LD	ThO	22:30	MOSSEND DOWN YARD	CARLISLE HIGH WAPPING SDGS	05:35	UTU-T	RG
UTU010C	8 - weekly	01/07/2021	Mossend - Motherwell - Newton - Glasgow - Carlisle WCML UF - Carlisle - High Wapping	3Q76PD	ThO	22:50	MOSSEND DOWN YARD	CARLISLE HIGH WAPPING SDGS	05:35	UTU-T	RG
UTU087	8 - weekly	25/05/2021	Heaton - Newcastle - Edinburgh - Slateford	3Q81GS	TO	23:05	HEATON T&R.S.M.D.	SLATEFORD DEPOT	05:48	UTU-T	RG

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UTU071	8 - weekly	28/05/2021	Crewe - Manchester Piccadilly - Crewe - Derby	3Q81SB	FO	23:48	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	06:17	UTU-T	RG
PLP/UTU Fuel Run	as required	17/05/2021	Hither Green P.A.D – Hoo Junction UP Yard Fuel	3Y00BA	SX	08:57	HITHER GREEN P.A.D.	HOO JUNCTION UP YARD	10:16	UTU-T	RG
PLP/UTU Fuel Run	as required	17/05/2021	Hoo Junction UP Yard – Hither Green P.A.D	3Y01BA	SX	11:54	HOO JUNCTION UP YARD	HITHER GREEN P.A.D.	13:04	UTU-T	RG
UTU/PLP Transit Path	as required	17/05/2021	Derby RTC – Midland Main Line - West London Line - Hither Green P.A.D	3Z03BA	SX	10:14	DERBY R.T.C.(NETWORK RAIL)	HITHER GREEN P.A.D.	16:39	UTU-T	RG
UTU Fuel/Water Run	as required	18/05/2021	Exeter Refuelling Shift	3Z03DC	TWO	10:15	EXETER RIVERSIDE N.Y.	EXETER RIVERSIDE N.Y.	12:39	UTU-T	RG
UTU Calibration Runs	as required	17/05/2021	Cals High Marnham	3Z10ED	SX	05:32	DERBY R.T.C.(NETWORK RAIL)	HIGH MARNHAM POWERGEN	07:41	UTU-T	RG
UTU Calibration Runs	as required	17/05/2021	Cals High Marnham	3Z11ED	SX	15:00	HIGH MARNHAM POWERGEN	DERBY R.T.C.(NETWORK RAIL)	17:17	UTU-T	RG
UTU012A & UTU012B	8 - weekly	21/06/2021	Derby RTC - Leics - Castle Bromwich - Birmingham - Bristol High Level Shift operates in conjunction with UTU012B	3Z20DB	MO	21:22	DERBY R.T.C.(NETWORK RAIL)	BRISTOL HIGH LEVEL SIDING	05:13	UTU-T	RG
UTU013A	8 - weekly	25/06/2021	Bristol High Level - Birmingham - Castle Bromwich - Wigston - Derby RTC	3Z21DB	FO	22:09	BRISTOL HIGH LEVEL SIDING	DERBY R.T.C.(NETWORK RAIL)	05:45	UTU-T	PE
UTU013B	8 - weekly	25/06/2021	Bristol High Level - Birmingham - Wigston - Derby RTC	3Z21DC	FO	22:09	BRISTOL HIGH LEVEL SIDING	DERBY R.T.C.(NETWORK RAIL)	05:45	UTU-T	PE
UTU115	8 - weekly	22/06/2021	Bristol High Level - Exeter - Bristol - Cardiff Canton	3Z22DA	TO	23:31	BRISTOL HIGH LEVEL SIDING	CANTON PULLMANS	07:50	UTU-T	RG

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UTU118	8 - weekly	24/06/2021	Cardiff Canton - Swansea - Bristol High Level	3Z33DA	ThO	23:59	CANTON PULLMANS	BRISTOL HIGH LEVEL SIDING	06:40	UTU-R	RG