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## **Commentary on the National Timetable Planning Rules 2025**

**Version 4.0**

**Draft**

### **Final Rules for Subsidiary Timetable Change 2025**

This document is a covering note for the Timetable Planning Rules for Subsidiary Change Timetable 2025 - 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 following is a summary of changes in content from Version 3.0 of the 2025 National Timetable Planning Rules.

Page 50 – Section 7.1.6 added to highlight need to consider Network Service schedules in Capacity Studies.

Page 53+ - Appendix I – updates list of Network Services Trains

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These represent the revised Timetable Planning Rules (the “Final Rules”) for the Subsidiary May 2025 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

2025 TIMETABLE

Version 4.0

Issued by:

Network Rail Capacity Planning

Quadrant: MK  
Elder Gate,  
Milton Keynes  
Buckinghamshire  
MK9 1EN

Final Rules for Subsidiary Change 2025

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# 1. Procedure for amending the Values in the Timetable Planning Rules

## 1.1 Abstract

- 1.1.1 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.
- 1.1.2 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.
- 1.1.3 Values generated by this methodology will be subject to procedures set out in condition D2.2 of the Network Code.
- 1.1.4 A list of definitions is shown in Appendix G which contains the explanations of some of the terminology used in the TPRs.

## 1.2 Guiding Principles

- 1.2.1 Where a deficiency in the delivery of the timetable has been identified, the problem understood and the deficiency concluded to be genuine, there are potential avenues to explore:
  - (a) Review operational activities and driving policy standards;
  - (b) Explore infrastructure interventions;
  - (c) Carry out a TPR review;
  - (d) Implement a Timetable change;
  - (e) Maintain the status quo.
- 1.2.2 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.
- 1.2.3 The impact of a TPR value change must be considered by all parties concerned and if deemed necessary, a timetable impact assessment undertaken.
- 1.2.4 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.
- 1.2.5 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.
- 1.2.6 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 1.4.
- 1.2.7 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.
- 1.2.8 Supporting information must be stored in a format accessible to Network Rail and Timetable Participants. Such information must be made available when requested.

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- 1.2.9 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.
- 1.2.10 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.
- 1.2.11 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.
- 1.2.12 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.

### 1.3 Procedure for Amending TPRs

- 1.3.1 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.
- 1.3.2 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

### 1.4 Sectional Running Times

- 1.4.1 Sectional Running Times are referred to in Section 5.1 of the TPR.
- 1.4.2 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.
- 1.4.3 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

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- 1.4.4 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.
- 1.4.5 It is permissible to include percentage uplift in SRTs instead of applying engineering recovery allowances to be agreed by all affected parties.
- 1.4.6 SRTs are split by type into 4 different timing links:
- Stop 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
  - Stop to Stop – wheels start at first timing point to wheels stop at second timing point
- 1.4.7 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.
- 1.4.8 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.
- 1.4.9 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.
- 1.4.10 Consideration needs to be given to the criticality of the timing points in question and to operational characteristics, as well as the 'real world' implications, that may mean occasions when 1.4.7 -1.4.9 are over-ridden.
- 1.4.11 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

- 1.4.12 SRTs should not be so generous that trains run and arrive early, having an adverse impact on performance, safety and capacity.
- 1.4.13 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.

## 1.5 Headways

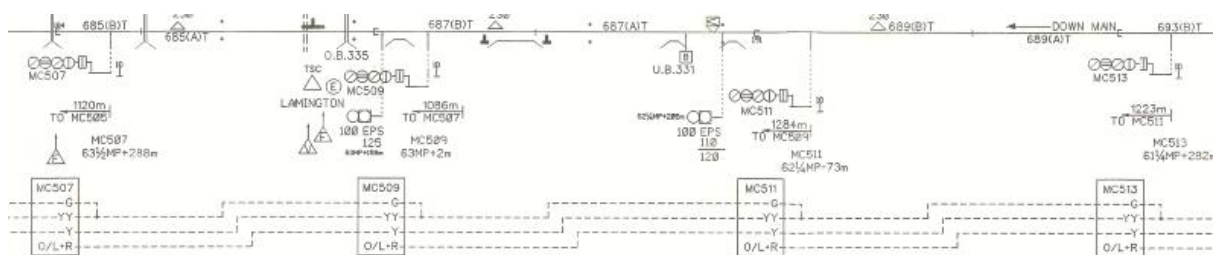
This section covers calculating margins for both conventional and European Train Control System signalling.

### 1.5.1 Technical Headway

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 based on the second schedule receiving the least restrictive aspect the signal can show, or in ETCS areas, not receiving any indication to reduce speed due to the first train unless otherwise stated. This is expressed in seconds, and will necessarily vary according to the types of train and their speed.

This can be calculated as per the following examples.

#### Diagram A (4-aspect signalling)



Technical Headway at Signal MC513 (above right) is the time elapse between the front of the first train passing MC513 (showing a green aspect) and its rear clearing the overlap of MC507 (above left), this being the point at which MC513 would be able to show a green aspect again. To this must be added a system reset time (normally 4s but this can vary) and sighting time for the second train to see MC513 at green (this is a standard 9s as used by signal sighting committees).

Hence if the first train were able to maintain 100mph through the section and its length were 240m, the calculations undertaken would be:

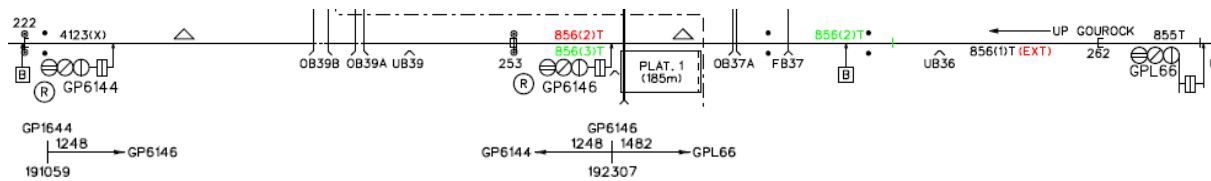
Section (4-Aspect)	Distance/length (Metres)
Distance MC513 to MC511	1223
Distance MC511 to MC509	1284
Distance MC509 to MC507	1086
Overlap of MC507	184
Train length	240
<b>Total</b>	<b>4017</b>

For this example, system reset time is 4 seconds, and sighting time is 9 seconds.

4017m at 100mph takes 90s, so adding 4s and 9s this would give a Technical Headway of 103s in this example. Similarly a 400m-long train that could maintain 60mph though the section would alter the calculation to:  $(1223+1284+1086+184+400)\text{m}$  at 60mph – 156s. Adding 4s and 9s gives a Technical Headway of 169s in this case.



## Diagram B (3-aspect signalling)



Technical Headway at Signal GPL66 (above right) is the time elapse between the front of the first train passing GPL66 (showing a green aspect) and its rear clearing the overlap of GP6144 (above left), this being the point at which GPL66 would be able to show a green aspect again. Again, to this must be added the system reset time and the sighting time for the second train to see GPL66 at green.

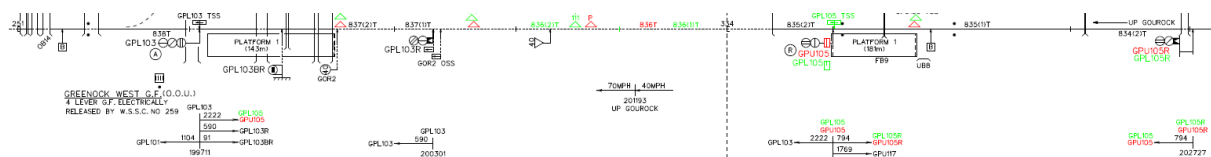
Hence if the first train were able to maintain 70mph through the section and its length were 120m, the calculations undertaken would be:

Section (3-Aspect)	Distance/length (Metres)
Distance GPL66 to GP6146	1482
Distance GP6146 to GP6144	1248
Overlap of GP6144	222
Train length	120
<b>Total</b>	<b>3072</b>

For this example, system reset time is 4 seconds, and sighting time is 9 seconds.

3072m at 70mph takes 98s, so adding 4s and 9s this would give a Technical Headway of 111s in this example. Similarly a 350m-long train that could maintain 40mph though the section would alter the calculation to: (1482+1248+222+350)m at 40mph – 185s.. Adding 4s and 9s gives a Technical Headway of 198s in this case.

## Diagram C (2-aspect signalling)



Technical Headway at Signal GPU105 (above centre-right) is the time elapse between the front of the first train passing GPU105 (showing a green aspect) and its rear clearing the overlap of GPL103 (above left), this being the point at which GPU105 would be able to show a green aspect again. Again, the system reset time and sighting time must be added. In this instance, however, unlike the 4-aspect and 3-aspect scenarios above, in order for the second train not to see restrictive aspects, it must see GPU105R (above right) at green.

So if the first train were to maintain 40mph through the section and its length were 120m, the calculations undertaken would be:

Section (2-Aspect)	Distance/length (Metres)
Distance GPU105 to GPU103	2222
Overlap of GPU103	251
Train length	120
<b>Total</b>	<b>2593</b>

Distance GPU105 to GPU103 (2222m)

+

Overlap of GPU103 (251m)

+

Train length (120m)

=

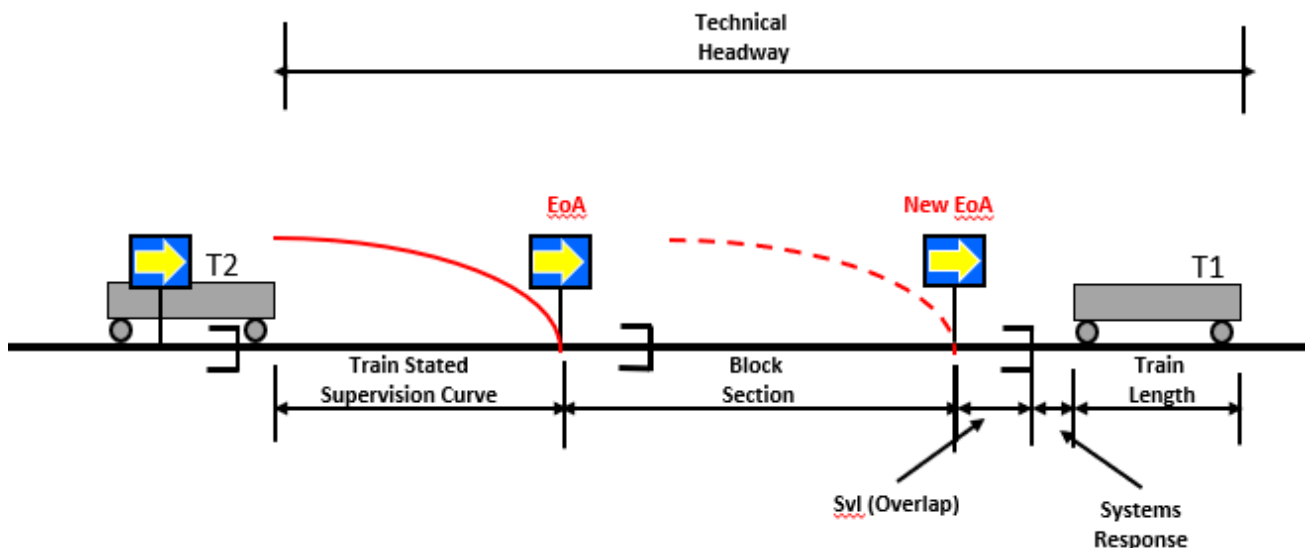
Total 2593m

2593m at 40mph takes 145s, to which we need to add 4s reset time, giving 149s.

On the assumption that the second train were also able to maintain 40mph, we now need to calculate the time taken from GPU105R to GPU105 – this is 794m, which would take 45s, then add 9s for sighting. This would give a Technical Headway of  $149+45+9 = 203$  in this example.

Generally, in areas of 2-aspect signalling it may be better to plan as Absolute Block, although it is noted that there are some areas where 3 or 4 aspect signalling also requires Absolute Block planning.

## Diagram D (ETCS Level 2)



The ETCS Technical Headway value is therefore the time that it takes for a train to traverse the distances shown in diagram D, which are broken down into individual components.

Please note that the block section lengths and braking distance in the diagrams are for illustration purposes only, they are not intended to represent any proportionality between the two.

The Supervision curve should replicate the performance of the Driver Machine Interface (DMI) within the train that conform to ERA-E braking curve tool

Please refer to section 1.14.3 for details of ETCS specific static allowances.

## Variability

Obviously not all trains will maintain a constant speed as shown in the examples above, so when deducing technical headways the actual time taken in section should be assumed from modelling or from observation. In the case of modelling, care should be taken that traction parameters are agreed and reflective of traction

operating in the section. In the case of observed measurements, care should be taken that the data used is representative of the scenario being calculated and is within reasonable expectation.

In some instances, it will not be necessary to make a calculation based on least restrictive signals, if the relevant SRTs can still be met by not doing so. Examples of this may include approach-controlled signalling arrangements, where the signalling is not capable of showing green aspects, or where signal spacing is greater than the minimum necessary to the extent that trains do not need to immediately decelerate on seeing restrictive aspects. In these cases, the above calculations may be adjusted to reflect reality and produce a Technical Headway that is lower than would otherwise be the case.

Where performance of trains is not uniform, it will not be possible to deduce a single figure. Multiple scenarios should then be calculated to reflect the performance of the most common train types and the interactions between them in order to inform the Planning Headway (see below).

## 1.5.2 Signalling Headway

This is a measure typically used by signalling designers, and broadly corresponds to the examples above, and will assume a type of train most likely to use a route that is best capable of maintaining the line speed profile.

## 1.5.3 Planning Headway

Having made appropriate calculations of the Technical Headway, the Planning Headway should then be deduced by rounding up the Technical Headway to the next half minute above. A further half minute, or more where required, should be assumed if it is agreed that it is necessary to achieve the desired level of performance. The examples above show the calculation of the Technical Headway at specific signals. Naturally most timing points are not at signals so an appropriate adjustment should be made to reflect the headway at the actual timing point, be that the nominal station mileage or actual stopping points.

The values listed in Section 5.2 of TPRs are Planning Headways.

Where significant performance differentials exist, 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; and
- Stopping pattern

This should be done in order to provide a reasonable level of granularity to Planning Headways to best balance capacity and performance and to avoid excessive complication.

## 1.5.4 “Stopping” headways

As referenced in 1.5.3 above, it may be relevant to provide differential headways when following a train that has stopped at a timing point, or will stop before the next common timing point, as it will clearly take a departing train longer to clear the relevant signal sections than a non-stop train of similar performance.

These situations will result in a “stopping” headway, as opposed to a “non-stop” headway.

In terms of Technical Headway, this would be calculated as per the non-stop headway but also adding the difference between the relevant technical pass-to-pass and start-to-pass run times (the “starting allowance”).

For example, at Hayward’s Heath, the Technical Headway (non-stop) on the Up Fast line would be:

Signal T340: clearance  $744+946+1009+200+240=3139\text{m}$   
 78s at 90mph for a 240m train  
 91s including reset time and sighting  
 104m offset for station mileage cf. signal mileage = 3s at 90mph  
 Total 94s

Technical SRT to Balcombe Tunnel Jn (theoretical) = 4m24s p/p and 5m30s s/p  
 Starting allowance is therefore 66s. Technical stopping headway is therefore  $94+66\text{s} = 160\text{s}$ , which would likely round up to 3 minutes as a minimum Planning Headway.

However, care must be taken if there are intermediate stations (or indeed any other point at which a train is likely to stop) within the distance over which a signal would clear to green. In Diagram C on page 8, GPU105 signal will not clear to green until the rear of the previous train has cleared the overlap of GPL103. Hence if a train has stopped at a station adjacent to GPL103 the non-stop Technical Headway would be extended by the additional time taken for the first train to stop at the platform, its dwell time and the additional time taken for acceleration until its rear is clear of the overlap or supervised location (ETCS).

Additional Planning Headways should be produced where there are clear differences in stopping pattern to reflect the regular scenarios. It should be noted that a variation in planned dwell time will clearly affect the applicable Planning Headway, such that headways cannot be seen in isolation from dwell times let alone any performance differential between various types of rolling stock.

### 1.5.5 Application of Planning Headways

Where different Planning Headways are provided when following stopping and non-stop trains their application should be made as follows:

The below are the <b>minimum</b> headways applicable, and do not account for any differential that should apply. These apply where there are applicable <b>numerical</b> headways				
First train ↓		Second train		
		Arrive	Pass	Depart
	Arrive	n/a*	n/a†	n/a
	Pass	Platform Reocc.	Non-stop	Non-stop
	Depart	Platform Reocc.	Stopping	Stopping

\* Depends on departure time of first train plus Platform Reoccupation

† Depends on departure time of first train plus stopping headway

Applicable Platform Reoccupation values can be found in the relevant section 5.3 of the TPRs. Where no Platform Reoccupation value is quoted then the applicable non-stop headway should be applied.

The above table assumes use of the same platform. The same should apply where different platforms are available, excepting that separate margins for diverging or converging movements may apply and Platform Reoccupation is only relevant where the same platform is being used. Consecutive arrivals on different platforms from the same line should be planned as per the non-stop headway unless other rules are specified.

### 1.5.6 Diverging or Converging Movements

In circumstances where trains diverge (pass or depart from one common line to different lines) or converge (arrive or pass from different lines to one common line) then different margins may apply. Any such differences will be shown as junction margins in Section 5.3 of TPRs. If there is no specific converging or diverging margin then headway must be applied.

## 1.5.7 Absolute Block and Track Circuit Block Headways

Absolute Block is a signalling system that allows only one train to be in a block section at the same time. The block indicator is used to indicate whether the line between adjacent signal boxes is clear or occupied

Timetable Planning Rules must always state whether an Absolute Block section is *inclusive* or *exclusive* of the timing point.

Within the Timetable Planning Rules, AB indicates locations where absolute block signalling applies. Here the headway is to be calculated from the transit time of the first of each pair of trains running between the stated timing points. A value “x” shall be added to the transit time to allow for the signaller’s actions and sighting of the relevant signal. The planning headway is shown as “AB+x”.

*AB methodology may also be used to express the headway in other areas (e.g. Track Circuit Block), the value “x” including the time taken to reset the route, clear the signal on entry to the section and sight the relevant signal.*

Track Circuit Block is defined as a method of signalling trains in a section of line using track circuits or other means of automatic train absence detection and without using block instruments.

For the purposes of Timetable Planning, the headways section will only contain numeric values or Absolute Block values – Track Circuit Block may be referenced in the notes but will have a planning value of ‘AB+x’.

*Default planning of Absolute Block and Track Circuit Block sections require Train A to have passed/departed the block before train B can enter/stop within the block (ie. section is inclusive of timing points), unless otherwise stated as exclusive.*

## 1.6 Junction Margins

- 1.6.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules. This section covers calculating margins for both conventional and European Train Control System signalling.
- 1.6.2 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.
- 1.6.3 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

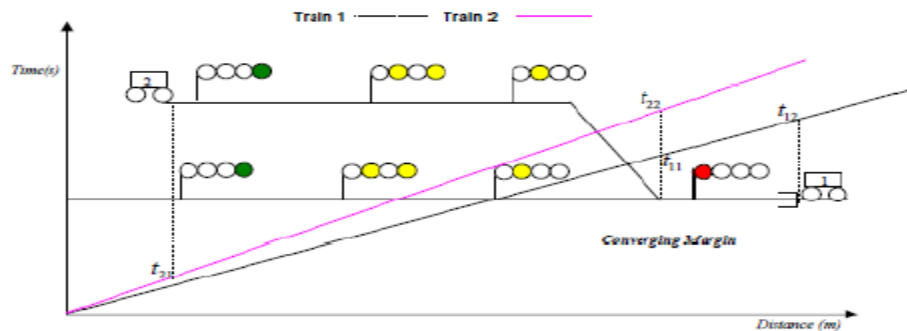
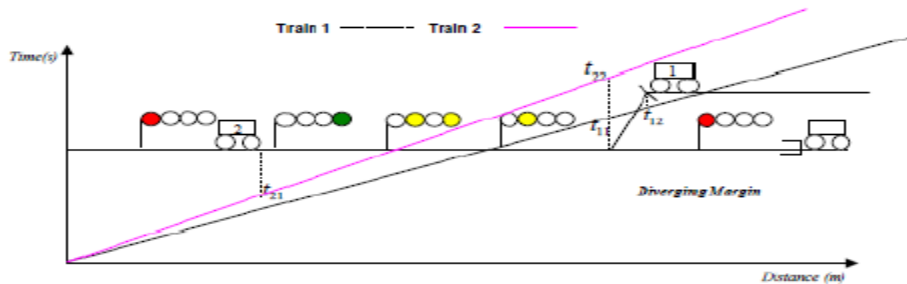
For example, a train accelerating from rest across a junction will require a greater margin to avoid impact on the second train, than a train crossing the same junction at line speed. The stopping pattern of both trains must also be taken into account so that acceleration or deceleration relative to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

- 1.6.4 The calculation of a junction margin consists of a number of components:

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- 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 Automatic Route Setting to reset the route and the signals to clear or updated Movement Authority issued for the second train
- 3) Time taken between the second train sighting the relevant signal, such that it can meet its SRTs, or from point before ETCS indication to reduce speed due to the first train and its front passing the timing point

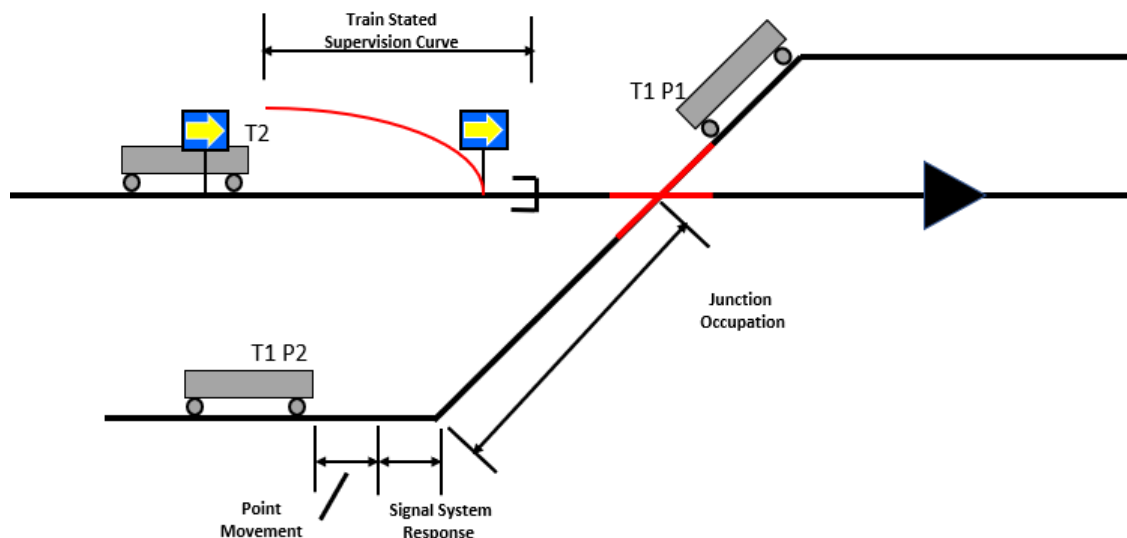


$$JM(sec) = (t_{12} - t_{11}) + (t_{22} - t_{21}) + t_{sigT} + t_{resT} + t_{pointT}$$

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

Junction Margin Cal

\*Similar algorithm can be applied to crossing margins



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- 1.6.5 A basic junction margin is the sum of 1, 2 and 3 rounded to the next half-minute above to form the planning margin.
- 1.6.6 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.
- 1.6.7 Network Rail will seek to model most combinations of stopping and non-stopping trains for passenger and freight services as agreed with stakeholders.

## 1.7 Platform Reoccupation

- 1.7.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.
- 1.7.2 Platform Reoccupation is the time between one train departing and a second train arriving at a location at the same platform in the same direction or movement authority. 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.
- 1.7.3 In the absence of a specific value for Platform Reoccupation the value may be taken as the applicable non-stop Planning Headway, noting however that Planning Headway and Platform Reoccupation are not linked.
- 1.7.4 Platform Reoccupation is measured separately to station dwell time.
- 1.7.5 The calculation of a Platform Reoccupation will be undertaken (in seconds) by either:
- Time taken for the first train to depart the timing point and its rear clearing the relevant track circuit or axle counter; plus
  - System reset time (normally 4s); plus
  - Time taken for the second train to see the signal approaching the timing point or point before ETCS indication to reduce speed due to the first train to arriving at the timing point, such that it can meet its SRTs, and it arriving at the timing point
- 1.7.6 The total will rounded as to the next half-minute above to form the planning value, plus a performance uplift as required.
- 1.7.7 Relevant combinations of types of train, as agreed with stakeholders, will be considered when calculating Platform Reoccupation.

## 1.8 Platform End Margins

- 1.8.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.
- 1.8.2 Platform end margins are defined as the minimum time between trains where either the first or second train in the sequence is departing from a location (not necessarily at a station).

## 1.9 Station Dwell Times

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

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- 1.9.2 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.
- 1.9.3 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.
- 1.9.4 A station dwell 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 and will reflect:
- Time of day
  - Loading patterns
  - Rolling stock
  - Station staffing arrangements
  - Attaching and detaching
  - Catering
  - Crew changes
  - Miscellaneous operational instructions
  - Direction of travel
- 1.9.5 Dwell time should take account of local operational railway characteristics. and should be reviewed regularly to account for any changes to these.
- 1.9.6 To propose a rounded value for a station dwell, a measured value should first be established using the mean value from a data source. The measured value should take into consideration all relevant variables listed in 1.1.3 and should be calculated to the second.
- 1.9.7 To maintain rounded dwell times closely to the measured values, cumulative rounding should be used. Rounded dwell times should be sufficient across a section of route to meet or exceed cumulative measured values.
- 1.9.8 Where the cumulative measured dwell time exceeds the planned dwell time by 15-seconds or more, that dwell should be rounded up to the next 30-second increment and the cumulative count reset to zero, subject to 1.8.9 – 1.8.13 below.
- 1.9.9 If the cumulative value is 14 secs or less, but the measured dwell at a single location is 15-secs or more over the planned dwell, the measured value should be rounded up to the next 30-second increment and the cumulative count reset to zero, subject to 1.1.9 – 1.1.13 below.

		Measured Value (secs)	Current Dwell (secs)	Cumulative Value (secs)	Proposed Dwell (secs)
Section	Station Dwell A	61	60	1	60
	Station Dwell B	38	30	9	30
	Station Dwell C	28	30	7	30
	Station Dwell D	31	30	8	30
	Station Dwell E	32	30	10	30
	Station Dwell F	36	30	16	60
Time across section:		226	210		240

- 1.9.10 The principle is that dwell times are balanced in isolation. However, historically there have been occasions where rounded dwells are balanced against inherent resilience in the SRTs, resulting from the SRT rounding process. Where this is perpetuated it must be supported by data that demonstrates this capability at the applicable location.



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- 1.9.11 If the rounding of a station dwell and a SRT is combined, the cumulative value for the planned SRTs across the section that the station is in, must be equal to exceed the cumulative value for the technical SRTs of that same section by at least the deficit between the measured and planned value of the station dwell.
- 1.9.12 Any SRT selected to offset a deficient planned dwell must not also be used to offset another SRT or dwell.

		Dwell				Current SRTs		
		Measured Value (secs)	Current Dwell (secs)	Cumulative Value (secs)	Proposed Dwell (secs)	Technical SRT (mins)	Planned SRT (mins)	Cumulative Value (secs)
Section	SRT 1							
	Station Dwell A	34	30	4	30	02:34	02:30	00:04
	SRT 2					03:12	03:00	00:16
	SRT 3					05:06	05:30	-00:08
	Station Dwell B	34	30	8	30			
	SRT 4					03:55	04:00	-00:13
	SRT 5					03:14	03:30	-00:29
	Station Dwell C	38	30	16	30			
Time across section:		106	90		90	18:01	18:30	

- 1.9.13 When a dwell review is carried out, if it is established that the rounding of a measured dwell is balanced with the rounding of an SRT then the dependency between the dwell and the SRT should be documented in the relevant Route Timetable Planning Rules.
- 1.9.14 If currently a standard dwell value of 45-seconds applies, then the measured values across a section should not exceed the rounded values if this is to be perpetuated.
- 1.9.15 A best practice guide to this methodology can be found in Appendix J.
- 1.9.16 Where no station-specific minimum value is specified a standard value of half a minute will apply.
- 1.9.17 Timetable Participants are responsible for ensuring that station dwell times are robust for operational usage and takes account of local operational railway characteristics.

## 1.10 Turnround Times

- 1.10.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.
- 1.10.2 Turnround Times are the minimum time required for rolling stock to be prepared on completing one service before it forms the next service.
- 1.10.3 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
  - Agreements for minimum turnround using same driver / crew to allow the necessary Operational tasks to be undertaken as well as changing ends.
  - Miscellaneous operational instructions
- 1.10.4 Timetable Participants are responsible for ensuring that turnrounds are robust for operational usage and takes account of local operational railway characteristics.

## 1.11 Run-round Times

- 1.11.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.
- 1.11.2 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.
- 1.11.3 It involves detaching the locomotive(s), shunting via an adjacent line, and returning to reattach to the train at the opposite end.
- 1.11.4 Typically, these movements are used in the operation of freight trains, although they are also used on locomotive-hauled passenger trains.
- 1.11.5 Timetable Participants are responsible for ensuring that Run-round times are robust for operational usage and take account of local operational railway characteristics.

## 1.12 Engineering Recovery Allowances

- 1.12.1 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
- 1.12.2 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

## 1.13 Introduction of new SRTs in support of Train Operator Variation Requests

- 1.13.1 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).
- 1.13.2 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.
- 1.13.3 There are 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 expedited 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.

### 1.13.3.1 **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 5 working days of receipt)
- If proposed SRTs pass quality assurance, NR consult new SRTs with affected Timetable Participants (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 1 working day)
- NR informs affected Timetable Participants of the decision and inputs SRTs into Bplan (within 1 working day)
- TOVR response period restarts, usual validation process follows

### 1.13.3.2 **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 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 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

### 1.12.3.3 **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 expedited 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

## 1.14 Designations and Terminology in the Timetable Planning Rules

- 1.14.1 The use of Z as the second character is prohibited for WTT services. It is for use only by Special Traffic Trains and STP additional trains *not* conforming to any route code.
- 1.14.2 To assist with understanding of the Route documents, exceptions to the standard Rules will be in the order listed in 1.13.4.
- 1.14.3
- |    |                             |
|----|-----------------------------|
| #  | Freight exception (1)       |
| \$ | Freight exception (2)       |
| %  | Passenger exception (1)     |
| &  | Passenger exception (2)     |
| *  | General/misc. exception (1) |
| ^  | General/misc. exception (2) |

Any subsequent exceptions are denoted by doubling up the symbol e.g. General exception (3) is \*\*, (4) is ^^ and so on.

### 1.14.4 Timing Allowances – definitions and usage –

- 1.14.4.1 Engineering Allowance – allowance added to schedules to accommodate planned speed restrictions. This allowance is required to compensate for loss of speed and the resultant increase in running time in a section. Engineering time is stated in the Route Timetable Planning Rules document and reviewed in conjunction with Network Rail Route Access Planning.
- 1.14.4.2 Pathing Allowance – allowance added to a schedule to compensate for an increase in running time in a section due to the service sighting a signal aspect that would prevent it from meeting its SRT and to meet applicable Timetable Planning Rules.
- 1.14.4.3 Adjustment Allowance – allowance is used where train will be performing a move that means it will be unable to meet its SRT for that section. For example, where the SRT is based on the fastest route:
- Reducing speed for a slow speed junction.
  - Restrictive signalling approaching a junction (including flashing signal aspects and approach control)
  - Acceleration to prevailing line speed when joining from a slow speed junction.
- Adjustment allowances are documented in Section 5.3 of the relevant route Timetable Planning Rules
- 1.14.4.4 Performance Allowance – allowance added to a schedule to account for anticipated time loss across sections of a journey. These may be documented in the Route Timetable Planning Rules.

## 1.15 Notes and Static Allowances for ETCS Technical Values

1.15.1 ETCS timings for timetabling should be based on the following –

1.15.1.1 Maximum length and tonnage of the specified path.

1.15.1.2 To account for variability in rolling stock, an agreed uplift to the technical value.

1.15.2 When calculating technical values in ETCS signalled areas, the following static allowances must be assumed.

Parameter	Passenger Value	Freight Value
ETCS Response Time	8 Seconds	8 Seconds
Point Movement Time (Not in Headway)	5 Seconds	5 Seconds
Total	13 seconds	13 seconds

## 2 Timetable Planning Process - Permanent Timetable

### 2.1 Introduction

This section outlines information and further detail to assist with Timetable Planning in addition to that stated in the Network Code Part D. The Network Code can be found at – <https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/>

### 2.2 Prior Working Timetable

- 2.2.1 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.
- 2.2.2 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.
- 2.2.3 As a result of the appeals process for the Previous Working Timetable Network Rail may amend the Prior Working Timetable.
- 2.2.4 The Prior Working Timetable will be transmitted to Timetable Participants through the Timetable Participants access to ITPS and by distribution as a PIF file.

### 2.3 Specialised and Congested Infrastructure

- 2.3.1 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.

### 2.4 Strategic Capacity

- 2.4.1 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.
- 2.4.2 Strategic Train Slots have the notation 'QJ' or "QP" after the train ID.
- 2.4.3 The document can be found on the Network Rail website - <https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/> [section titled 'Operational Rules (EAS-TPRs)']

## 2.5 Calendar of Events

- 2.5.1 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.
- 2.5.2 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
- 2.5.3 The document can be found on the Network Rail website -

<https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/> [section titled 'Operational Rules (EAS-TPRs)']

## 2.6 Priority Date Access Proposals

- 2.6.1 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.
- 2.6.2 Managed Station Opening Hours are shown in Appendix F. These are now included to assist Timetable Participants plan their early morning / late night services.

## 2.7 Finalisation of the New Working Timetable

- 2.7.1 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.
- 2.7.2 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.
- 2.7.3 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.

## 2.8 Appeal of Network Rail Decisions regarding the New Working Timetable

- 2.8.1 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, unless otherwise consulted.
- 2.8.2 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.

## 2.9 Terminology

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

Please see the Calendar of Milestone Dates on the Network Rail website for the most up to date information. (<https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/operational-rules/>)

## 2.10 Working Timetable Amendments

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

## 2.11 Sectional Running Times

- 2.11.1 Refer to the Route Timetable Planning Rules



## Appendix B - Operational Planning Managers (Permanent Timetable)

All contacts below are based in Milton Keynes.

Route & Contact Details	Lead Customers
Anglia Route Project Team Emma Slack <a href="mailto:Emma.Slack@networkrail.co.uk">Emma.Slack@networkrail.co.uk</a>	c2c Arriva Rail London Abelio Greater Anglia MTR Elizabeth line London Underground
LNE and East Midlands Route Project Team Stephen Newman <a href="mailto:Stephen.Newman@networkrail.co.uk">Stephen.Newman@networkrail.co.uk</a>	London North Eastern Railway Transpennine Express Northern Rail East Midlands Trains Grand Central Hull Trains Tyne & Wear Metro North Yorkshire Moors Railway Sheffield Supertram Lumo
National Freight Rolling Spot Bid Team Laura Heslop <a href="mailto:Laura.Heslop@networkrail.co.uk">Laura.Heslop@networkrail.co.uk</a>	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 Route Project Team Chris Deal <a href="mailto:Christopher.Deal@networkrail.co.uk">Christopher.Deal@networkrail.co.uk</a>	Chiltern Railways West Midlands Trains Merseyrail Avanti West Coast
Scotland Route Project Team Lucy Evans <a href="mailto:Lucy.Evans@networkrail.co.uk">Lucy.Evans@networkrail.co.uk</a>	Scotrail West Coast Railway Company Cross Country Caledonian Sleeper
South East Route Project Team Andy Brunning <a href="mailto:Andy.Brunning@networkrail.co.uk">Andy.Brunning@networkrail.co.uk</a>	Eurostar Southeastern Govia Thameslink Railway
Wessex Route Project Team Andy Brunning <a href="mailto:Andy.Brunning@networkrail.co.uk">Andy.Brunning@networkrail.co.uk</a>	South Western Railway and Island Line
Western and Wales Route Project Team Paul Singleton <a href="mailto:Paul.Singleton@networkrail.co.uk">Paul.Singleton@networkrail.co.uk</a>	Transport for Wales Rail Limited (TfWRL) Grand Union Trains Great Western Railway Heathrow Express Heathrow Connect
Network Services <a href="mailto:dcsimplanningteam@networkrail.co.uk">dcsimplanningteam@networkrail.co.uk</a>	Network Measurement Trains

## Appendix C - Access Proposals for Dated Trains

### 2.12 General Principles

- 2.12.1 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.
- 2.12.2 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.
- 2.12.3 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.
- 2.12.4 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.
- 2.12.5 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.

### 2.13 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.

### 2.15 NRT Daysets

See details in Route Timetable Planning Rules documents.

### 2.16 WTT Daysets

See details in Route Timetable Planning Rules documents.

## 2.17 Summer Dated Services

The standard period of operation of Summer Dated services is:

Monday 12/05/2025 to Sunday 31/08/2025 inclusive

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

## 2.18 Autumn (Leaf-Fall) Timetables

The standard period of operation of Autumn Dated services for 'Leaf-Fall' timetables are from the second Sunday in October:

Sunday 12/10/2025 to Sunday 07/12/2025

## Appendix D - Connectional Arrangements

### 2.19 General Principles

- 2.19.1 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 Allowances 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 the Access Proposal accordingly.
- 2.19.2 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.
- 2.19.3 A Timetable Participant's acceptance of a Network Rail proposal includes acceptance of associated connections.
- 2.19.4 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

### 2.20 General Principles

- 2.20.1 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.

### 2.21 Train Operator Variation

- 2.21.1 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.

### 2.22 Contents of an Access Proposal

The detailed requirements of an Access Proposal are listed under Condition D2.5.1. 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 |

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(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	

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- |      |                         |   |                               |
|------|-------------------------|---|-------------------------------|
| (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
<b>NATIONAL</b>			
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
Guildford	0100 Monday– 0400 Saturday	0100 – 0400 Sunday	0100 - 0600
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
<b>LONDON</b>			
Cannon Street	0430 – 0045	0430 – 0045	0630 – 0045
Clapham Junction	Sunday – Thursday 0430-0130	Friday – Saturday – 24hrs for Gatwick Express	0430 - 0130
Charing Cross	0430 – 0055	0430 – 0055	0630 – 0055
Euston	0430 – 0130	0430 – 0200	0515 – 0130
King's Cross	0500 – 0136	0500 – 0111	0530 – 0136
London 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



## Appendix G – Explanation of Working Timetable References

### For Passenger Operators -

#### Abbreviations used for Days of the Week

<b>M</b>	Monday
<b>T</b>	Tuesday
<b>W</b>	Wednesday
<b>TH</b>	Thursday
<b>F</b>	Friday
<b>S</b>	Saturday

For the above:-

- (i) The addition of the letter “**O**” indicates that the train will run on that day or those days only.
- (ii) The addition of the letter “**X**” indicates that the train will not run on that day or those days indicated.

**SUN** Sunday

#### Arrival Time References

<b>a</b>	arrives <b>1</b> minute earlier.
<b>b</b>	arrives <b>1½</b> minutes earlier.
<b>c</b>	arrives <b>2</b> minutes earlier.
<b>d</b>	arrives <b>2½</b> minutes earlier.
<b>e</b>	arrives <b>3</b> minutes earlier.
<b>f</b>	arrives <b>3½</b> minutes earlier.
<b>g</b>	arrives <b>4</b> minutes earlier.
<b>h</b>	arrives <b>4½</b> minutes earlier.
<b>j</b>	arrives <b>5</b> minutes earlier.
<b>k</b>	arrives <b>5½</b> or more minutes earlier (see explanatory note in column).
<b>n</b>	see explanatory note in column.

Abbreviations used to identify **earlier** departure times which are advertised in the National Rail Timetable.

<b>p</b>	advertised <b>1-1½</b> minutes earlier departure.
<b>q</b>	advertised <b>2-2½</b> minutes earlier departure.
<b>r</b>	advertised <b>3-3½</b> minutes earlier departure.

Abbreviations used to identify **later** arrival times which are advertised in the National Rail Timetable.

<b>v</b>	advertised <b>1</b> minute later arrival.
<b>w</b>	advertised <b>2</b> minutes later arrival.
<b>y</b>	advertised <b>3</b> minutes later arrival.
<b>z</b>	advertised <b>4</b> minutes later arrival.
<b>‡</b>	advertised time in National Rail Timetable.

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<b>C</b>	Stops to change train crew.
<b>D</b>	<i>Other than in timing load</i> - Stops to set down/detach.
<b>(D)</b>	Driver Only Operation applies.
<b>ECS</b>	Also "+" <i>when placed intra-time</i> - Empty coaching stock.
<b>+</b>	<i>When not placed intra-time</i> - Must only convey vehicles authorised to run 100mph or more.
<b>@</b>	when placed intra time at Colchester DOO London side of Colchester only
<b>EMU</b>	Electric Multiple Unit
<b>K/k</b>	See explanatory note.
<b>L</b>	Stops to change Locomotive.
<b>N</b>	Stop not advertised.
<b>NA</b>	Train not advertised.
<b>NPCCS</b>	Non passenger carrying coaching stock.
<b>OP</b>	Stops for other operating reasons.
<b>P</b>	Push pull operated train.
<b>PR</b>	Propelling between points shown.
<b>Q</b>	Runs when required.
<b>R</b>	Stops when required.
<b>RM</b>	Stops for reversing movement, or driver to change ends.
<b>RR</b>	Stops to run round.
<b>S</b>	Stops for railway personnel only.
<b>t</b>	Stops for tablet, staff or token purposes.
<b>U</b>	Stops to take up/attach.
<b>VB</b>	Vacuum braked train.
<b>X</b>	Points at which; (a) Trains run from one running line to another, or (b) Trains cross on single lines.
<b>[5]</b>	Indicates the number of minutes allowed for temporary speed restrictions and engineering work.
<b>(5)</b>	Indicates the number of minutes given for pathing requirements.
<b>&lt;5&gt;</b>	Indicates the number of minutes given for performance allowance.
<b>  </b>	Light Locomotive.
<b>*</b>	(In arrival and departure times) Stops and shunts for other trains ahead or to pass only.
<b>*</b>	(In departure time only) Traffic and/or shunts for other trains to pass.
<b>•</b>	Air-conditioned. Public address system applies on day coaches.
<b>\$</b>	Indicates headcode is changed en route.
<b>Ø</b>	See explanatory note. (May be supplemented by reference letter n).
<b>→</b>	For continuation of train timings see subsequent column.
<b>←</b>	Train timings continued from previous column.

**For Freight Operators –****FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM****1) GENERAL**

The first four characters of the train ID number above each column in the timetable provide the following information :

The first figure indicates the classification of the train. The second character can indicate the destination area.

The third and fourth figures represent the individual number of the train.

The remaining fifth and sixth character(s) are used for timetable production purposes only and should be disregarded.

**2) Freight Headcode Designations –**

For inter-regional headcodes, the 2<sup>nd</sup> character designates destination region (local acceptations can apply by agreement with Route Operations). Please see table below –

Destination of Service	Inter-regional 2 <sup>nd</sup> Character for Freight
Eastern Region	E
Anglia Region	L
London Midland Region	M
Southern Region	O
Scotland Region	S
Western Region	V

If a service stays within a region, then another letter will be used to indicate the destination, or in some cases, the route – these can be found in the Route Timetable Planning Rules.

A map of inter-regional areas can be found in Appendix H.

**TIMING INFORMATION IN WORKING TIMETABLES**

The timing load description depicts the particular combination of trailing weight and traction type used for timing the train. The timing load used for any particular train is separate from and does not override the maximum load applicable for the route and traction concerned as published by Railtrack.

To avoid excessively large numbers of different timing loads a banded approach has been adopted for loads in regular use, with steps approximately every 200 tonnes. In some cases the Sectional Running Times (SRTs) may be common to two or more timing load bands pending review of the data used to determine the timings.

The descriptions used reflect the limitation of 8 characters imposed by train planning systems. the following three formats are currently used for freight timing load descriptions;

1. Diesel hauled class 6, 7 and 8 trains (other than class 60 hauled - see below) without specifying a particular traction class. The maximum trailing weight on which the timing is based can be determined by reference to Timing Reference Matrix.

<b>45</b>		<b>TR70</b>
Max speed of the train	Indicates whether the timings incorporate RT3973 speed restrictions	Timing reference number
	<b>B</b> = Both (i.e. a Heavy Axle Weight Container train) <b>C</b> = Container <b>H</b> = Heavy Axle weight train - = Standard SRTs	

2. Used for Class 60 hauled services

<b>60</b>	<b>H</b>	<b>60</b>	<b>S</b>	<b>12</b>
Max speed of the train	Indicates whether the timings incorporate RT3973 speed restrictions	Loco class	Indicates whether the train is single or double headed	Trailing weight - upper limit of a two hundred tonne band (i.e. 12 indicates a weight between 1001 and 1200 tonnes)
	<b>B</b> = Both (i.e. a Heavy Axle Weight Container train) <b>C</b> = Container <b>H</b> = Heavy Axle weight train - = Standard SRTs	Loco class number	<b>S</b> = Single headed <b>D</b> = Double headed	Where appropriate a leading zero is used . (e.g. 08 represents 601-800 tonnes)

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3. Used for other freight services (i.e. class 4 freight trains, electrically hauled freight and other specific load and traction combinations).

75	C	86	D	12
Max speed of the train	Indicates whether the timings incorporate RT3973 speed restrictions	Loco class	Indicates whether the train is single or double headed	Trailing weight in hundreds of tonnes with final two figures omitted. (i.e. 12 indicates a weight between 1200 and 1299)
	<b>B</b> = Both (i.e. a Heavy Axle Weight Container train) <b>C</b> = Container <b>H</b> = Heavy Axle weight train <b>-</b> = Standard SRTs	Loco class number	<b>S</b> = Single headed <b>D</b> = Double headed	For less than 1000 tonnes a leading zero is used i.e. 08 indicates 800 - 899 tonnes

Example				
60	H	66	S	24
Description				
Maximum permissible speed	Indicates whether the timings incorporate RT3973 speed restrictions	Loco class	Number of locos	Trailing weight - upper limit of a two hundred tonne band (i.e. 12 indicates a weight between 1001 and 1200 tonnes)
Common Values				
45	- = No RT3973	56	S = Single Headed	04 (201-400 tons)
60	C=Container	59	D = Double Headed	through to 48 (4601-4800 tons)
75	H=Heavy Axle Weight	60		
	B=Both (i.e. a Heavy Axle Weight Container train)	66		
		86		
		90		

**Timing Loads used for Container or Heavy Axle Weight Trains**

SRTs for trains conveying vehicles with special characteristics (Containers or Heavy Axle Weight vehicles) are calculated as per the methodology described in section 1.4, taking into account any restrictions published in the relevant RT3973 form. Where restrictions relating to a specific characteristic are shown (ie. Not applying to all trains running with special characteristics) these should be shown as adjustment time in section 5.3 of the route TPR document. Within the timing loads, the following references apply:

H – Train is Heavy Axle Weight

C – Train is container traffic

B – Train is both Containers and Heavy Axle Weight

**Other Timing Loads:**

**LD** Light Diesel Locomotive

**LE** Light Electric Locomotive

Line Abbreviations

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AL	Avoiding Line	DHL	Down Hendon Line
CL	Carriage Line	DPL	Down Platform Line
DR	Down Reception Line	DPV	Down Platform Loop
DRL	Down Relief Line	RVL	Reversible Line
DS	Down Sidings	TL	Through Line
GL	Goods Line	UML	Up Main Line
HLG	High Level Goods Line	UPL	Up Platform Line
ML	Main Line	UR	Up Reception Line
PL	Platform Line	US	Up Sidings
RL	Relief Line	UHL	Up Hendon Line
		UPV	Up Passenger Loop

Other Abbreviations

C.C.D.	Coal Concentration Depot	N.Y.	Network Yard
C.T.	Container Terminal	O.R.	Oil Refinery
D.C.S.	Down Carriage Sidings	P.A.D.	Pre-assembly Depot
F.D.	Freight Depot	Qry	Quarry
F.L.T.	Freightliner Terminal	Recp	Reception Sidings
F.P.	Fuelling Point	R.S.	Recessing Sidings
G.F.	Ground Frame	R.T.S.	Refuse Transfer Station
H.S.	Holding Sidings	Sdgs	Sidings
Jn	Junction	S.F.	Shunting Frame
L.C.	Level Crossing	Sig	Signal
L.I.P.	Locomotive Inspection Point	S.S.	Sorting Sidings
T.C.	Terminal Complex	T. & R.S.	Traction and Rolling
		M.D.	Stock Maintenance Depot
T.M.D.	Traction Maintenance Depot	Yd.	Yard

## Activities

*	Stops to await passage of other trains	OR	Train locomotive on rear
AE	Stops to attach or detach assisting locomotive driver	RM	Stops for reversing movement or for to change ends.
BL staff.	Stops to attach or detach banking locomotive	t	Stops only for token, tablet or train
C	Stops to change train crew	PR	Propelling movement
D	Stops to detach	RR	Stops to run round
E	Stops for examination	S	Stops for staff other than train men
L	Stops to change locomotives	U	Stops to attach
OP	Stops for other operational reasons direction on	X	Stops for train passing in opposite single line

Operating Characteristics

B	Vacuum Braked	Y	Service has two or more paths which run to/from alternative origins/destinations or different routes.
G	Train (Wo)man	Z	May convey traffic to Channel Tunnel Gauge. Not to be diverted from booked route without authority.
Q	Runs when required		Light locomotive

### 3 Timetable Planning Process - Short Term Planning

#### 3.1 Introduction

- 3.1.1 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.
- 3.1.2 The timetable planning process for short term planning is governed by Part D of the Network Code (last amended on 27<sup>th</sup> July 2021). 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.
- 3.1.3 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 12<sup>th</sup> 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.
- 3.1.4 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.

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

- 3.2.1 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
- 3.2.2 Network Rail must consult with all Timetable Participants likely to be affected by the amendment.
- 3.2.3 By TW-30 Network Rail will provide its proposals for Restrictions of Use in respect of the corresponding TW to Timetable Participants.
- 3.2.4 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.
- 3.2.5 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.
- 3.2.6 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;

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(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.

- 3.2.7 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.
- 3.2.8 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.
- 3.2.9 Not later than TW-14, Network Rail shall notify all Timetable Participants of its decision in respect of Network Rail Variations.
- 3.2.10 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.
- 3.2.11 At TW-12, Network Rail shall record and provide to all Timetable Participants, the Network Rail Variations to be made.
- 3.2.12 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.
- 3.2.13 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.

### 3.3 Network Rail Variations with less than 12 Weeks Notice

- 3.3.1 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.
- 3.3.2 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.
- 3.3.3 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.
- 3.3.4 Following resolution of appeals, Network Rail will advise all affected Timetable Participants of any further changes to the amended timetable as soon as practicable.
- 3.3.5 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.

### 3.4 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**



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- 3.4.1 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.
- 3.4.2 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.
- 3.4.3 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.
- 3.4.4 **Changes Initiated by Timetable Participants**
- 3.4.4.1 A Timetable Participant may propose changes to any part of Engineering Access Statement/Timetable Planning Rules affecting or likely to affect that Timetable Participants.
- 3.4.4.2 The Timetable Participant shall submit a written statement of the proposed change and a concise explanation of the reasons for that change.
- 3.4.4.3 for Timetable Planning Rules, to its Network Rail Operational Planning Project Manager (LTP) who will acknowledge receipt.
- 3.4.4.4 For Engineering Access Statement, to the Engineering Access Planning Manager who will acknowledge receipt.
- 3.4.4.5 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.
- 3.4.5 **Changes Initiated by Network Rail**
- 3.4.5.1 Network Rail may propose changes to any part of the Engineering Access Statement/Timetable Planning Rules.
- 3.4.5.2 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.

### 3.4.6 Response by Train Operators

- 3.4.6.1 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:
  - 3.4.6.2 its agreement to the proposed change or;
  - 3.4.6.3 details of a counter-proposal and an explanation of its reasons or;
  - 3.4.6.4 in the case of Timetable Planning Rules items such as sectional running times, a request that a joint investigation is carried out.
- 3.4.6.5 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.

## 3.5 Decision by Network Rail

- 3.5.1 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.
- 3.5.2 In reaching its decision, Network Rail shall have due regard to the Decision Criteria in Network Code Condition D 4.6.
- 3.5.3 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.
- 3.5.4 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).

## 4 Service Requirements for Network Services, Measurement and Railhead Treatment Trains

- 4.1 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 I tables reflect those requirements.
- 4.1.1 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:
- 4.1.1.1 Trains slide on this slippery hardened material and can slide past a signal set at danger leading to a SPAD (Signal Passed 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.
- 4.1.1.2 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.
- 4.1.2 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.
- 4.1.3 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.
- 4.1.4 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.
- 4.1.5 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

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<b>Datastream</b>	<b>Purpose</b>
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

- 4.1.6 This asset information is used to satisfy the requirements of mandated engineering standards.
- 4.2 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.
- 4.2.1 Inclusion within these National Timetable Planning Rules will accord Network Service and Measurement trains that meet the threshold of being planned to run at least once in any 13-week period equal priority to the Firm Rights of Timetable Participants in respect of conflict resolution decisions across all timetable periods.
- 4.2.2 Inclusion within these National Timetable Planning Rules will accord Railhead Treatment Trains equal priority to the Firm Rights of Timetable Participants in respect of conflict resolution decisions across the timetable period(s) identified in Section 2.18.
- 4.3 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 in Appendix 1 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 when submitting an access proposal.
- 4.4 Where necessary, 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.
- 4.5 The Maximum Variation in departure time, arrival time or of any intermediate point required for operational reasons (eg. Train crew) of any Network Service detailed in Appendix 1 shall be no more than 30 minutes from the corresponding time (at any location) for the corresponding Train Slot in the preceding Timetable Period
- 4.6 Where Railhead Treatment Trains are required to run outside the dates shown in section 2.18, a TOVR should be submitted through the STP process for the desired train path.

## 5 International Train Slots

- 5.1.1 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.

### 5.1 Passenger

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

## 6 Procedure for Amending or Withdrawing a Possessions Strategy Notice

### 6.1 Introduction

- 6.1.1 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).
- 6.1.2 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.
- 6.1.3 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.

### 6.2 Proposal of Changes

- 6.2.1 Network Rail may propose changes to any part of any PSN or may propose the withdrawal of a previously-issued PSN.
- 6.2.2 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.

### 6.3 Response by Timetable Participants

- 6.3.1 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.
- 6.3.2 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.

### 6.4 Decision by Network Rail

- 6.4.1 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.
- 6.4.2 In reaching its decision, Network Rail shall have due regard to the Decision Criteria in Network Code Condition D4.6.
- 6.4.3 Network Rail will notify its decision to each affected Timetable Participant within 10 Working Days of the last date for receipt of responses.
- 6.4.4 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.

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

## Appendix H – List of Definitions

Term	Definition
<b>Bplan</b>	Electronic repository for train planning geography values. These values include: Tiplocs, Network links, SRTs/Timing links, valid platform numbers and codes.
<b>Conditional Timing Point</b>	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.
<b>Cumulative Rounding</b>	Throughout the course of a journey timings for SRTs and dwells will need rounding to ensure that the cumulative technical time for a section and the cumulative SRT + dwell time for a section are balanced and do not usually diverge by more than ±15 seconds.
<b>Decision Criteria</b>	<p>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”).</p> <p>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:</p> <ul style="list-style-type: none"> <li>(a) maintaining, developing and improving the capability of the Network;</li> <li>(b) that the spread of services reflects demand;</li> <li>(c) maintaining and improving train service performance;</li> <li>(d) that journey times are as short as reasonably possible;</li> <li>(e) maintaining and improving an integrated system of transport for passengers and goods;</li> <li>(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;</li> <li>(g) seeking consistency with any relevant Route Utilisation Strategy;</li> <li>(h) that, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed;</li> <li>(i) mitigating the effect on the environment;</li> <li>(j) enabling operators of trains to utilise their assets efficiently; and</li> <li>(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</li> <li>(l) avoiding a change to any International Freight Train Slot included in part B of an International Freight Capacity Notice shall be changed</li> </ul>
<b>Engineering Recovery Allowance</b>	Additional time included in train schedules to cover the impact of planned temporary speed restrictions associated with engineering works on the network.
<b>Junction Margin</b>	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.
<b>Mandatory Timing Point</b>	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

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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.

<b>Network Link</b>	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.
<b>Planning Headway</b>	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.
<b>Platform Reoccupation</b>	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.
<b>Run-round Time</b>	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.
<b>Sectional Running Time (SRT) / Timing Link</b>	Time taken for various train types (Timing Loads) to traverse a Network Link, representing the fastest route of that Network Link.
<b>Signalling Headway</b>	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.
<b>Superlinks</b>	<p>A train schedule cannot be published in TRUST with more than 150 TIPLOCs. Any schedule requiring more than 150 TIPLOCs will need to be split into two schedules or will need to have certain Timing Points removed.</p> <p>See Section 2.1 Planning Geography for TIPLOCs that can be removed.</p> <p>Examples of 150 TIPLOC schedules are CrossCountry's services from Penzance to destinations beyond Edinburgh (typically Glasgow Central, Dundee or Aberdeen) in both directions.</p>
<b>Stanox</b>	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.
<b>Station Dwell Time</b>	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.

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<b>Technical Headway</b>	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.
<b>Technical Value</b>	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.
<b>Terminal Time</b>	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.
<b>Timetable Impact Assessment</b>	A study undertaken to understand the effect of a proposed TPR value change on the operation of the Timetable.
<b>Timetable Participant</b>	(a) an Access Beneficiary; or (b) a Potential Access Party
<b>Timing Point</b>	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. <ol style="list-style-type: none"> <li>1. Non-stopping trains – see above</li> <li>2. Terminal stations – see above</li> <li>3. Trains stopping at platforms – appropriate stop board for the length of train</li> <li>4. Trains stopping in loops – exit signal</li> </ol>
<b>TIPLOC</b>	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).
<b>Turnround Time</b>	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, new or amended possessions requested by Draft Period Possession Plan (TW30) and new or amended possessions requested after publication of the Confirmed Period Possession Plan (TW26).
- 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 or new/amended possessions by DPPP 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.
- 7.1.4 New or amended possessions requested by Network Rail postTW26 (late notice) where a Capacity Study is then requested by a Timetable Participant; Network Rail and Timetable Participants shall agree the following:-

Severity  
Delivery Date  
Priority paths, flows etc...  
Agree an output ie. study, trains meeting, revision of an existing train plan etc  
Where possible Timetable Participants to provide the following –  
Estimated and evidenced passenger numbers  
Estimated and evidenced commercial impact

- 7.1.5 To support delivery of the agreed Capacity Study Timetable participants to provide the following, unless agreed otherwise:-

Priority paths, flows, services  
Q paths that can be discounted  
Timing Load  
Ancillary moves  
Whether a standard hour is required only  
Details of a specific headcode that requires a train slot  
Non-runners

- 7.1.6 Consideration within any Capacity Study timetable must be given to Network Service schedules. High frequency services can be found in Appendix I below, low frequency services and their expected run dates can be found here - [IM Train Planning \(sharepoint.com\)](#), or contact [dcsimplanningteam@networkrail.co.uk](mailto:dcsimplanningteam@networkrail.co.uk)

## 7.2 Access Impact Matrix

	<b><u>Severity 1</u></b> <b>Access that impacts on a single service group or single operator</b>	<b><u>Severity 2</u></b> <b>Access that effects multiple service groups or operators and / or where capacity is shared by operators</b>
<u>Capacity Study</u> [EAP]	<ul style="list-style-type: none"> <li>•Isolated one off pieces of access that require minor retiming of less than 10 minutes</li> <li>•Regular diversions for Section 5 possessions</li> <li>•Regular diversions for a single piece of access</li> <li>•TSRs that require additional [x] with minor impact on train service (journey time extension no greater than 10 minutes)</li> <li>•Services required to start / terminate short where the planning solution is known</li> </ul>	<ul style="list-style-type: none"> <li>•2 track timetables outside of normal Section 4 times</li> <li>•High Output possessions with TSRs and line blockages (pattern of services required to confirm line blockage times)</li> <li>•TSRs that require additional [x] for more than one operator</li> <li>•Diversions routes where capacity will be shared (an understanding of hourly patterns or ability to fit the WTT quantum of trains etc)</li> <li>•Regular diversionary routes for multiple operators (e.g. via Northampton / Hertford Loop etc) where capacity is understood</li> <li>•Services required to start / terminate short where the method of working is not known</li> </ul>
Output requirements	<ul style="list-style-type: none"> <li>•Understanding of the impact on train service group and required capacity</li> <li>•Understanding the impact on standard possession opportunities</li> <li>•Detailed Traffic Remarks by CPPP stage. If post CPPP, included as part of proposal</li> </ul>	<ul style="list-style-type: none"> <li>•Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator and allocated capacity</li> <li>•Understanding the impact on standard possession opportunities</li> <li>•Detailed Traffic Remarks by CPPP stage. If post CPPP, included as part of proposal</li> </ul>

	<b>Severity 3</b> <b>Access that effects one or more operators and that requires significant diversion or retiming (of greater than 15 minutes)</b>	<b>Severity 4</b> <b>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</b>
<b>Timetable Study</b> [EAP & Train planning]	<ul style="list-style-type: none"> <li>•Standard hourly pattern either undeliverable or requires significant amendment (&gt;15 mins)</li> <li>•Where an understanding of the impact on service patterns and connections is required (services back to booked / missing key stations etc)</li> <li>•Potential impact on train crew and unit resources for one or more operators (turnarounds at key stations potentially impacted etc)</li> <li>•Restrictive capacity and / or where booked connections are impacted at key stations (i.e. Birmingham New Street / Leeds / London Terminals etc)</li> <li>•Access that requires the thinning of services to provide capacity for diverted services or degraded working</li> <li>•Access that requires multiple operators to start / terminate at a station that has a complex method of working for turn back moves</li> <li>•Severe impact on ability to move Empty Coaching Stock (possessions effecting depot access or requiring significant retiming [greater than 15 minutes] or diversion)</li> </ul>	<ul style="list-style-type: none"> <li>•Abnormal diversionary routes where capacity and / or the impact on train paths and connections is not easily or fully understood</li> <li>•SLW plans outside of Section 4 where capacity is constrained with significant journey time detriment (of greater than 15 minutes)</li> <li>•Where one or more operators are impacted by more than one piece of access on one or more routes</li> <li>•Where capacity via a diversionary route is severely restricted (single line / absolute block / congested routes / stations etc)</li> <li>•Where an understanding of the impact on service patterns and connections is required (services back to booked / missing key stations etc)</li> <li>•SX blockade of one or more operators' primary routes (WCML / ECML all line block e.g. Wigan / Watford)</li> </ul>
Output requirements	<ul style="list-style-type: none"> <li>•Standard hourly pattern established through detailed timings (as opposed to production of a full timetable for the specific period)</li> <li>•Platforming exercise to understand capacity around any restriction at multi operator stations</li> <li>•Single train timing exercise to understand impact on journey time detriment and / or impact of crew and resources</li> <li>•Train by train timing to demonstrate impact on ECS moves to ensure deliverability of train service</li> <li>•Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator and allocated capacity from output of Timetable Study</li> <li>•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</li> </ul>	<ul style="list-style-type: none"> <li>•Full timetable study for every operator effected for the duration of the disruption (with the exception of ECS moves where not applicable)</li> </ul> <p><b>or</b></p> <ul style="list-style-type: none"> <li>•Standard hourly pattern to understand capacity through detailed timings (as opposed to production of a full timetable for the specific period)</li> <li>•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</li> <li>•Decision Criteria grid populated to support capacity allocation</li> <li>•Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator drawn from output of Timetable Study</li> <li>•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</li> </ul>

**Appendix I – 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	09:43	Westbury Down T.C.		FLHH
SX	6C73DV	12:17	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	06:53	Doncaster Up Decoy	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	16:54	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	FLHH
SX	6E22GV	21:57	Mountsorrell GBRF	01:43	Doncaster Up Decoy	Y	GBRf
SX	6E30GC	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
<b>SX</b>	<b>6E36GT</b>	<b>18:09</b>	<b>Millerhill S.S</b>	<b>02:39</b>	<b>Doncaster Up Decoy</b>		<b>Colas</b>
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	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	¥	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	6K38FP	10:07	Crewe Basford Hall	11:59	Longport Sidings		Colas
SX	6K39FA	15:24	Longport Sidings	17:05	Crewe Basford Hall		Colas
SX	6K50FV	15:13	Toton North Yard	17:42	Crewe Basford Hall SSN	Y	FLHH
SX	6K87FT	04:49	Crewe Basford Hall	07:23	Longport Sidings		Colas
SU	6K88FA	20:30	Carlisle N.Y.	23:31	Crewe Basford Hall S.S.M.	Y	Colas
SX	6K88FT	10:07	Longport Sidings	12:07	Crewe Basford Hall		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	6M15EY	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
<del>SX</del>	<del>6M26EA</del>	<del>08:50</del>	<del>Eastleigh East Yard</del>	<del>14:35</del>	<del>Cliffe Hill Stud Farm GBRF</del>	<del>Y</del>	<del>GBRf</del>
SX	6M26EP	08:50	Eastleigh East Yard	17:02	Mountsorrell 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	Mountsorrell SDGS	Y	Colas
MO	6M36AK	03:08	Crewe Basford Hall S.S.M.	06:22	Mountsorrell SDGS		Colas
<del>SX</del>	<del>6M37FB</del>	<del>16:36</del>	<del>Ravensthruther Sidings</del>	<del>19:39</del>	<del>Carlisle N.Y.</del>		<del>Colas</del>
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	06:25	Millerhill S.S	10:46	Carlisle N.Y	Y	DB Cargo
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	6N06GV	09:55	Doncaster Up Decoy	11:35	York Engineers Yard		DB
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
<del>SX</del>	<del>6O27CA</del>	<del>19:06</del>	<del>Cliffe Hill Stud Farm GBRF</del>	<del>02:19</del>	<del>Eastleigh East Yard</del>	<del>Y</del>	<del>GBRf</del>
SX	6O27CC	20:39	Mountsorrell 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	06:30	Hoo Junction Up Yard		GBRf
SX	6O36BA	22:02	Whitemoor Yard L.D.C. GBRF	02:18	Hoo Junction Up Yard	Y	GBRf
SX	6O36PD	21:02	Whitemoor Yard L.D.C. GBRF	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
<del>SX</del>	<del>6S31LT</del>	<del>06:35</del>	<del>Doncaster</del>	<del>16:37</del>	<del>Millerhill Yard</del>		<del>Colas</del>
<del>SX</del>	<del>6S37LA</del>	<del>10:14</del>	<del>Carlisle N.Y.</del>	<del>13:08</del>	<del>Ravensthruther Sidings</del>		<del>Colas</del>
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		GBRf
SX	6T96BA	15:43	Cliffe Brett Marine	16:05	Hoo Junction Up Yard		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	21:51	Westbury Down T.C	Y	Colas
SX	6V31DY	20:13	Eastleigh East Yard	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.	19:31	Eastleigh East Yard		GBRf
SX	6X31LA	06:35	Doncaster Up Decoy	16:37	Millerhill Yard		Colas
SX	6X34GA	18:09	Millerhill Yard	02:39	Doncaster Up Decoy		Colas
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	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	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
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	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	15:14	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

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**Network Seasonal and Railhead Treatment Services**

Type	TID	Dep.	From	To	Arr.	Days	Route
RHTT	3J32GA	04:06	FOXTON	HARRINGAY UP REV SDGS	05:20	SX	Anglia
RHTT	3J32GB	04:42	FOXTON	HARRINGAY UP REV SDGS	05:50	SO	Anglia
RHTT	3J32GC	14:08	FOXTON	HARRINGAY UP REV SDGS	15:31	Su	Anglia
RHTT	3J32GD	04:06	FOXTON	HARRINGAY UP REV SDGS	05:20	SX	Anglia
RHTT	3J32GE	04:42	FOXTON	HARRINGAY UP REV SDGS	05:50	SO	Anglia
RHTT	3J32GF	14:08	FOXTON	HARRINGAY UP REV SDGS	15:29	Su	Anglia
RHTT	3S01HA	09:22	STOWMARKET D.G.L.	STOWMARKET D.G.L.	17:41	SX	Anglia
RHTT	3S01HB	09:25	STOWMARKET D.G.L.	STOWMARKET D.G.L.	18:40	SO	Anglia
RHTT	3S01HC	10:12	STOWMARKET D.G.L.	STOWMARKET D.G.L.	18:25	Su	Anglia
RHTT	3S10HA	19:39	STOWMARKET D.G.L.	STOWMARKET D.G.L.	06:07	FSX	Anglia
RHTT	3S10HA	19:39	STOWMARKET D.G.L.	STOWMARKET D.G.L.	06:07	FO	Anglia
RHTT	3S10HC	20:32	STOWMARKET D.G.L.	STOWMARKET D.G.L.	05:48	Su	Anglia
RHTT	3S20HA	20:48	BROXBOURNE DN TAMP SDG GBF	BROXBOURNE DN TAMP SDG GBF	04:36	SX	Anglia
RHTT	3S20HC	20:04	BROXBOURNE DN TAMP SDG GBF	BROXBOURNE DN TAMP SDG GBF	05:09	Su	Anglia
RHTT	3S30HA	21:52	STOWMARKET D.G.L.	STOWMARKET D.G.L.	06:45	FSX	Anglia
RHTT	3S30HA	21:52	STOWMARKET D.G.L.	STOWMARKET D.G.L.	06:53	FO	Anglia
RHTT	3S30HC	21:56	STOWMARKET D.G.L.	STOWMARKET D.G.L.	06:06	Su	Anglia
RHTT	3S40HA	21:28	BROXBOURNE DN TAMP SDG GBF	BROXBOURNE DN TAMP SDG GBF	05:54	FSX	Anglia
RHTT	3S40HA	21:28	BROXBOURNE DN TAMP SDG GBF	BROXBOURNE DN TAMP SDG GBF	05:54	FO	Anglia
RHTT	3S40HC	19:16	BROXBOURNE DN TAMP SDG GBF	BROXBOURNE DN TAMP SDG GBF	03:57	Su	Anglia
RHTT	3S50HA	19:53	STOWMARKET D.G.L.	STOWMARKET D.G.L.	04:06	SX	Anglia
RHTT	3S50HC	19:24	STOWMARKET D.G.L.	STOWMARKET D.G.L.	03:35	Su	Anglia
RHTT	3S60HA	09:00	STOWMARKET D.G.L.	STOWMARKET D.G.L.	17:06	SX	Anglia
RHTT	3S60HB	08:37	STOWMARKET D.G.L.	STOWMARKET D.G.L.	20:02	SO	Anglia
RHTT	3S65HA	23:59	STOWMARKET D.G.L.	STOWMARKET D.G.L.	05:08	SX	Anglia
RHTT	3S65HC	23:30	STOWMARKET D.G.L.	STOWMARKET D.G.L.	04:53	Su	Anglia

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Type	TID	Dep.	From	To	Arr.	Days	Route
RHTT	3S70HA	08:31	BROXBOURNE DN TAMP SDG GBF	BROXBOURNE DN TAMP SDG GBF	19:00	SX	Anglia
RHTT	3S70HB	08:18	BROXBOURNE DN TAMP SDG GBF	BROXBOURNE DN TAMP SDG GBF	21:17	SO	Anglia
RHTT	3S81HA	07:12	BROXBOURNE DN TAMP SDG GBF	BROXBOURNE DN TAMP SDG GBF	16:48	TWO	Anglia
RHTT	3S81HA	07:12	BROXBOURNE DN TAMP SDG GBF	BROXBOURNE DN TAMP SDG GBF	16:48	MTHFO	Anglia
RHTT	3S81HA	07:25	BROXBOURNE DN TAMP SDG GBF	BROXBOURNE DN TAMP SDG GBF	17:13	SO	Anglia
RHTT	3J01RC	00:29	TOTON T.M.D.	KENTISH TOWN	03:45	MX	LNE
RHTT	3J02RB	04:09	KENTISH TOWN	BEDFORD	05:14	MSX	LNE
RHTT	3J02RB	04:09	KENTISH TOWN	BEDFORD	05:16	SO	LNE
RHTT	3J03RB	05:26	BEDFORD	KENTISH TOWN	06:27	MSX	LNE
RHTT	3J03RC	05:26	BEDFORD	KENTISH TOWN	06:31	SO	LNE
RHTT	3J04RB	06:34	KENTISH TOWN	BARDON HILL	10:57	MSX	LNE
RHTT	3J04RB	07:03	KENTISH TOWN	BARDON HILL	10:03	SO	LNE
RHTT	3J05RB	10:37	BARDON HILL	NUNEATON	11:22	SO	LNE
RHTT	3J05RB	11:34	BARDON HILL	NUNEATON	12:18	MSX	LNE
RHTT	3J07RB	12:15	LEICESTER	WEST HAMPSTEAD THAMESLINK	14:46	SO	LNE
RHTT	3J07RB	13:47	LEICESTER	WEST HAMPSTEAD THAMESLINK	16:14	MSX	LNE
RHTT	3J08EH	15:30	WEST HAMPSTEAD THAMESLINK	LUTON	16:15	SO	LNE
RHTT	3J08EH	16:31	WEST HAMPSTEAD THAMESLINK	LUTON	17:17	SX	LNE
RHTT	3J09EH	16:22	LUTON	WEST HAMPSTEAD THAMESLINK	17:13	SO	LNE
RHTT	3J09EH	17:23	LUTON	WEST HAMPSTEAD THAMESLINK	18:16	SX	LNE
RHTT	3J10EG	18:40	WEST HAMPSTEAD THAMESLINK	TOTON T.M.D.	23:19	SX	LNE
RHTT	3J10EH	17:48	WEST HAMPSTEAD THAMESLINK	TOTON T.M.D.	21:06	SO	LNE
RHTT	3J30GA	01:06	PETERBOROUGH L.I.P.	HARRINGAY UP REV SDGS	02:42	SX	LNE
RHTT	3J30GB	01:35	PETERBOROUGH L.I.P.	HARRINGAY UP REV SDGS	03:12	SO	LNE
RHTT	3J30GC	10:48	PETERBOROUGH L.I.P.	HARRINGAY UP REV SDGS	12:22	Su	LNE
RHTT	3J30GD	01:06	PETERBOROUGH L.I.P.	HARRINGAY UP REV SDGS	02:42	SX	LNE
RHTT	3J30GE	01:35	PETERBOROUGH L.I.P.	HARRINGAY UP REV SDGS	03:12	SO	LNE
RHTT	3J30GF	10:48	PETERBOROUGH L.I.P.	HARRINGAY UP REV SDGS	12:21	Su	LNE

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Type	TID	Dep.	From	To	Arr.	Days	Route
RHTT	3J31GA	02:49	HARRINGAY UP REV SDGS	FOXTON	03:59	SX	LNE
RHTT	3J31GB	03:30	HARRINGAY UP REV SDGS	FOXTON	04:38	SO	LNE
RHTT	3J31GC	12:26	HARRINGAY UP REV SDGS	FOXTON	14:01	Su	LNE
RHTT	3J31GD	02:49	HARRINGAY UP REV SDGS	FOXTON	03:59	SX	LNE
RHTT	3J31GE	03:30	HARRINGAY UP REV SDGS	FOXTON	04:38	SO	LNE
RHTT	3J31GF	12:26	HARRINGAY UP REV SDGS	FOXTON	14:01	Su	LNE
RHTT	3J33GA	05:37	HARRINGAY UP REV SDGS	ROYSTON (HERTS) LOOP	06:49	SX	LNE
RHTT	3J33GB	05:54	HARRINGAY UP REV SDGS	ROYSTON (HERTS) LOOP	08:37	SO	LNE
RHTT	3J33GC	15:38	HARRINGAY UP REV SDGS	PETERBOROUGH L.I.P.	17:29	Su	LNE
RHTT	3J33GD	05:37	HARRINGAY UP REV SDGS	ROYSTON (HERTS) LOOP	06:48	SX	LNE
RHTT	3J33GE	05:54	HARRINGAY UP REV SDGS	ROYSTON (HERTS) LOOP	08:37	SO	LNE
RHTT	3J33GF	15:38	HARRINGAY UP REV SDGS	PETERBOROUGH L.I.P.	17:29	Su	LNE
RHTT	3J34GA	07:40	ROYSTON (HERTS) LOOP	HARRINGAY UP REV SDGS	09:27	SX	LNE
RHTT	3J34GB	09:04	ROYSTON (HERTS) LOOP	HARRINGAY UP REV SDGS	10:06	SO	LNE
RHTT	3J35GA	09:42	HARRINGAY UP REV SDGS	ROYSTON (HERTS) LOOP	10:44	SX	LNE
RHTT	3J35GB	10:11	HARRINGAY UP REV SDGS	ROYSTON (HERTS) LOOP	11:37	SO	LNE
RHTT	3J36GA	11:04	ROYSTON (HERTS) LOOP	FERME PARK RECP.	12:36	SX	LNE
RHTT	3J36GB	12:33	ROYSTON (HERTS) LOOP	FERME PARK RECP.	14:11	SO	LNE
RHTT	3J37GA	13:28	FERME PARK RECP.	ROYSTON	15:37	SX	LNE
RHTT	3J37GB	15:40	FERME PARK RECP.	ROYSTON (HERTS) LOOP	18:11	SO	LNE
RHTT	3J38GA	16:43	ROYSTON	HARRINGAY UP REV SDGS	18:22	SX	LNE
RHTT	3J38GB	18:33	ROYSTON (HERTS) LOOP	HARRINGAY UP REV SDGS	19:36	SO	LNE
RHTT	3J39GA	19:05	HARRINGAY UP REV SDGS	PETERBOROUGH L.I.P.	21:25	SX	LNE
RHTT	3J39GB	20:13	HARRINGAY UP REV SDGS	PETERBOROUGH L.I.P.	21:48	SO	LNE
RHTT	3J40GC	10:17	DONCASTER UP DECOY	PETERBOROUGH L.I.P.	12:42	Su	LNE
RHTT	3J41GA	06:10	PETERBOROUGH L.I.P.	DONCASTER UP DECOY	09:16	MWFO	LNE
RHTT	3J41GA	08:08	PETERBOROUGH L.I.P.	DONCASTER UP DECOY	10:46	SO	LNE
RHTT	3J41GA	08:03	PETERBOROUGH L.I.P.	BARNETBY	10:35	TThO	LNE

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Type	TID	Dep.	From	To	Arr.	Days	Route
RHTT	3J41GC	14:08	PETERBOROUGH L.I.P.	PETERBOROUGH L.I.P.	16:31	Su	LNE
RHTT	3J42GB	11:55	DONCASTER UP DECOY	PETERBOROUGH L.I.P.	15:34	SO	LNE
RHTT	3J42GB	11:05	BARNETBY	PETERBOROUGH L.I.P.	15:47	TThO	LNE
RHTT	3J42GB	09:54	DONCASTER UP DECOY	PETERBOROUGH	15:55	MWFO	LNE
RHTT	3J42GC	17:57	PETERBOROUGH L.I.P.	PETERBOROUGH L.I.P.	23:18	Su	LNE
RHTT	3J42GD	11:55	DONCASTER UP DECOY	DONCASTER UP DECOY	15:50	SO	LNE
RHTT	3J43GA	16:00	PETERBOROUGH L.I.P.	PETERBOROUGH L.I.P.	18:40	TThO	LNE
RHTT	3J43GA	16:03	PETERBOROUGH	PETERBOROUGH L.I.P.	18:40	MWFO	LNE
RHTT	3J43GB	16:00	PETERBOROUGH L.I.P.	PETERBOROUGH L.I.P.	18:40	TThO	LNE
RHTT	3J43GB	16:03	PETERBOROUGH	PETERBOROUGH L.I.P.	21:12	MWFO	LNE
RHTT	3J44GA	19:06	PETERBOROUGH L.I.P.	PETERBOROUGH L.I.P.	22:42	SX	LNE
RHTT	3J51GB	09:50	YORK THRALL EUROPA	YORK THRALL EUROPA	20:52	TThO	LNE
RHTT	3J51GB	09:50	YORK THRALL EUROPA	YORK THRALL EUROPA	22:35	MWFO	LNE
RHTT	3J51GD	09:52	YORK THRALL EUROPA	YORK THRALL EUROPA	22:34	SO	LNE
RHTT	3J78GC	08:36	NUNTHORPE	CARLISLE KINGMOOR SDG(DRS)	12:31	SO	LNE
RHTT	3J78GC	08:39	NUNTHORPE	CARLISLE KINGMOOR SDG(DRS)	13:31	TThO	LNE
RHTT	3J78GC	11:34	NUNTHORPE	CARLISLE KINGMOOR SDG(DRS)	17:05	MO	LNE
RHTT	3J78GD	08:35	NUNTHORPE	CARLISLE KINGMOOR SDG(DRS)	13:31	WFO	LNE
RHTT	3J84EB	04:59	STAPLEFORD & SANDIACRE	TOTON T.M.D.	16:25	TThO	LNE
RHTT	3J84EC	05:00	STAPLEFORD & SANDIACRE	TOTON T.M.D.	16:26	SO	LNE
RHTT	3J84EK	04:59	STAPLEFORD & SANDIACRE	TOTON T.M.D.	16:25	WFO	LNE
RHTT	3J85EC	04:59	STAPLEFORD & SANDIACRE	STAPLEFORD & SANDIACRE	16:18	MO	LNE
RHTT	3J86EB	02:45	TOTON T.M.D.	STAPLEFORD & SANDIACRE	04:54	MO	LNE
RHTT	3J87EH	21:25	TOTON T.M.D.	STAPLEFORD & SANDIACRE	04:23	SX	LNE
RHTT	3J88EH	21:25	TOTON T.M.D.	STAPLEFORD & SANDIACRE	04:23	SX	LNE
RHTT	3J88RB	21:17	TOTON T.M.D.	STAPLEFORD & SANDIACRE	04:23	SX	LNE

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Type	TID	Dep.	From	To	Arr.	Days	Route
RHTT	3J91EH	23:32	TOTON T.M.D.	WEST HAMPSTEAD THAMESLINK	11:44	Su	LNE
RHTT	3J91RB	23:42	TOTON T.M.D.	WEST HAMPSTEAD THAMESLINK	11:44	SX	LNE
RHTT	3J92EA	23:17	TOTON T.M.D.	WEST HAMPSTEAD THAMESLINK	11:44	FO	LNE
RHTT	3J92EA	23:17	TOTON T.M.D.	WEST HAMPSTEAD THAMESLINK	11:44	FSX	LNE
RHTT	3J92RC	23:17	TOTON T.M.D.	WEST HAMPSTEAD THAMESLINK	11:44	FO	LNE
RHTT	3J92RC	23:17	TOTON T.M.D.	WEST HAMPSTEAD THAMESLINK	11:45	FSX	LNE
RHTT	3J93EH	12:01	WEST HAMPSTEAD THAMESLINK	TOTON T.M.D.	17:22	SO	LNE
RHTT	3J93EH	12:01	WEST HAMPSTEAD THAMESLINK	TOTON T.M.D.	17:37	SX	LNE
RHTT	3S10GA	23:59	DONCASTER WEST YARD	YORK THRALL EUROPA	01:25	Su	LNE
RHTT	3S11GE	01:50	YORK THRALL EUROPA	SHEFFIELD	06:55	MWFO	LNE
RHTT	3S11GE	02:00	YORK THRALL EUROPA	SHEFFIELD	06:33	SO	LNE
RHTT	3S11GE	02:12	YORK THRALL EUROPA	SHEFFIELD	06:38	TThO	LNE
RHTT	3S12GA	07:43	SHEFFIELD	WRENTHORPE RECP.	08:45	MWFO	LNE
RHTT	3S12GA	06:50	SHEFFIELD	SHEFFIELD	08:38	SO	LNE
RHTT	3S12GB	07:43	SHEFFIELD	SHEFFIELD	09:23	TThO	LNE
RHTT	3S13GD	09:08	SHEFFIELD	SHEFFIELD	11:25	SO	LNE
RHTT	3S13GD	08:50	WRENTHORPE RECP.	GRIMSBY TOWN	10:56	MWFO	LNE
RHTT	3S13GE	09:26	SHEFFIELD	WOODBURN JN	11:25	TThO	LNE
RHTT	3S14GH	11:24	WOODBURN JN	MASBRO S.S. JN	13:59	TThO	LNE
RHTT	3S14GJ	11:38	GRIMSBY TOWN	YORK THRALL EUROPA	19:28	MWFO	LNE
RHTT	3S14JB	11:51	SHEFFIELD	YORK THRALL EUROPA	13:30	SO	LNE
RHTT	3S15GH	14:05	MASBRO S.S. JN	YORK THRALL EUROPA	15:46	TThO	LNE
RHTT	3S16GA	19:41	YORK THRALL EUROPA	DONCASTER WEST YARD	21:18	SO	LNE
RHTT	3S20GD	16:46	YORK THRALL EUROPA	SELBY	19:43	SX	LNE
RHTT	3S20GD	17:11	YORK THRALL EUROPA	SELBY	20:00	Su	LNE
RHTT	3S24GE	02:28	LEEDS	LEEDS	04:50	SO	LNE
RHTT	3S24GE	02:28	LEEDS	LEEDS	04:50	SX	LNE
RHTT	3S25GB	04:55	LEEDS	LEEDS	06:21	SO	LNE
RHTT	3S25GB	04:55	LEEDS	LEEDS	06:21	SX	LNE

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Type	TID	Dep.	From	To	Arr.	Days	Route
RHTT	3S26GC	06:25	LEEDS	YORK THRALL EUROPA	07:26	SX	LNE
RHTT	3S26GC	06:25	LEEDS	YORK THRALL EUROPA	07:26	SO	LNE
RHTT	3S29RA	08:27	YORK THRALL EUROPA	YORK THRALL EUROPA	13:45	Su	LNE
RHTT	3J01EX	11:52	KINGS NORTON OT PLANT DEPT	LONDON EUSTON	22:23	SX	NW&C
RHTT	3J01MS	14:21	KINGS NORTON SIGNAL SY522	LONDON EUSTON	23:11	Su	NW&C
RHTT	3J01SO	10:30	KINGS NORTON OT PLANT DEPT	KINGS NORTON OT PLANT DEPT	00:13	SO	NW&C
RHTT	3J02EX	01:07	LONDON EUSTON	KINGS NORTON OT PLANT DEPT	08:28	MSX	NW&C
RHTT	3J02EX	01:44	LONDON EUSTON	KINGS NORTON OT PLANT DEPT	07:26	MO	NW&C
RHTT	3J02MS	00:59	LONDON EUSTON	KINGS NORTON OT PLANT DEPT	06:43	SO	NW&C
RHTT	3J04AB	00:27	KINGS NORTON OT PLANT DEPT	AMERSHAM	03:54	SO	NW&C
RHTT	3J04EB	20:54	KINGS NORTON OT PLANT DEPT	LONDON MARYLEBONE	01:13	FSX	NW&C
RHTT	3J04RE	07:54	KINGS NORTON OT PLANT DEPT	LONDON MARYLEBONE	11:31	Su	NW&C
RHTT	3J05AB	04:02	AMERSHAM	LONDON MARYLEBONE	09:13	SO	NW&C
RHTT	3J05ES	01:18	LONDON MARYLEBONE	OXFORD	02:42	MSX	NW&C
RHTT	3J05RE	12:20	LONDON MARYLEBONE	AYLESBURY (SDGS 1-7)	13:43	Su	NW&C
RHTT	3J06EU	09:34	LONDON MARYLEBONE	AYLESBURY (SDGS 1-7)	11:01	SO	NW&C
RHTT	3J06RB	11:30	NUNEATON	LEICESTER	11:58	SO	NW&C
RHTT	3J06RB	12:55	NUNEATON	LEICESTER	13:25	MSX	NW&C
RHTT	3J06RE	14:18	AYLESBURY (SDGS 1-7)	LONDON MARYLEBONE	15:41	Su	NW&C
RHTT	3J07ES	11:49	AYLESBURY (SDGS 1-7)	KINGS NORTON OT PLANT DEPT	16:57	SO	NW&C
RHTT	3J07ES	05:58	LONDON MARYLEBONE	AYLESBURY (SDGS 1-7)	07:33	SX	NW&C
RHTT	3J07RB	16:18	LONDON MARYLEBONE	KINGS NORTON OT PLANT DEPT	19:00	Su	NW&C
RHTT	3J08EB	21:15	KINGS NORTON OT PLANT DEPT	LONDON MARYLEBONE	01:01	Su	NW&C
RHTT	3J08ET	09:17	AYLESBURY (SDGS 1-7)	LONDON MARYLEBONE	11:13	SX	NW&C
RHTT	3J09EI	01:18	LONDON MARYLEBONE	OXFORD PARKWAY	03:00	MO	NW&C
RHTT	3J09ET	11:30	LONDON MARYLEBONE	AYLESBURY	12:46	SX	NW&C
RHTT	3J10EI	03:06	OXFORD PARKWAY	LONDON MARYLEBONE	05:43	MO	NW&C
RHTT	3J10ET	12:56	AYLESBURY	LONDON MARYLEBONE	14:07	SX	NW&C
RHTT	3J11EB	14:23	LONDON MARYLEBONE	KINGS NORTON OT PLANT DEPT	18:27	SX	NW&C

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Type	TID	Dep.	From	To	Arr.	Days	Route
RHTT	3J11FS	11:30	CARLISLE KINGMOOR TMD(DRS)	CARLISLE KINGMOOR SDG(DRS)	07:17	SX	NW&C
RHTT	3J11SF	11:34	CARLISLE KINGMOOR TMD(DRS)	CARLISLE KINGMOOR SDG(DRS)	07:17	Su	NW&C
RHTT	3J41DA	14:43	DIDCOT FUELLING POINT	DIDCOT FUELLING POINT	19:11	SX	NW&C
RHTT	3J41DM	18:31	DIDCOT FUELLING POINT	DIDCOT FUELLING POINT	20:23	Su	NW&C
RHTT	3J42DB	22:37	DIDCOT FUELLING POINT	DIDCOT FUELLING POINT	02:09	SX	NW&C
RHTT	3J42DD	23:28	DIDCOT FUELLING POINT	DIDCOT FUELLING POINT	01:45	Su	NW&C
RHTT	3J43DA	03:11	DIDCOT FUELLING POINT	DIDCOT PARKWAY	05:20	MSX	NW&C
RHTT	3J43DA	03:58	DIDCOT FUELLING POINT	DIDCOT PARKWAY	05:11	SO	NW&C
RHTT	3J43DA	02:53	DIDCOT FUELLING POINT	DIDCOT FUELLING POINT	11:30	MO	NW&C
RHTT	3J77GC	02:46	CARLISLE KINGMOOR SDG(DRS)	NUNTHORPE	07:51	WFO	NW&C
RHTT	3J77GC	02:46	CARLISLE KINGMOOR SDG(DRS)	NUNTHORPE	07:51	TThO	NW&C
RHTT	3J77GC	04:10	CARLISLE KINGMOOR SDG(DRS)	NUNTHORPE	07:51	SO	NW&C
RHTT	3J77GC	06:07	CARLISLE KINGMOOR SDG(DRS)	NUNTHORPE	11:07	MO	NW&C
RHTT	3J77GC	10:18	CARLISLE KINGMOOR SDG(DRS)	CARLISLE KINGMOOR SDG(DRS)	16:33	Su	NW&C
RHTT	3S01SM	22:53	LONDON EUSTON	LONDON EUSTON	00:42	FSX	NW&C
RHTT	3S01SM	22:53	LONDON EUSTON	LONDON EUSTON	00:39	FO	NW&C
RHTT	3S01SN	00:07	LONDON EUSTON	LONDON EUSTON	01:37	MO	NW&C
RHTT	3S02EM	09:10	KINGS NORTON OT PLANT DEPT	KINGS NORTON OT PLANT DEPT	18:23	SO	NW&C
RHTT	3S02EO	09:40	KINGS NORTON OT PLANT DEPT	KINGS NORTON OT PLANT DEPT	16:18	Su	NW&C
RHTT	3S02EX	08:00	KINGS NORTON OT PLANT DEPT	KINGS NORTON OT PLANT DEPT	16:57	SX	NW&C
RHTT	3S03EO	05:05	KINGS NORTON OT PLANT DEPT	KINGS NORTON OT PLANT DEPT	14:28	SO	NW&C
RHTT	3S03EX	03:34	KINGS NORTON OT PLANT DEPT	KINGS NORTON OT PLANT DEPT	13:24	SX	NW&C
RHTT	3S06SA	05:41	WIGAN L.I.P.	WIGAN L.I.P.	12:55	SX	NW&C
RHTT	3S06SB	05:45	WIGAN L.I.P.	WIGAN L.I.P.	12:59	SO	NW&C
RHTT	3S06SC	09:01	WIGAN L.I.P.	WIGAN L.I.P.	15:58	Su	NW&C
RHTT	3S06YY	09:01	WIGAN L.I.P.	CHESTER	15:04	Su	NW&C
RHTT	3S07FA	03:40	WIGAN L.I.P.	WIGAN L.I.P.	11:05	SX	NW&C
RHTT	3S07FB	02:39	WIGAN L.I.P.	WIGAN L.I.P.	10:00	SO	NW&C

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Type	TID	Dep.	From	To	Arr.	Days	Route
RHTT	3S07FC	10:35	WIGAN L.I.P.	WIGAN L.I.P.	18:01	Su	NW&C
RHTT	3S07UU	20:05	SOUTHPORT	WIGAN L.I.P.	23:36	Su	NW&C
RHTT	3S07WW	10:35	WIGAN L.I.P.	SOUTHPORT	18:47	Su	NW&C
RHTT	3S08CM	23:25	WIGAN L.I.P.	WIGAN L.I.P.	01:35	FO	NW&C
RHTT	3S08DG	11:13	WIGAN L.I.P.	WIGAN L.I.P.	19:11	SX	NW&C
RHTT	3S08MS	04:33	WIGAN L.I.P.	WIGAN L.I.P.	17:40	SX	NW&C
RHTT	3S08TA	11:09	WIGAN L.I.P.	WIGAN L.I.P.	23:50	Su	NW&C
RHTT	3S09FA	04:21	WIGAN L.I.P.	WIGAN L.I.P.	15:10	SO	NW&C
RHTT	3S09FA	04:28	WIGAN L.I.P.	WIGAN L.I.P.	14:43	MSX	NW&C
RHTT	3S09FA	13:17	WIGAN L.I.P.	WIGAN L.I.P.	00:42	Su	NW&C
RHTT	3S23GD	21:57	HALL ROYD JN	LEEDS	01:54	SX	NW&C
RHTT	3S23GE	23:10	HALL ROYD JN	LEEDS	01:56	FO	NW&C
RHTT	3S23GE	23:10	HALL ROYD JN	LEEDS	01:56	FSX	NW&C
RHTT	3S23GE	23:45	HALL ROYD JN	LEEDS	01:58	Su	NW&C
RHTT	3S50FE	04:59	CREWE	WIGAN L.I.P.	11:03	SO	NW&C
RHTT	3S52EX	15:21	KINGS NORTON OT PLANT DEPT	KINGS NORTON OT PLANT DEPT	01:17	SX	NW&C
RHTT	3S53EU	20:29	KINGS NORTON OT PLANT DEPT	KINGS NORTON OT PLANT DEPT	04:10	Su	NW&C
RHTT	3S53EX	18:24	KINGS NORTON OT PLANT DEPT	KINGS NORTON OT PLANT DEPT	03:58	FSX	NW&C
RHTT	3S53EX	18:24	KINGS NORTON OT PLANT DEPT	KINGS NORTON OT PLANT DEPT	03:58	FO	NW&C
RHTT	3S56FA	17:58	WIGAN L.I.P.	WIGAN L.I.P.	00:47	SX	NW&C
RHTT	3S56FK	18:18	CHESTER	WIGAN L.I.P.	00:10	Su	NW&C
RHTT	3S56SA	15:29	WIGAN L.I.P.	WIGAN L.I.P.	22:08	SO	NW&C
RHTT	3S57YD	14:44	WIGAN L.I.P.	WIGAN L.I.P.	22:34	SO	NW&C
RHTT	3S57YD	15:13	WIGAN L.I.P.	WIGAN L.I.P.	23:30	SX	NW&C
De-Icer	3S58FA	21:08	WIGAN L.I.P.	WIGAN L.I.P.	03:28	FSX	NW&C
RHTT	3S59FB	17:40	WIGAN L.I.P.	WIGAN L.I.P.	23:47	TWThO	NW&C
RHTT	3S59FB	17:40	WIGAN L.I.P.	WIGAN L.I.P.	02:03	MO	NW&C
RHTT	3S59FC	17:40	WIGAN L.I.P.	WIGAN L.I.P.	00:38	FO	NW&C
De-Icer	3S90FC	16:16	WIGAN L.I.P.	WIGAN L.I.P.	00:08	SO	NW&C
De-Icer	3S90FC	16:50	WIGAN L.I.P.	WIGAN L.I.P.	00:08	SX	NW&C
De-Icer	3S90FD	16:54	WIGAN L.I.P.	WIGAN L.I.P.	00:18	Su	NW&C
De-Icer	3S94PS	19:40	CARLISLE KINGMOOR SDG(DRS)	CARLISLE KINGMOOR SDG(DRS)	23:29	MFO	NW&C
RHTT	3S95FD	15:29	WIGAN L.I.P.	WIGAN L.I.P.	22:08	SO	NW&C
RHTT	3S95FD	15:37	WIGAN L.I.P.	WIGAN L.I.P.	22:46	SX	NW&C
RHTT	3S95FD	17:34	WIGAN L.I.P.	WIGAN L.I.P.	00:10	Su	NW&C
De-Icer	3S90LA	02:07	MOSSEND DOWN YARD	GIRVAN	09:42	SO	Scotland
De-Icer	3S90LA	02:07	MOSSEND DOWN YARD	GIRVAN	09:42	MO	Scotland

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Type	TID	Dep.	From	To	Arr.	Days	Route
De-Icer	3S90LA	02:07	MOSSEND DOWN YARD	GIRVAN	09:42	MSX	Scotland
De-Icer	3S90LB	09:55	GIRVAN	MOSSEND DOWN YARD	12:14	SX	Scotland
De-Icer	3S90LB	10:16	GIRVAN	MOSSEND DOWN YARD	12:49	SO	Scotland
De-Icer	3S90LG	07:00	MOSSEND DOWN YARD	GOUROCK	15:01	Su	Scotland
De-Icer	3S90LH	15:31	GOUROCK	MOSSEND DOWN YARD	17:45	Su	Scotland
De-Icer	3S91LA	01:33	MOSSEND DOWN YARD	MILNGAVIE	03:33	SO	Scotland
De-Icer	3S91LA	23:40	MOSSEND DOWN YARD	MILNGAVIE	01:35	FSX	Scotland
De-Icer	3S91LB	04:26	MILNGAVIE	SPRINGBURN	11:32	MSX	Scotland
De-Icer	3S91LB	04:26	MILNGAVIE	SPRINGBURN	11:29	SO	Scotland
De-Icer	3S91LC	23:30	MOSSEND DOWN YARD	NEILSTON	06:07	Su	Scotland
De-Icer	3S91LH	06:09	NEILSTON	MOSSEND DOWN YARD	08:06	MO	Scotland
De-Icer	3S91LH	11:40	SPRINGBURN	MOSSEND DOWN YARD	17:26	MSX	Scotland
De-Icer	3S91LH	11:40	SPRINGBURN	MOSSEND DOWN YARD	17:24	SO	Scotland
De-Icer	3S93LA	19:05	SLATEFORD DEPOT	STIRLING	04:11	Su	Scotland
De-Icer	3S93LA	21:04	SLATEFORD DEPOT	STIRLING	06:47	MTWO	Scotland
De-Icer	3S93LA	21:04	SLATEFORD DEPOT	STIRLING	06:03	FO	Scotland
De-Icer	3S93LA	23:23	SLATEFORD DEPOT	STIRLING	07:13	ThO	Scotland
De-Icer	3S93LB	04:40	STIRLING	SLATEFORD DEPOT	10:02	MO	Scotland
De-Icer	3S93LB	06:40	STIRLING	SLATEFORD DEPOT	11:06	SO	Scotland
De-Icer	3S93LB	07:48	STIRLING	SLATEFORD DEPOT	13:43	MSX	Scotland
De-Icer	3S94LA	19:50	MOSSEND DOWN YARD	MOSSEND DOWN YARD	06:41	Su	Scotland
De-Icer	3S94LX	16:30	MOSSEND DOWN YARD	MOSSEND DOWN YARD	04:46	SX	Scotland
RHTT	3S95LA	19:06	INVERNESS T.C.	INVERNESS T.C.	06:27	Su	Scotland
RHTT	3S95LA	21:09	INVERNESS T.C.	INVERNESS T.C.	07:26	SX	Scotland
RHTT	3S96LA	05:25	MOSSEND DOWN YARD	MOSSEND DOWN YARD	17:06	MTThO	Scotland
RHTT	3S97LB	19:18	INVERNESS T.C.	INVERNESS T.C.	04:51	SX	Scotland
RHTT	3S97LB	21:00	INVERNESS T.C.	INVERNESS T.C.	06:15	Su	Scotland
RHTT	3S97LB	22:58	INVERNESS T.C.	INVERNESS T.C.	08:45	SO	Scotland
RHTT	3S01CA	06:07	TOTTON YARD	TOTTON YARD	15:45	SX	Southern
RHTT	3S71BD	20:42	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	05:51	SX	Southern
RHTT	3S71BE	20:32	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	05:59	SO	Southern

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Type	TID	Dep.	From	To	Arr.	Days	Route
RHTT	3S71BF	20:15	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	05:14	Su	Southern
RHTT	3S72BD	20:07	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	04:02	SX	Southern
RHTT	3S72BE	18:56	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	04:06	SO	Southern
RHTT	3S72BF	20:27	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	04:54	Su	Southern
RHTT	3S73BD	20:38	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	06:16	FSX	Southern
RHTT	3S73BD	20:38	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	06:20	FO	Southern
RHTT	3S73BE	21:14	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	06:26	SO	Southern
RHTT	3S73BF	19:39	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	04:24	Su	Southern
RHTT	3S75BA	18:50	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	04:37	SX	Southern
RHTT	3S75BB	19:38	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	05:29	SO	Southern
RHTT	3S75BC	19:43	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	05:30	Su	Southern
RHTT	3S76BA	09:20	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	17:59	SX	Southern
RHTT	3S76BB	09:47	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	19:06	SO	Southern
RHTT	3S76BC	07:12	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	15:32	Su	Southern
RHTT	3S78BA	06:51	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	16:33	SX	Southern
RHTT	3S78BB	07:05	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	15:40	SO	Southern
RHTT	3S78BC	08:59	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	17:47	Su	Southern
RHTT	3S80CI	16:55	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	01:25	Su	Southern
RHTT	3S80CJ	06:17	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	15:14	SO	Southern
RHTT	3S80CN	06:16	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	14:46	SX	Southern
RHTT	3S80CP	15:24	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	23:16	SX	Southern
RHTT	3S80CR	17:45	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	02:10	SO	Southern
RHTT	3S80CS	05:57	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	14:03	Su	Southern

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Type	TID	Dep.	From	To	Arr.	Days	Route
RHTT	3S81CI	16:20	TOTTON YARD	TOTTON YARD	23:59	Su	Southern
RHTT	3S81CJ	05:47	TOTTON YARD	TOTTON YARD	13:07	SO	Southern
RHTT	3S81CN	05:51	TOTTON YARD	TOTTON YARD	15:00	SX	Southern
RHTT	3S81CP	16:45	TOTTON YARD	TOTTON YARD	23:11	SX	Southern
RHTT	3S81CR	16:35	TOTTON YARD	TOTTON YARD	00:07	SO	Southern
RHTT	3S81CS	05:53	TOTTON YARD	TOTTON YARD	14:06	Su	Southern
RHTT	3S82CI	15:35	TOTTON YARD	TOTTON YARD	01:07	Su	Southern
RHTT	3S82CJ	06:34	TOTTON YARD	TOTTON YARD	15:18	SO	Southern
RHTT	3S82CN	06:07	TOTTON YARD	TOTTON YARD	15:42	SX	Southern
RHTT	3S82CP	19:31	TOTTON YARD	TOTTON YARD	01:46	SX	Southern
RHTT	3S82CR	18:07	TOTTON YARD	TOTTON YARD	01:42	SO	Southern
RHTT	3S82CS	05:25	TOTTON YARD	TOTTON YARD	13:34	Su	Southern
RHTT	3S83CI	15:50	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	00:16	Su	Southern
RHTT	3S83CJ	03:59	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	13:37	SO	Southern
RHTT	3S83CL	03:47	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	13:16	SX	Southern
RHTT	3S83CN	16:17	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	01:41	SX	Southern
RHTT	3S83CR	16:33	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	01:38	SO	Southern
RHTT	3S83CS	06:30	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	15:20	Su	Southern
RHTT	3S84CI	07:40	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	15:27	Su	Southern
RHTT	3S84CJ	15:24	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	00:09	SO	Southern
RHTT	3S84CL	05:06	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	14:18	SX	Southern
RHTT	3S84CN	16:25	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	00:47	SX	Southern
RHTT	3S84CR	04:20	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	12:01	SO	Southern
RHTT	3S84CS	17:51	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	01:16	Su	Southern
RHTT	3S85CI	17:25	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	00:43	Su	Southern
RHTT	3S85CJ	05:32	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	14:01	SO	Southern
RHTT	3S85CL	04:50	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	14:30	SX	Southern
RHTT	3S85CN	17:28	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	02:08	SX	Southern
RHTT	3S85CR	16:00	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	22:38	SO	Southern
RHTT	3S85CS	05:49	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	15:15	Su	Southern
RHTT	3S86CQ	05:22	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	14:05	SX	Southern
RHTT	3S86QA	16:29	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	01:10	SX	Southern
RHTT	3S88CQ	05:22	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	15:01	SX	Southern
De-Icer	3S90BD	16:52	HORSHAM UP T.C.	HORSHAM UP T.C.	01:34	SX	Southern

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Type	TID	Dep.	From	To	Arr.	Days	Route
De-Icer	3S90BE	17:24	HORSHAM UP T.C.	HORSHAM UP T.C.	01:39	SO	Southern
De-Icer	3S90BF	18:20	HORSHAM UP T.C.	HORSHAM UP T.C.	03:15	Su	Southern
De-Icer	3S91BA	05:26	HORSHAM UP T.C.	HORSHAM UP T.C.	14:24	SX	Southern
De-Icer	3S91BB	05:00	HORSHAM UP T.C.	HORSHAM UP T.C.	14:23	SO	Southern
De-Icer	3S91BC	05:25	HORSHAM UP T.C.	HORSHAM UP T.C.	13:41	Su	Southern
De-Icer	3S91BD	17:35	HORSHAM UP T.C.	HORSHAM UP T.C.	03:14	SX	Southern
De-Icer	3S91BE	17:02	HORSHAM UP T.C.	HORSHAM UP T.C.	02:38	SO	Southern
De-Icer	3S91BF	18:25	HORSHAM UP T.C.	HORSHAM UP T.C.	03:06	Su	Southern
De-Icer	3S92BA	06:41	HORSHAM UP T.C.	HORSHAM UP T.C.	16:17	SX	Southern
De-Icer	3S92BB	06:49	HORSHAM UP T.C.	HORSHAM UP T.C.	16:25	SO	Southern
De-Icer	3S92BC	07:13	HORSHAM UP T.C.	HORSHAM UP T.C.	16:20	Su	Southern
De-Icer	3S92BD	16:49	HORSHAM UP T.C.	HORSHAM UP T.C.	02:32	SX	Southern
De-Icer	3S92BH	17:25	HORSHAM UP T.C.	HORSHAM UP T.C.	02:30	SO	Southern
De-Icer	3S92CA	17:40	HORSHAM UP T.C.	HORSHAM UP T.C.	02:04	Su	Southern
De-Icer	3S93BA	05:51	HORSHAM UP T.C.	HORSHAM UP T.C.	15:06	SX	Southern
De-Icer	3S93BB	05:45	HORSHAM UP T.C.	HORSHAM UP T.C.	15:14	SO	Southern
De-Icer	3S93BC	06:20	HORSHAM UP T.C.	HORSHAM UP T.C.	15:21	Su	Southern
De-Icer	3S93BD	16:35	HORSHAM UP T.C.	HORSHAM UP T.C.	02:09	SX	Southern
De-Icer	3S93BE	16:07	HORSHAM UP T.C.	HORSHAM UP T.C.	01:47	SO	Southern
De-Icer	3S93BF	18:35	HORSHAM UP T.C.	HORSHAM UP T.C.	03:23	Su	Southern
RHTT	3W74BA	05:36	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	14:25	SX	Southern
RHTT	3W74BB	06:00	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	13:52	SO	Southern
RHTT	3W74BC	06:11	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	14:13	Su	Southern
RHTT	3W75BA	15:26	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	23:17	SX	Southern
RHTT	3W75BB	15:15	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	22:37	SO	Southern
RHTT	3W75BC	14:45	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	21:32	Su	Southern
RHTT	3W75BX	15:15	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	23:13	SO	Southern
RHTT	3W81CI	15:58	EASTLEIGH EAST YARD	EASTLEIGH EAST YARD	22:42	Su	Southern

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Type	TID	Dep.	From	To	Arr.	Days	Route
RHTT	3W81CJ	05:24	EASTLEIGH EAST YARD	EASTLEIGH EAST YARD	12:42	SO	Southern
RHTT	3W81CN	05:32	EASTLEIGH EAST YARD	EASTLEIGH EAST YARD	14:39	SX	Southern
RHTT	3W81CP	16:21	EASTLEIGH EAST YARD	EASTLEIGH EAST YARD	23:32	SX	Southern
RHTT	3W82CI	13:11	EASTLEIGH EAST YARD	EASTLEIGH EAST YARD	22:44	Su	Southern
RHTT	3W82CJ	07:31	EASTLEIGH EAST YARD	EASTLEIGH EAST YARD	16:19	SO	Southern
RHTT	3W82CN	05:51	EASTLEIGH EAST YARD	EASTLEIGH EAST YARD	15:13	SX	Southern
RHTT	3W82CP	19:26	EASTLEIGH EAST YARD	EASTLEIGH EAST YARD	01:24	SX	Southern
RHTT	3W90BA	04:30	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	19:33	SX	Southern
RHTT	3W90BB	04:32	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	15:35	SO	Southern
RHTT	3W90BC	07:15	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	20:56	Su	Southern
De-Icer	3Y09CA	06:22	HORSHAM UP T.C.	WIMBLEDON PARK DEPOT SDGS	07:49	SX	Southern
RHTT	3Y10CA	11:00	WIMBLEDON PARK DEPOT SDGS	HORSHAM UP T.C.	12:14	SX	Southern
RHTT	3Y11CA	06:49	EFFINGHAM JN. C.H.S.	WIMBLEDON PARK DEPOT SDGS	07:49	SX	Southern
RHTT	3Y12CA	11:00	WIMBLEDON PARK DEPOT SDGS	EFFINGHAM JN. C.H.S.	12:01	SX	Southern
De-Icer	3Y74BA	10:15	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	17:29	SX	Southern
De-Icer	3Y74BB	10:32	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	18:24	SO	Southern
De-Icer	3Y74BC	09:18	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	17:52	Su	Southern
De-Icer	3Y75BA	22:10	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	05:02	SX	Southern
De-Icer	3Y75BB	23:32	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	06:12	SO	Southern
De-Icer	3Y75BC	23:26	TONBRIDGE WEST YARD GBRF	TONBRIDGE WEST YARD GBRF	06:49	Su	Southern
De-Icer	3Y90BA	11:53	TONBRIDGE WEST YARD GBRF	PURLEY DOWN SIDING	21:00	SX	Southern
De-Icer	3Y90BC	16:07	TONBRIDGE WEST YARD GBRF	LONDON BRIDGE	22:37	Su	Southern
De-Icer	3Y90BD	22:19	PURLEY DOWN SIDING	TONBRIDGE WEST YARD GBRF	05:17	SX	Southern
De-Icer	3Y90BE	14:37	TONBRIDGE WEST YARD GBRF	PURLEY DOWN SIDING	20:30	SO	Southern

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Type	TID	Dep.	From	To	Arr.	Days	Route
De-Icer	3Y90BF	23:05	LONDON BRIDGE	TONBRIDGE WEST YARD GBRF	04:23	Su	Southern
De-Icer	3Y90BK	20:55	PURLEY DOWN SIDING	TONBRIDGE WEST YARD GBRF	06:21	SO	Southern
De-Icer	8Y71BA	20:42	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	05:51	SX	Southern
De-Icer	8Y71BB	20:20	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	03:40	SO	Southern
De-Icer	8Y71BC	19:57	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	03:31	Su	Southern
De-Icer	8Y72BA	20:20	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	05:04	SX	Southern
De-Icer	8Y72BB	22:20	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	05:51	SO	Southern
De-Icer	8Y72BC	20:22	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	04:54	Su	Southern
De-Icer	8Y73BA	10:48	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	19:47	SX	Southern
De-Icer	8Y73BB	05:38	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	14:14	SO	Southern
De-Icer	8Y73BC	08:35	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	16:20	Su	Southern
De-Icer	8Y74BA	07:01	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	15:10	SX	Southern
De-Icer	8Y74BB	10:32	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	18:24	SO	Southern
De-Icer	8Y74BC	09:13	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	18:02	Su	Southern
De-Icer	8Y75BA	22:09	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	05:19	SX	Southern
De-Icer	8Y75BB	23:24	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	06:27	SO	Southern
De-Icer	8Y75BC	23:22	TONBRIDGE ENGINEERS SIDING	TONBRIDGE ENGINEERS SIDING	06:54	Su	Southern
De-Icer	8Y82RG	20:52	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	06:43	Su	Southern
De-Icer	8Y82RG	21:27	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	07:02	SO	Southern
De-Icer	8Y82RG	21:27	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	07:10	SX	Southern
De-Icer	8Y83CA	19:08	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	03:30	FSX	Southern
De-Icer	8Y83CA	19:08	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	03:30	FO	Southern
De-Icer	8Y83CB	19:33	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	04:16	SO	Southern



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Type	TID	Dep.	From	To	Arr.	Days	Route
De-Icer	8Y83CC	20:08	EFFINGHAM JN. C.H.S.	EFFINGHAM JN. C.H.S.	03:53	Su	Southern
De-Icer	8Y84CP	19:28	TOTTON YARD	TOTTON YARD	03:19	SX	Southern
De-Icer	8Y84CQ	20:13	TOTTON YARD	TOTTON YARD	03:14	SO	Southern
De-Icer	8Y84CW	20:24	TOTTON YARD	TOTTON YARD	03:22	Su	Southern
De-Icer	8Y85CA	21:03	TOTTON YARD	TOTTON YARD	06:19	SX	Southern
De-Icer	8Y85CQ	20:09	TOTTON YARD	TOTTON YARD	05:23	SO	Southern
De-Icer	8Y85CW	20:16	TOTTON YARD	TOTTON YARD	05:48	Su	Southern
De-Icer	8Y90BG	05:07	HORSHAM UP T.C.	HORSHAM UP T.C.	14:52	SX	Southern
De-Icer	8Y90BH	05:06	HORSHAM UP T.C.	HORSHAM UP T.C.	14:22	SO	Southern
De-Icer	8Y90BI	06:35	HORSHAM UP T.C.	HORSHAM UP T.C.	15:37	Su	Southern
De-Icer	8Y91BA	17:00	HORSHAM UP T.C.	HORSHAM UP T.C.	01:31	SX	Southern
De-Icer	8Y91BB	17:06	HORSHAM UP T.C.	HORSHAM UP T.C.	01:19	SO	Southern
De-Icer	8Y91BF	16:10	HORSHAM UP T.C.	HORSHAM UP T.C.	00:40	Su	Southern
De-Icer	8Y92BA	18:47	HORSHAM UP T.C.	STREATHAM	01:59	SX	Southern
De-Icer	8Y92BC	16:36	HORSHAM UP T.C.	STREATHAM	23:54	Su	Southern
De-Icer	8Y92BD	02:03	STREATHAM	HORSHAM UP T.C.	03:24	MX	Southern
De-Icer	8Y92BE	17:48	HORSHAM UP T.C.	STREATHAM	01:22	SO	Southern
De-Icer	8Y92BF	00:09	STREATHAM	HORSHAM UP T.C.	01:43	MO	Southern
De-Icer	8Y92BI	01:25	STREATHAM	HORSHAM UP T.C.	02:36	Su	Southern
De-Icer	8Y93BA	19:01	HORSHAM UP T.C.	PRESTON PARK	00:16	SX	Southern
De-Icer	8Y93BB	12:58	HORSHAM UP T.C.	HORSHAM UP T.C.	21:53	SO	Southern
De-Icer	8Y93BC	13:25	HORSHAM UP T.C.	BRIGHTON	18:27	Su	Southern
De-Icer	8Y93BD	00:19	PRESTON PARK	HORSHAM UP T.C.	04:44	MX	Southern
De-Icer	8Y93BF	18:42	BRIGHTON	HORSHAM UP T.C.	23:02	Su	Southern
RHTT	3J06ES	02:46	OXFORD	LONDON MARYLEBONE	05:30	MSX	Western & Wales
RHTT	3J11DA	21:06	ST BLAZEY L I P	PAR	01:06	SX	Western & Wales
RHTT	3J11DE	21:04	ST BLAZEY L I P	PAR	00:57	Su	Western & Wales
RHTT	3J12DD	01:21	PAR	WESTBURY	08:42	SO	Western & Wales
RHTT	3J12DD	01:21	PAR	WESTBURY	08:32	TO	Western & Wales
RHTT	3J12DD	01:21	PAR	WESTBURY	08:32	TSX	Western & Wales
RHTT	3J13DE	08:46	WESTBURY	ST BLAZEY L I P	16:59	MO	Western & Wales
RHTT	3J13DE	08:46	WESTBURY	ST BLAZEY L I P	16:59	MSX	Western & Wales
RHTT	3J13DE	09:08	WESTBURY	ST BLAZEY L I P	16:02	SO	Western & Wales
RHTT	3J14DD	08:32	ST BLAZEY L I P	PAR	13:33	Su	Western & Wales
RHTT	3J15DD	13:45	PAR	ST BLAZEY L I P	16:33	Su	Western & Wales
RHTT	3J44DB	05:24	DIDCOT PARKWAY	DIDCOT FUELLING POINT	08:24	MSX	Western & Wales

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Type	TID	Dep.	From	To	Arr.	Days	Route
RHTT	3J44DB	05:28	DIDCOT PARKWAY	DIDCOT FUELLING POINT	08:59	SO	Western & Wales
RHTT	3S31DG	21:46	SWINDON TRANSFER	CHELTENHAM LANSDOWN LOOP	10:49	FO	Western & Wales
RHTT	3S31DG	22:01	SWINDON TRANSFER	CHELTENHAM LANSDOWN LOOP	11:06	FSX	Western & Wales
RHTT	3S31GQ	11:58	SWINDON TRANSFER	WORCESTER SHRUB HILL	00:16	Su	Western & Wales
RHTT	3S32DH	10:50	CHELTENHAM LANSDOWN LOOP	SWINDON TRANSFER	14:18	SO	Western & Wales
RHTT	3S32DH	11:07	CHELTENHAM LANSDOWN LOOP	SWINDON TRANSFER	14:48	TThO	Western & Wales
RHTT	3S32DH	11:07	CHELTENHAM LANSDOWN LOOP	SWINDON TRANSFER	14:48	WFO	Western & Wales
RHTT	3S32GQ	00:31	WORCESTER SHRUB HILL	DIDCOT PARKWAY	04:58	MO	Western & Wales
RHTT	3S33GQ	05:22	DIDCOT PARKWAY	SWINDON TRANSFER	06:11	MO	Western & Wales
RHTT	3S59BB	15:54	SWINDON TRANSFER	MORETON-ON- LUGG	05:42	Su	Western & Wales
RHTT	3S59BB	21:00	SWINDON TRANSFER	HEREFORD	08:02	TO	Western & Wales
RHTT	3S59BB	21:00	SWINDON TRANSFER	HEREFORD	08:02	MWThO	Western & Wales
RHTT	3S59BB	21:00	SWINDON TRANSFER	HEREFORD	08:05	FO	Western & Wales
RHTT	3S59BC	05:57	MORETON-ON- LUGG	SWINDON TRANSFER	14:33	MO	Western & Wales
RHTT	3S59BC	09:00	HEREFORD	SWINDON TRANSFER	14:02	SO	Western & Wales
RHTT	3S59BC	09:11	HEREFORD	SWINDON TRANSFER	14:10	WO	Western & Wales
RHTT	3S59BC	09:11	HEREFORD	SWINDON TRANSFER	14:38	TThFO	Western & Wales
RHTT	3S61DB	17:23	MARGAM T.C.	MARGAM T.C.	13:37	Su	Western & Wales
RHTT	3S61DG	18:46	MARGAM T.C.	MARGAM T.C.	01:11	SX	Western & Wales
RHTT	3S62DB	01:23	MARGAM T.C.	MARGAM T.C.	14:36	TThO	Western & Wales
RHTT	3S62DB	01:23	MARGAM T.C.	MARGAM T.C.	14:36	WO	Western & Wales
RHTT	3S62DB	01:38	MARGAM T.C.	MARGAM T.C.	14:35	FO	Western & Wales
RHTT	3S62DB	01:43	MARGAM T.C.	MARGAM T.C.	12:16	SO	Western & Wales
RHTT	3S71FF	21:13	COLEHAM LMD	COLEHAM LMD	14:48	FO	Western & Wales
RHTT	3S71FM	21:13	COLEHAM LMD	COLEHAM LMD	15:57	FSX	Western & Wales
RHTT	3S71FY	21:13	COLEHAM LMD	COLEHAM LMD	16:50	FO	Western & Wales
RHTT	3S71FZ	19:36	COLEHAM LMD	COLEHAM LMD	15:57	Su	Western & Wales

**Infrastructure Measurement services running at a frequency of more than 1 in 13 weeks.**

Name	Frequency	Start Date	Weeks Run In	Route	TID	Day	Dep	From	To	Arr.	Model Train
PLP3 12	4 - weekly	29/12/ 2024	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Derby RTC - Sutton Park - Merseyrail Northern Lines - North Staffs - Derby RTC	1Q01FA	Su	20.37	DERBY R.T.C.(NETWORK RAIL)	LIVERPOOL LIME STREET	23.44	LD75
		30/12/ 2024	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36		1Q02FA	MO	00.02	LIVERPOOL LIME STREET	LIVERPOOL LIME STREET	04.20	LD75
		30/12/ 2024	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36		1Q03GA	MO	04.33	LIVERPOOL LIME STREET	DERBY R.T.C.(NETWORK RAIL)	07.01	LD75
PLP1 43A	8 - weekly	23/12/ 2024	39, 47, 03, 11, 19, 27 & 35	Heaton - Newcastle - Babworth - Kings Cross - Cambridge	1Q04G S	MO	08.3 9	HEATON T&R.S.M.D.	LONDON KINGS CROSS	14.07	HSMT

		23/12/2024	39, 47, 03, 11, 19, 27 & 35		1Q05G S	MO	14.2 3	LONDON KINGS CROSS	CAMBRIDGE SIDINGS NORTH	16.26	HSMT
PLP1 83A	8 - weekly	20/01/2025	43, 51, 07, 15, 23 & 31	Heaton Depot - Newcastle - Claypole - Connington - Kings Cross - Cambridge	1Q06G S	MO	08.3 9	HEATON T&R.S.M.D.	LONDON KINGS CROSS	14.07	HSMT
		20/01/2025	43, 51, 07, 15, 23 & 31		1Q07G S	MO	14.2 3	LONDON KINGS CROSS	CAMBRIDGE SIDINGS NORTH	16.26	HSMT
PLP1 43B	4 - weekly	23/12/2024	39, 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Cambridge - Kings Cross - Doncaster - Leeds – Derby – Derby RTC	1Q08G S	MO	21.3 9	CAMBRIDGE SIDINGS NORTH	LONDON KINGS CROSS	23.25	HST7- 125
		23/12/2024	39, 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35		1Q09G S	MO	23.3 6	LONDON KINGS CROSS	NEVILLE HILL UP SIDINGS	02:09	HST7- 125

		24/12/ 2024	39, 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35		1Q10G A	TO	02.2 3	NEVILLE HILL UP SIDINGS	DERBY R.T.C.(NETWORK RAIL)	04.12	HST7- 125
PLP1 33	4 - weekly	16/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Heaton - Newcastle - Carlisle - S&C – Leeds – Derby RTC	1Q13G B	MO	14.2 2	CARLISLE	YORK	17.29	HSMT
		16/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34		1Q14G B	MO	19.3 7	YORK	MANCHESTER PICCADILLY	21.19	HST7- 125
		16/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34		1Q15G B	MO	21.2 7	MANCHESTER PICCADILLY	NEVILLE HILL UP SIDINGS	22.31	HST7- 125
		16/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34		1Q16E B	MO	22.3 9	NEVILLE HILL UP SIDINGS	DERBY R.T.C.(NETWORK RAIL)	00.31	HST7- 125

PLP1 34	4 - weekly	17/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Derby - Hereford & Swansea	1Q15D D	TO	06:4 4	DERBY R.T.C.(NETWORK RAIL)	SWANSEA	20.00	HSMT
PLP1 35	4 - weekly	18/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Swansea - West Wales & Derby RTC	1Q16E A	WO	03.3 3	SWANSEA	DERBY R.T.C.(NETWORK RAIL)	20.24	HSMT
PLP1 25	4 - weekly	11/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37	Derby RTC - Bord - Banbury - Chilterns - Paddington - Banbury - Oxford - Paddington - Reading Triangle	1Q16F A	WO	19.0 2	DERBY R.T.C.(NETWORK RAIL)	LONDON MARYLEBONE	22.55	HST7- 125
		12/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37		1Q16G A	ThO	00.2 3	LONDON MARYLEBONE	BANBURY	02.46	HSMT
		12/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37		1Q16W W	ThO	02.5 5	BANBURY	READING	05.22	HSMT

PLP1 16B	4 - weekly	02/01/ 2025	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Derby - Bristol Temple Meads - Swindon - Bristol Temple Meads - Severn Beach - Reading - London Paddington	1Q17D B	ThO	17.3 3	DERBY	LONDON PADDINGTON	04.23	HSMT
PLP1 41	4 - weekly	22/12/ 2024	39, 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Derby RTC - Leeds - S&C - Carlisle – Newcastle - Heaton	1Q17G B	Su	10.2 2	DERBY R.T.C.(NETWORK RAIL)	DARLINGTON UP S.S	16:57	HSMT
PLP1 27	4 - weekly	13/12/ 2025	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37	Reading Triangle - Penzance, Paignton , Bristol & Bordesley - Derby	1Q18D A	FO	05.4 3	READING TRIANGLE SIDINGS	PAIGNTON	15.30	HSMT
		13/12/ 2025	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37		1Z18D A	FO	15.3 9	PAIGNTON	TAUNTON	18:21	UTU- T
		13/12/ 2025	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37		1Q19D A	FO	18.3 7½	TAUNTON	LONDON PADDINGTON	20:42	HSMT

		13/12/ 2025	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37		1Q21D B	FO	20:5 8	LONDON PADDINGTON	DERBY R.T.C.(NETWORK RAIL)	00:35	HSMT
PLP1 23	4 - weekly	09/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37	Heaton - Tees - Donc - KX Slows and Loops - Derby RTC	1Q19G S	MO	08.3 9	HEATON T&R.S.M.D.	LONDON KINGS CROSS	20.17	HSMT
		09/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37		1Q20G S	MO	20.3 5	LONDON KINGS CROSS	DERBY R.T.C.(NETWORK RAIL)	02.10	HSMT
PLP1 17	4 - weekly	03/01/ 2025	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	London Paddington - Swansea - Bristol Parkway - Derby RTC	1Q20E A	FO	05.3 4	LONDON PADDINGTON	DERBY R.T.C.(NETWORK RAIL)	14.46	HSMT
PLP2 35	4 - weekly	18/12/ 2024	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Tyseley LMD - Didcot - Weymouth - Bristol TM	1Q22D A	WO	08.4 9	TYSELEY L.M.D.	BRISTOL KINGSLAND ROAD	22:54	LD75



PLP1 26	4 - weekly	12/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37	Reading T - Exeter - Southampton - Westbury - Reading T	1Q23D B	ThO	05.5 2	READING	SALISBURY	15:24	HST7- 125
		12/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37		1X23D D	ThO	15:2 8	SALISBURY	SALISBURY	16.50	HSMT
		12/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37		1Q23D D	ThO	17.0 4	SALISBURY	READING TRIANGLE SIDINGS	18.17	HST7- 125
PLP2 36	4 - weekly	19/12/ 2024	38, 43, 47, 51, 04, 07, 11, 15, 19, 23, 27, 31 & 35	Bristol TM - Didcot - Wigston - Tyseley LMD	1Q23E A	ThO	06.4 5	BRISTOL KINGSLAND ROAD	TYSELEY L.M.D.	17.58	HSMT
PLP1 53A	8 - weekly	30/12/ 2024	40, 48, 04, 12, 20, 28 & 36	Heaton - Edinburgh - Gartshore DPL - Glasgow Queens Street - Polmont UPL - Edinburgh - Newcastle	1Q23G B	MO	09:3 6	DARLINGTON UP S.S	NEWCASTLE	16:52	HST7- 125

PLP1 16A	8 - weekly	30/01/ 2025	44, 52, 08, 16, 24 & 32	Derby - Colw - Cheadle - Birm - Rugby - Dn Cov -TV Jn - Stoke - Colw - Derby	1Q22D B	ThO	06.4 4	DERBY R.T.C.(NETWORK RAIL)	STOCKPORT	08.43	HST7- 125
		30/01/ 2025	44, 52, 08, 16, 24 & 32		1Q23G D	ThO	09.1 4	STOCKPORT	NORTHAMPTON	12.22	HST7- 125
		30/01/ 2025	44, 52, 08, 16, 24 & 32		1Q24E F	ThO	13.3 3	NORTHAMPTON	STOKE ON TRENT NORTH	15.34	HST7- 125
		30/01/ 2025	44, 52, 08, 16, 24 & 32		1Q26E E	ThO	16.1 3	STOKE ON TRENT NORTH	DERBY	17:11	HST7- 125
PLP1 13A	8 - weekly	27/01/ 2025	44, 52, 08, 16, 24 & 32	Heaton Depot - Manors - Edinburgh - Glasgow QS - Edinburgh - Newcastle	1Q24G B	MO	09:3 6	DARLINGTON UP S.S	NEWCASTLE	16:52	HST7- 125
PLP1 56A	8 - weekly	02/01/ 2025	40, 48, 04, 12, 20, 28 & 36	Derby RTC - Colw - Cheadle - Birm - Rugby - DF - TV Jn - Stoke - Colw - Derby	1Q22D B	ThO	06.4 4	DERBY R.T.C.(NETWORK RAIL)	STOCKPORT	08.43	HST7- 125

		02/01/ 2025	40, 48, 04, 12, 20, 28 & 36		1Q23G D	ThO	09.1 4	STOCKPORT	NORTHAMPTON	12.22	HST7- 125
		02/01/ 2025	40, 48, 04, 12, 20, 28 & 36		1Q25E F	ThO	13.3 3	NORTHAMPTON	STOKE ON TRENT NORTH	15.34	HST7- 125
		02/01/ 2025	40, 48, 04, 12, 20, 28 & 36		1Q26E E	ThO	16.1 3	STOKE ON TRENT NORTH	DERBY	17:11	HST7- 125
PLP1 55A	8 - weekly	26/02/ 2025	41, 48, 04, 12, 20, 28 & 36	Slatford Depot - Haymarket - Carstairs South Jn - Crewe LNWR Week 41 04/01/2025 is booked to run on Saturday due to the Christmas break please base the STP path on this route and times	1Q26IK	WO	07:5 2	SLATEFORD DEPOT	CREWE C.S. (L&NWR SITE)	11.31	HST7- 125
PLP1 15A	8 - weekly	29/01/ 2025	44, 52, 08, 16, 24 & 32	Slatford Depot - Craiglockhart Jn - Slateford Jn - Carstairs - Crewe	1Q26L S	WO	06:3 9	SLATEFORD DEPOT	CREWE C.S. (L&NWR SITE)	11.31	HST7- 125

PLP1 14	8 - weekly	2//01/2 025	44, 52, 08, 16, 24 & 32	Derby RTC - Colwich - WCML - Glasgow - Edinburgh - Aberdeen - Slatford Depot	1Q26R R	TO	06.1 3	DERBY R.T.C.(NETWORK RAIL)	EDINBURGH	13.17	HST7- 125
PLP1 54	8 - weekly	03/01/ 2025	40, 48, 04, 12, 20, 28 & 36	Derby RTC - Colwich - WCML - Glasgow - Edinburgh - Aberdeen - Slatford Depot	1Q26R T	TO	06.1 3	DERBY R.T.C.(NETWORK RAIL)	EDINBURGH	13.17	HSMT
PLP1 14 & PLP1 54	4 - weekly	03/01/ 2025	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Derby RTC - Colwich - WCML - Glasgow - Edinburgh - Aberdeen - Slatford Depot	1Q26R S	TO	13.4 5	EDINBURGH	SLATEFORD DEPOT	23.44	HSMT
PLP1 55B	8 - weekly	04/01/ 2025	41, 48, 04, 12, 20, 28 & 36	Crewe LNWR - Euston A and X - Rugby - Crewe - Derby RTC	1Q27G B	WO	11.5 7	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	19.20	HSMT
PLP1 44	4 - weekly	21/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Derby RTC - Lich - Euston - Crewe - Lich - Derby RTC Week 40 30/12/2024 is booked to run on Monday due to the Christmas break please base the STP path on this route and times	1Q28E A	TO	14.2 8	DERBY R.T.C.(NETWORK RAIL)	DERBY R.T.C.(NETWORK RAIL)	23:17	HSMT

PLP1 21	4 - weekly	01/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37	Derby RTC - Sheet Stores - S and K - York - Sunderland - Newcastle - Heaton Depot	1Q28G A	Su	10.2 2	DERBY R.T.C.(NETWORK RAIL)	DARLINGTON UP S.S	15.03½	HSMT
PLP1 15B	8 - weekly	29/01/ 2025	44, 52, 08, 16, 24 & 32	Crewe - MK - Euston D and E - MK - Crewe - Derby RTC	1Q29G B	WO	11.5 7	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	19.21	HST7- 125
PLP1 46	4 - weekly	23/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Derby RTC - Crewe - Holyhead - Crewe LNWR	1Q30F A	ThO	10:5 4	DERBY R.T.C.(NETWORK RAIL)	CREWE C.S. (L&NWR SITE)	00.01	HST7- 125
PLP3 32	4 - weekly	15/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Derby RTC - Hope Valley - Merseyrail Wirral Lines - Hope Valley - Derby RTC	1Q31FA	Su	21.11	DERBY R.T.C.(NETWORK RAIL)	CHESTER	23.49	LD75
		16/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34		1Q32FA	MO	00.55	CHESTER	CHESTER	03OP19	LD75

		16/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34		1Q33GA	MO	03.26	CHESTER	DERBY R.T.C.(NETWORK RAIL)	06.27	LD75
PLP1 31	4 - weekly	15/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Derby RTC - Saltburn - Heaton	1Q31G B	Su	10:0 8	DERBY R.T.C.(NETWORK RAIL)	CARLISLE	17.42	HST7- 125
PLP1 11	4 - weekly	29/12/ 2024	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Derby RTC - Derby - Doncaster - Hull - Newcastle - Heaton Depot	1Q34G B	Su	10.2 2	DERBY R.T.C.(NETWORK RAIL)	HULL	12.01	HST7- 125
		29/12/ 2024	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36		1Q35G C	Su	12:2 4	HULL	DARLINGTON UP S.S	16:06	HST7- 125
PLP1 47	4 - weekly	24/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Crewe LNWR - Newport - Crewe - Derby RTC	1Q36D B	FO	06.2 9	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	14.25	HSMT

PLP1 13B	4 - weekly	30/12/ 2024	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Newcastle - Sunderland - York - S and K - Sheet Stores - Derby RTC	1Q37G B	MO	17.5 9	NEWCASTLE	DERBY R.T.C.(NETWORK RAIL)	22.52½	HST7- 125
PLP2 23	4 - weekly	16/12/ 2024	38, 42, 46, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Derby RTC - Peak Forest - Wrexham and Wirral Lines - Crewe LNWR	1Q41F A	MO	13:1 1	DERBY R.T.C.(NETWORK RAIL)	CREWE C.S. (L&NWR SITE)	02:14	LD75
PLP2 24	4 - weekly	17/12/ 2024	38, 42, 46, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Crewe LNWR - Warrington and Mersey North Electrics - Crewe LNWR	1Q42F A	TO	18.4 5	CREWE C.S. (L&NWR SITE)	CREWE C.S. (L&NWR SITE)	04:24	LD75
PLP2 25	4 - weekly	18/12/ 2024	38, 42, 46, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Crewe LNWR - Manchester Eastern Suburbans - Crewe LNWR	1Q43F A	WO	18:4 3	CREWE C.S. (L&NWR SITE)	CREWE C.S. (L&NWR SITE)	07.22	LD75
PLP2 26	4 - weekly	19/12/ 2024	38, 42, 46, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Crewe LNWR - Manchester Liverpool Lines - Crewe LNWR	1Q44F A	ThO	19.1 6	CREWE C.S. (L&NWR SITE)	CREWE C.S. (L&NWR SITE)	07.22	LD75
PLP2 27	4 - weekly	20/12/ 2024	38, 42, 46, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Crewe LNWR - Manchester - Buxton - Sheffield - Derby RTC	1Q45F A	FO	21.1 1	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	06.42	LD75

PLP2 33	4 - weekly	16/12/ 2024	38, 43, 47, 51, 04, 07, 11, 15, 19, 23, 27, 31 & 35	Derby RTC - KSL - Toton - Tyseley LMD	1Q46E A	MO	08.4 8	DERBY R.T.C.(NETWORK RAIL)	TYSELEY L.M.D.	17.15	LD75
PLP4 34	4 - weekly	17/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Derby RTC - Cumbrian Coast - Carlisle	1Q47F A	TO	10:5 4	DERBY R.T.C.(NETWORK RAIL)	CARLISLE A SIDING	19.20	LD75
PLP2 34	4 - weekly	17/12/ 2024	38, 43, 47, 51, 04, 07, 11, 15, 19, 23, 27, 31 & 35	Tyseley LMD - Stratford - Nuneaton - Kenilworth - Tyseley LMD	1Q48F A	TO	19.3 7	TYSELEY L.M.D.	TYSELEY L.M.D.	03:58	HSMT
PLP1 37A	8 - weekly	16/01/ 2025	42, 50, 06, 14, 22 & 30	Derby RTC - Grantham - Skegness - Derby RTC	1Q49E E	ThO	09.3 6	DERBY R.T.C.(NETWORK RAIL)	DERBY R.T.C.(NETWORK RAIL)	16:57	HSMT
PLP1 37B	8 - weekly	19/12/ 2024	38, 46, 02, 10, 18, 26 & 34	Derby RTC - Grantham - Derby RTC	1Q49E F	ThO	09.3 6	DERBY R.T.C.(NETWORK RAIL)	DERBY R.T.C.(NETWORK RAIL)	13.34	HSMT



PLP2 46	4 - weekly	12/12/ 2024	37, 41, 45, 49, 05, 09, 13, 17, 21, 25, 29, 33 & 37	Derby RTC - Cleethorpes - Sheffield - Doncaster West Yard	1Q50G C	ThO	13.4 3	DERBY R.T.C.(NETWORK RAIL)	DONCASTER WEST YARD	03.16	LD75
PLP3 33	4 - weekly	16/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30, & 34	Derby RTC - Corby - Weymouth - Eastleigh	1Q51C A	MO	11:1 5	DERBY R.T.C.(NETWORK RAIL)	EASTLEIGH EAST YARD	00.01	LD75
PLP3 34	4 - weekly	17/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30, & 34	Eastleigh - Littlehampton - Lymington Pier - Eastleigh	1Q52C A	TO	10.4 7	EASTLEIGH EAST YARD	EASTLEIGH EAST YARD	00.01	LD75
PLP1 36	4 - weekly	20/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Derby RTC - Loughborough - Nottingham - St Pancras - Radlett - St Pancras - Derby - Derby RTC	1Q52E S	FO	22.3 0	DERBY R.T.C.(NETWORK RAIL)	ST PANCRAS INTERNATIONAL	01.37	HSMT
		21/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34		1Q53E S	SO	02.2 0	ST PANCRAS INTERNATIONAL	ST PANCRAS INTERNATIONAL	03:34	LD75

		21/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34		1Q54E S	SO	03.4 5	ST PANCRAS INTERNATIONAL	DERBY R.T.C.(NETWORK RAIL)	05.45	LD75
PLP3 35	4 - weekly	18/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30, & 34	Eastleigh - Wimbledon - Eastleigh	1Q53C A	WO	12.0 0	EASTLEIGH EAST YARD	SOUTHAMPTON UP YARD (FL)	17.18	LD75
	4 - weekly	18/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30, & 34		1Q53C B	WO	18.0 5	SOUTHAMPTON UP YARD (FL)	EASTLEIGH EAST YARD	00.52	LD75
PLP2 47	4 - weekly	13/12/ 2024	37, 41, 45, 49, 05, 09, 13, 17, 21, 25, 29, 33 & 37	Doncaster West Yard - Sheffield - Immingham - Derby RTC	1Q53G C	FO	20.4 6	DONCASTER WEST YARD	DERBY R.T.C.(NETWORK RAIL)	06.15½	HSMT
PLP3 36	4 - weekly	19/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30, & 34	Eastleigh - Aldershot - Reading - Guildford - Alton - Tonbridge West Yard	1Q54C A	ThO	12.5 5	EASTLEIGH EAST YARD	READING	19.48	LD75

	4 - weekly	19/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30, & 34		1Q54C B	ThO	19.5 8	READING	TONBRIDGE WEST YARD	02.32	LD75
PLP3 37	24 -weekly	14/03/ 2025 21/11/ 2025	50 & 34	Hither Green - Dollands Moor	1Q55C A	FO	11:0 5	HITHER GREEN P.A.D.	DOLLANDS MOOR SDGS	12:12	LD75
PLP2 37	4 - weekly	20/12/ 2024	38, 43, 47, 51, 04, 07, 11, 15, 19, 23, 27, 31 & 35	Tyseley LMD - Wrexham - Snow Hill - Derby RTC	1Q55E A	FO	15.2 0	TYSELEY L.M.D.	DERBY R.T.C.(NETWORK RAIL)	03.25	LD75
PLP3 41A	4 - weekly	21/12/ 2024	39, 43, 47, 03, 07, 11, 15, 19, 23, 27, & 31	Tonbridge West Yard - Hastings - Eastbourne - Aldershot - Woking	1Q56B A	SO	10.2 4½	HITHER GREEN P.A.D.	WOKING UP C.H.S.	23.51	LD75
PLP2 43	4 - weekly	09/12/ 2024	37, 41, 45, 49, 05, 09, 13, 17, 21, 25, 29, 33 & 37	Derby RTC - West Midlands - Derby RTC	1Q56E A	MO	20.3 4	DERBY R.T.C.(NETWORK RAIL)	DERBY R.T.C.(NETWORK RAIL)	06.07	LD75

PLP3 41B	24 -weekly	15/12/ 2025	51 & 35	Dollands Moor - Hastings - Eastbourne - Aldershot - Woking	1Q57B A	SO	11.1 7	DOLLANDS MOOR SDGS	WOKING UP C.H.S.	23.51	LD75
TRV6 01	13 - weekly	07/01/ 2025	41, 49, 13 & 25	Cardiff - ADJ - Cardiff Valleys - ADJ - Cardiff	1Q58D A	TO	21.5 2	CARDIFF CANTON SIDINGS	CARDIFF CANTON SIDINGS	05.29	LD75
TRV6 02	13 - weekly	08/01/ 2025	41, 49, 13 & 25	Cardiff - ADJ - VOG - Cardiff Valleys - ADJ - Cardiff	1Q59D A	WO	21.0 9	CARDIFF CANTON SIDINGS	CARDIFF CANTON SIDINGS	06:52	LD75
PLP3 45	4 - weekly	22/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Woking Up Yard - St Albans - Watford DC - Richmond - Woking Up Yard	1Q60E A	WO	20.2 8	WOKING UP YARD RECP.	ST ALBANS ABBEY	22.58	LD75
		22/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35		1Q61H A	WO	23:2 7	ST ALBANS ABBEY	RICHMOND NLL	01:17	LD75
		23/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35		1Q62E B	ThO	01.2 7	RICHMOND NLL	WATFORD JUNCTION DC	02.45	LD75

		23/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35		1Q63E C	ThO	03.0 1	WATFORD JUNCTION DC	QUEEN'S PARK (LONDON)	04.38	LD75
		23/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35		1Q64E D	ThO	04.4 5	QUEEN'S PARK (LONDON)	WILLESSEN UP & DOWN RELIEF	05.23	LD75
		23/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35		1Q65C B	ThO	05.4 1	WILLESSEN UP & DOWN RELIEF	WOKING UP YARD RECP.	07.19	LD75
PLP4 13	4 - weekly	09/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37	Derby RTC - Maltby - Scarborough - York Holgate Siding	1Q60R S	MO	08.4 8	DERBY R.T.C.(NETWORK RAIL)	BARLBY LOOPS	15.06	LD75
		09/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37		1Q61R S	MO	15.3 6	BARLBY LOOPS	GASCOIGNE WOOD DOWN LOOP	17.35	LD75

		09/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37		1Q62R S	MO	19.0 7	GASCOIGNE WOOD DOWN LOOP	SCARBOROUGH	20.31	LD75
		09/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37		1Q63R S	MO	21:1 4	SCARBOROUGH	MILFORD LOOP	22.18	LD75
		09/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37		1Q64R S	MO	22.3 8	MILFORD LOOP	YORK HOLGATE SIDING (FLHH)	23.52	LD75
PLP3 43	4 - weekly	23/12/ 2024	39, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Woking - Windsor - Waterloo - Strawberry Hill - Woking	1Q64C A	MO	20.50	WOKING UP YARD SIDINGS	WOKING UP YARD SIDINGS	05.26	LD75
PLP3 44	4 - weekly	21/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Woking - Horsham - Chessington - Hampton Court - Woking	1Q65C A	TO	20.49	WOKING UP YARD RECP.	WOKING UP YARD SIDINGS	05.51	LD75

PLP4 14	4 - weekly	10/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37	York Holgate Siding - Selby - Skipton and Brad - York Holgate Siding	1Q65G A	TO	21:2 6	YORK HOLGATE SIDING (FLHH)	SELBY	22:35	LD75
		10/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37		1Q75G A	TO	22.5 2	SELBY	ILKLEY	00.24	LD75
		11/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37		1Q76G A	WO	00.3 5	ILKLEY	LEEDS	01.08	LD75
		11/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37		1Q85G A	WO	01.2 5	LEEDS	SKIPTON DOWN SHIPLEY SLOW	03.28	LD75
		11/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37		1Q86G A	WO	03.3 7	SKIPTON DOWN SHIPLEY SLOW	YORK HOLGATE SIDING (FLHH)	06.32	LD75

TRV4 50	13 - weekly	21/02/ 2025	47, 07, 19 & 31	East London Line	1Q66B A	FO	22.5 8	TONBRIDGE WEST YARD	TONBRIDGE WEST YARD	06.43	LD75
PLP4 15	4 - weekly	11/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37	York Holgate Siding - Goole - Barnsley and Bradford - York Holgate Siding	1Q66G A	WO	20.4 8	YORK HOLGATE SIDING (FLHH)	GOOLE UP GOODS LOOP	23.04	LD75
		11/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37		1Q67G A	WO	23.4 9	GOOLE UP GOODS LOOP	YORK HOLGATE SIDING (FLHH)	07.56	LD75
PLP3 46A	4 - weekly	23/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Woking - London - Orpington - Guildford - Tonbridge West Yard	1Q67B A	ThO	17.4 4	WOKING UP YARD RECP.	LONDON CANNON STREET	05.04	LD75
		24/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35		1Q67B B	FO	05.1 6	LONDON CANNON STREET	TONBRIDGE WEST YARD	06.24	LD75



PLP4 16	4 - weekly	12/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37	York Holgate Siding - Leeds - Man Vic - Blackburn and Bradford - Doncaster CHS	1Q67F A	ThO	16:3 1	YORK HOLGATE SIDING (FLHH)	WIGAN NORTH WESTERN	23.19	LD75
		12/12/ 2024	37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37		1Q68G A	ThO	23.3 8	WIGAN NORTH WESTERN	DONCASTER C.H.S.	02.27	LD75
PLP3 46B	13 - weekly	NO Runnin g Dates	NO Week Numbers	Woking - London - Orpington - Guildford - Dollands Moor	1Q68B A	ThO	17.4 4	WOKING UP YARD RECP.	LONDON CANNON STREET	05.04	LD75
		NO Runnin g Dates	NO Week Numbers		1Q68B B	FO	05.1 6	LONDON CANNON STREET	DOLLANDS MOOR SDGS	06.44	LD75
PLP4 17	4 - weekly	14/12/ 2024	38, 42, 46, 49, 02, 14, 18, 22, 26, 30 & 34	Doncaster CHS - Doncaster - Maltby - Derby RTC	1Q68R D	SO	02.4 9	DONCASTER C.H.S.	DERBY R.T.C.(NETWORK RAIL)	12.50	LD75

PLP3 11A	4 - weekly	28/12/ 2024	40, 44, 48, 52, 08, 12, 16, 20, 24, 28, 32 & 36	Tonbridge West Yard - Ashford - Guildford - Leicester - Derby RTC	1Q69B A	SO	08.5 3	TONBRIDGE WEST YARD	SOUTH CROYDON	12.05	LD75
		28/12/ 2024	40, 44, 48, 52, 08, 12, 16, 20, 24, 28, 32 & 36		1Q69B B	SO	12.1 5	SOUTH CROYDON	DERBY R.T.C.(NETWORK RAIL)	22.01	LD75
PLP3 11B	13 - weekly	NO Runnin g Dates	NO Week Numbers	Dollands Moor - Guildford - Leicester - Derby RTC please note 1Q69BB to be used from South Croydon to Derby RTC	1Q70B A	SO	10.0 6	DOLLANDS MOOR SDGS	SOUTH CROYDON	12.05	LD75
PLP3 13	4 - weekly	30/12/ 2024	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Derby RTC - Leicester - Victoria - East Croydon - Tonbridge West Yard	1Q71B A	MO	19:5 0	DERBY R.T.C.(NETWORK RAIL)	TONBRIDGE WEST YARD	06.46	LD75
PLP3 14	4 - weekly	28/01/ 2025	44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Tonbridge West Yard - Victoria - East Croydon - London Bridge - Tonbridge West Yard	1Q72B A	TO	18.1 3	TONBRIDGE WEST YARD	LONDON BRIDGE	01.20	LD75

		29/01/ 2025	44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36		1Q72B B	WO	01.3 0	LONDON BRIDGE	TONBRIDGE WEST YARD	06:14	LD75
PLP3 16A	4 - weekly	30/01/ 2025	44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Tonbridge - South London - Maidstone West - Tonbridge	1Q73B A	ThO	18.1 3	TONBRIDGE WEST YARD	LONDON CHARING CROSS	03:19	LD75
		31/01/ 2025	44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36		1Q73B B	FO	03.2 9	LONDON CHARING CROSS	SEVENOAKS	09:05	LD75
		31/01/ 2025	44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36		1Q73B C	FO	09.1 5	SEVENOAKS	TONBRIDGE WEST YARD	09:40	LD75
PLP3 16B	13 - weekly	27/03/ 2025	52, 08, 24 & 36	Tonbridge - South London - Maidstone West - Dollands Moor runs as an alternative to 1Q73BC when required	1Q88B B	FO	09.1 5	SEVENOAKS	DOLLANDS MOOR SDGS	10:14	LD75

PLP3 15	4 - weekly	29/01/ 2025	44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Tonbridge West Yard - North Kent - Dover - Tonbridge West Yard	1Q74B A	WO	22.0 0	TONBRIDGE WEST YARD	NEW CROSS	03.58	LD75
		30/01/ 2025	44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36		1Q74B B	ThO	04.0 9	NEW CROSS	TONBRIDGE WEST YARD	12.14	LD75
PLP4 35	4 - weekly	18/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Carlisle - GSW - Mossend	1Q74R D	WO	05.4 7	CARLISLE A SIDING	MOSSEND DOWN YARD	18:39	LD75
PLP3 23	4 - weekly	09/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37	Tonbridge West Yard - Littlehampton - Brighton - Wimbledon - Tonbridge West Yard	1Q75B A	MO	12.3 1	TONBRIDGE WEST YARD	BRIGHTON	17.56	LD75
		09/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37		1Q75B B	MO	18.1 8	BRIGHTON	TONBRIDGE WEST YARD	04.06	LD75

PLP4 36	4 - weekly	19/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Mossend - Lanark - N Berwick - Bathgate - Ed Subs - Milngavie - Mossend	1Q75L A	ThO	17.0 1	MOSSEND DOWN YARD	MOSSEND DOWN YARD	05:56	LD75
PLP3 26A	4 - weekly	11/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37	Tonbridge West Yard - Bognor Regis - Eastbourne - Brighton - Tonbridge West Yard	1Q76B A	ThO	11.0 9	TONBRIDGE WEST YARD	SEAFORD	00.45	LD75
		09/01/ 2025	41, 49, 01, 09, 13, 21, 33 & 37		1Q76B B	FO	00.5 4	SEAFORD	TONBRIDGE WEST YARD	03.25	LD75
PLP3 26B	13 - weekly	12/12/ 2024	37, 45, 05, 17, 25 & 29	Tonbridge West Yard - Bognor Regis - Eastbourne - Brighton - Dollands Moor, runs as an Altrantive to 1Q76BB when required	1Q87B B	FO	00.5 4	SEAFORD	DOLLANDS MOOR SDGS	04.01	LD75
PLP4 37	4 - weekly	20/12/ 2024	38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34	Mossend - Ayrshire - WCML Electrics - Mossend	1Q76R L	FO	18.1 3	MOSSEND DOWN YARD	MOSSEND DOWN YARD	06:46	LD75

PLP3 25	4 - weekly	11/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37	Tonbridge West Yard - Margate - Maidstone - Canterbury - Tonbridge West Yard	1Q77B A	WO	11.0 9	TONBRIDGE WEST YARD	TONBRIDGE WEST YARD	01.42	LD75
PLP4 41	4 - weekly	18/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Mossend - Inverness - Aberdeen - Inverness	1Q77L A	SO	13:3 5	MOSSEND DOWN YARD	INVERNESS MILLBURN C.RAIL	02.11	LD75
PLP3 24	4 - weekly	10/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37	Tonbridge - Sheerness - Uckfield - Caterham - Tonbridge	1Q78B A	TO	13.1 1	TONBRIDGE WEST YARD	TONBRIDGE WEST YARD	03:43	LD75
TRV6 42B	13 - weekly	16/02/ 2025	47, 07, 19 & 31	Inverness - Kyle of Lochalsh - Inverness	1Q78R A	Sun	13:2 8	INVERNESS MILLBURN C.RAIL	INVERNESS MILLBURN C.RAIL	21:41	PLP9 0
TRV6 42A	13 - weekly	19/01/ 2025	43, 03, 15 & 27	Inverness - Thurso - Wick - Inverness	1Q78R B	Sun	11:1 0	INVERNESS MILLBURN C.RAIL	INVERNESS MILLBURN C.RAIL	21:42	PLP9 0

PLP3 31A	4 - weekly	11/01/ 2025	42, 50, 02, 10, 14, 22 & 34	Tonbridge West Yard - Catford - Corby - Derby RTC	1Q79B A	SO	09.1 1	TONBRIDGE WEST YARD	DERBY R.T.C.(NETWORK RAIL)	21:36	LD75
PLP4 43	4 - weekly	20/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Inverness - Fife - Mossend	1Q79R A	MO	15.3 8	INVERNESS MILLBURN C.RAIL	MOSSEND DOWN YARD	04:58	LD75
PLP3 31B	13 - weekly	14/12/ 2024	38, 46, 06, 18, 26 & 30	Dollands Moor - Catford - Corby - Derby RTC	1Q80B A	SO	13.3 2	DOLLANDS MOOR SDGS	DERBY R.T.C.(NETWORK RAIL)	21:36	LD75
PLP4 44	4 - weekly	21/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Mossend - Helensburgh - Balloch - Anniesland - Mossend	1Q80R T	TO	15.5 7	MOSSEND DOWN YARD	MOSSEND DOWN YARD	05.16	LD75
PLP4 45	4 - weekly	22/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Mossend - Grangemouth - Kilmarnock - Carlisle Week 39 to run as a STP path on Saturday 21/12/2024 via this route and times	1Q81R A	WO	18:5 7	MOSSEND DOWN YARD	CARLISLE A SIDING	04:36	LD75

PLP4 46	4 - weekly	23/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Carlisle - Barrow - Blackpool Week 39 to run as a STP path on Sunday 22/12/2024 via this route and times	1Q82R A	ThO	16.4 5	CARLISLE A SIDING	BLACKPOOL NORTH	05.48	LD75
PLP4 47	4 - weekly	24/01/ 2025	43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35	Blackpool - Preston - Settle - Bolton - Crewe - Derby RTC Week 39 to run as a STP path on Monday 23/12/2024 via this route and times	1Q83R J	FO	14.1 5	BLACKPOOL NORTH	DERBY R.T.C.(NETWORK RAIL)	04.14	LD75
TRV6 22	13 - weekly	04/01/ 2025	41, 49, 05, 13, 21, 29 & 37	Derby RTC - Tonbridge West Yard - Thameslink - Tonbridge West Yard - Derby	1Q85B A	SO	23.5 6	TONBRIDGE WEST YARD	TONBRIDGE WEST YARD	04.18	LD75
PLP4 31	4 - weekly	07/12/ 2024	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37	March - Peterborough - Doncaster - Derby	1Q86R F	SO	11.2 3	MARCH DOWN R.S.	DERBY R.T.C.(NETWORK RAIL)	20.09	LD75
PLP3 21B	13 - weekly	04/01/ 2025	41, 01, 09, 13 & 37	Dollands Moor - Tonbridge West Yard	1Q89B A	SO	12.3 1	DOLLANDS MOOR SDGS	TONBRIDGE WEST YARD	13.17	LD75



PLP4 23	4 - weekly	30/12/ 2024	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Derby RTC - Cambridge - Liverpool Street - Ferme Park	1Q90R A	MO	15.1 4	DERBY R.T.C.(NETWORK RAIL)	FERME PARK RECP.	05.01	LD75
PLP4 24	4 - weekly	28/01/ 2025	44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Ferme Park - LTS - NLL - WLL - T and H - Ferme Park	1Q95R W	TO	15.0 3	FERME PARK RECP.	RIPPLE LANE WEST S.S.	18.22	LD75
		28/01/ 2025	44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36		1Q96R W	TO	19.5 6	RIPPLE LANE WEST S.S.	FERME PARK RECP.	06.31	LD75
PLP4 25	4 - weekly	29/01/ 2025	44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Ferme Park - London - Colchester - Cambridge	1Q97R F	WO	10.5 0	FERME PARK RECP.	CLACTON-ON- SEA	18.28	LD75
		29/01/ 2025	44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36		1Q98R G	WO	19.4 1	CLACTON-ON-SEA	CAMBRIDGE T.&R.S.M.D.	03.19	LD75
TRV6 04	13 - weekly	04/02/ 2025	45, 05, 17 & 29	Shrewsbury - Aberystwyth - Machynlleth	1Q97E A	TO	19:5 8	DERBY R.T.C.(NETWORK RAIL)	MACHYNLLETH	02.56	LD75

TRV6 05	13 - weekly	05/05/ 2025	45, 05, 17 & 29	Pwllheli - Dovey Junction - Shrewsbury - Sinfin	1Q98E A	WO	23.3 0	MACHYNLLETH	DERBY R.T.C.(NETWORK RAIL)	09:31	LD75
PLP4 26	4 - weekly	30/01/ 2025	44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Cambridge - Yarmouth and Lowestoft - Cambridge	1Q98B E	ThO	13.5 7	CAMBRIDGE T.&R.S.M.D.	CAMBRIDGE T.&R.S.M.D.	04:49	LD75
PLP4 27	4 - weekly	03/01/ 2025	40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36	Cambridge - Felixstowe - Peterborough - March	1Q99Z P	FO	16.2 8	CAMBRIDGE RECEPTION SDGS	MARCH DOWN R.S.	03:35	LD75

**Class 3 IM Paths –**

Name	Frequency	Start Date	Weeks Run In	Route	TID	Day	Dep	From	To	Arr	Model Train
UTU/PLP Transit Path	As Required: Route Services SCO to bid as part of the weeks work			Dollands Moor Sdgs – Derby RTC (via Barnes & MML) Transit	3M05BB	SO	10.50	DOLLANDS MOOR SDGS	DERBY R.T.C.(NETWORK RAIL)	17.57	UTU-T
UTU051	8 - weekly	14/01/2025	42, 50, 06, 14, 22 & 30	Woking - Wimbledon - Basingstoke - Reading - Basingstoke - Woking - Eastleigh	3Q01CA	TO	23.38	WOKING UP YARD RECP.	EASTLEIGH EAST YARD	06.52	UTU-T
UTU034N	8 - weekly	13/12/2024	37, 45, 01, 09, 17, 25 & 33	Hither Green - Kings Cross - FL - Grantham - Derby RTC	3Q01ES	FO	23.07	HITHER GREEN P.A.D.	NEW BARNET	01.07	UTU-T
		14/12/2024	37, 45, 01, 09, 17, 25 & 33		3Q02ES	SO	01.14	NEW BARNET	LONDON KINGS CROSS	01.36	UTU-T
		14/12/2024	37, 45, 01, 09, 17, 25 & 33		3Q03ES	SO	02.07	LONDON KINGS CROSS	DERBY R.T.C.(NETWORK RAIL)	07.51	UTU-T

Name	Frequency	Start Date	Weeks Run In	Route	TID	Day	Dep	From	To	Arr	Model Train
UTU007	8 - weekly	19/12/2024	38, 47, 03, 11, 19, 27 & 35	Tyseley - Bordesley - Banbury - Leamington Spa - Coventry - Leamington Spa - Bordesley - Derby	3Q02SB	ThO	23.42	TYSELEY L.M.D.	DERBY R.T.C.(NETWORK RAIL)	08.17	UTU-R
UTU053	8 - weekly	16/01/2025	42, 50, 06, 14, 22 & 30	Eastleigh - Southampton - Basingstoke - Reading - Didcot - Reading	3Q04CB	ThO	21:37	EASTLEIGH EAST YARD	READING TRIANGLE SIDINGS	05.30	UTU-T
UTU031A & UTU031B	8 - weekly	17/12/2024	38, 47, 03, 11, 19, 27 & 35	Reading - Guildford - Woking - Portsmouth - Guildford - Reading different recording sections	3Q05DA	TO	23.18	READING TRIANGLE SIDINGS	READING TRIANGLE SIDINGS	06.12	UTU-T
UTU058	8 - weekly	16/12/2024	38, 46, 02, 10, 18, 26 & 34	Derby - Reading - Cogload - Exeter	3Q06DD	MO	14.28	DERBY R.T.C.(NETWORK RAIL)	EXETER RIVERSIDE N.Y.	02:46	UTU-R

Name	Frequency	Start Date	Weeks Run In	Route	TID	Day	Dep	From	To	Arr	Model Train
UTU147A & UTU147B	8 - weekly	19/12/2024	38, 46, 02, 10, 18, 26 & 34	Exeter - Salisbury - Exeter different recording sections	3Q07DA	ThO	20:31	EXETER RIVERSIDE N.Y.	EXETER RIVERSIDE N.Y.	04.58	UTU- T
UTU041	8 - weekly	23/12/2024	39,17, 03, 11, 19, 27 & 35	Reading - Cricklewood - Leicester - Derby	3Q07SG	MO	21.20	READING TRIANGLE SIDINGS	DERBY R.T.C.(NETWORK RAIL)	04:53	UTU- T
UTU017	8 - weekly	13/12/2024	37, 45, 01, 09, 17, 25 & 33	Heaton - Newcastle - Doncaster - Barrow Hill - Derby	3Q08GN	FO	20:55	DARLINGTON UP S.S	DERBY R.T.C.(NETWORK RAIL)	06.24	UTU- T
UTU046	8 - weekly	20/01/2025	43, 51, 07, 15, 23 & 31	Woking - Waterloo - Epsom - Wimbledon -	3Q09CB	MO	22.04	WOKING UP YARD RECP.	LONDON WATERLOO	05.01	UTU- T
		21/01/2025	43, 51, 07, 15, 23 & 31	Woking - Waterloo - Hither Green	3Q10CB	TO	05.20	LONDON WATERLOO	HITHER GREEN P.A.D.	06.45	UTU- T

Name	Frequency	Start Date	Weeks Run In	Route	TID	Day	Dep	From	To	Arr	Model Train
UTU034S	8 - weekly	27/01/2025	44, 52, 08, 16, 24 & 32	Derby - Grantham - FL - Kings Cross - Hither Green	3Q10BA	MO	21.12	DERBY R.T.C.(NETWORK RAIL)	HITHER GREEN P.A.D.	06.38	UTU-T
UTU016S	8 - weekly	13/01/2025	42, 50, 06, 14, 22 & 30	Derby - Kettering - St Panc - Mill Hill Bway - Acton W - Weyb - Byfleet - Woking	3Q10EL	MO	20.47	DERBY R.T.C.(NETWORK RAIL)	WOKING UP YARD RECP.	05.39	UTU-T
UTU072	8 - weekly	24/02/2025	48, 04, 12, 20, 28 & 36	Derby - Weaver Jn - Carlisle A Sunday STP path will be required in Week 40	3Q12FC	MO	22.41	DERBY R.T.C.(NETWORK RAIL)	CARLISLE A SIDING	06.08	UTU-T
UTU110	16 - weekly	12/03/2025 02/07/2025 22/10/2025	50,14 & 30	Doncaster West Yard - Doncaster - Brocklesby - Immingham - Lincoln - Doncaster - Doncaster West Yard	3Q13SC	WO	21:58	DONCASTER WEST YARD	DONCASTER WEST YARD	04:43	UTU-T
UTU090	8 - weekly	12/12/2024	37, 45, 01, 09, 17, 25 & 33	Slateford - Edinburgh - Newcastle - Heaton	3Q14GS	ThO	21.03	SLATEFORD DEPOT	HEATON T&R.S.M.D.	04:49	UTU-T

Name	Frequency	Start Date	Weeks Run In	Route	TID	Day	Dep	From	To	Arr	Model Train
UTU086	8 - weekly	27/01/2025	44, 52, 08, 16, 24 & 32	Derby - Barrow Hill - Doncaster - Newcastle - Heaton	3Q15GN	MO	22.10	DERBY R.T.C.(NETWORK RAIL)	HEATON T&R.S.M.D.	05.34	UTU-T
UTU045	8 - weekly	06/01/2025	41, 48, 04, 12, 20, 28 & 36	Derby - Colwich - Cheadle - Crewe	3Q16FA	MO	20.46	DERBY R.T.C.(NETWORK RAIL)	CREWE C.S. (L&NWR SITE)	06:29	UTU-T
UTU008A & UTU008B	8 - weekly	26/02/2025	48, 04, 12, 20, 28 & 36	Carlisle - Glasgow - Paisley - Mossend A Friday STP path will be required for Week 40	3Q16LM	WO	00.03	CARLISLE A SIDING	MOSSEND DOWN YARD	06.19	UTU-T
UTU015A & UTU015B	8 - weekly	10/01/2025	41, 48, 04, 12, 20, 28 & 36	Crewe - Stafford - Rugby via Birmingham New Street - Derby RTC	3Q17EB	FO	23:26	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	08.32	UTU-T
UTU043	8 - weekly	09/12/2024	37, 45, 01, 09, 17, 25 & 33	Derby - York - Moorthorpe - Leeds - Doncaster West Yard	3Q19SB	MO	23.08	DERBY R.T.C.(NETWORK RAIL)	DONCASTER WEST YARD	05.49	UTU-T

Name	Frequency	Start Date	Weeks Run In	Route	TID	Day	Dep	From	To	Arr	Model Train
UTU062	8 - weekly	29/01/2025	44, 52, 08, 16, 24 & 32	Hither Green - Victoria - Brighton Fasts - Hither Green	3Q20BC	WO	22.02	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	05.54	UTU-T
UTU040	8 - weekly	16/12/2024	38, 46, 02, 10, 18, 26 & 34	Derby - MML - St Pancs - Liverpool St - Stansted - Cambridge	3Q20SB	MO	21.22	DERBY R.T.C.(NETWORK RAIL)	CAMBRIDGE T.&R.S.M.D.	05.48	UTU-T
UTU022A & UTU022B	8 - weekly	20/12/2024	38, 47, 03, 11, 19, 27 & 35	Bristol Kingsland Road Level - Swindon - Didcot - Banbury - Derby RTC	3Q21SB	FO	22.27	BRISTOL KINGSLAND ROAD	DERBY R.T.C.(NETWORK RAIL)	09:31	UTU-T
UTU037	8 - weekly	22/01/2025	43, 51, 07, 15, 23 & 31	Hither Green - Victoria - Balcombe - Horsham Slows - Hither Green	3Q22BC	WO	20.25	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	05.28	UTU-T
UTU016N	8 - weekly	25/01/2025	44, 52, 08, 16, 24, & 32	Woking - Basingstoke - Woking and MML Slow North - Derby	3Q26EM	SO	00.21	WOKING UP YARD RECP.	DERBY R.T.C.(NETWORK RAIL)	09.31	UTU-T



Name	Frequency	Start Date	Weeks Run In	Route	TID	Day	Dep	From	To	Arr	Model Train
UTU006	8 - weekly	18/12/2024	38, 47, 03, 11, 19, 27 & 35	Derby - Crewe - Liverpool - Crewe - Tyseley	3Q30SB	WO	22.44	DERBY R.T.C.(NETWORK RAIL)	TYSELEY L.M.D.	07.04	UTU-R
UTU057	8 - weekly	17/01/2025	42, 50, 06, 14, 22 & 30	Reading - Paddington Reliefs - Basingstoke - Eastleigh - Woking	3Q40DC	FO	23.53	READING TRIANGLE SIDINGS	WOKING UP YARD RECP.	06.48	UTU-R
UTU039	8 - weekly	16/12/2025	38, 47, 03, 11, 19, 27 & 35	Derby - Banbury - Didcot - Paddington - Reading	3Q40SC	MO	21.49	DERBY R.T.C.(NETWORK RAIL)	READING TRIANGLE SIDINGS	05.40	UTU-T
UTU065	8 - weekly	12/12/2024	37, 45, 01, 09, 17, 25 & 33	Hither Green - Rochester - Charing X - Orpington Fasts - Hither Green	3Q41BB	ThO	19.57	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	05.04	UTU-T
UTU048	8 - weekly	11/12/2024	37, 45, 01, 09, 17, 25 & 33	Hither Green - Swanley - Ashford - Ramsgate - Swanley - Hither Green	3Q43BA	WO	21.58	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	05:51	UTU-T

Name	Frequency	Start Date	Weeks Run In	Route	TID	Day	Dep	From	To	Arr	Model Train
UTU050A & UTU050B	8 - weekly	31/01/2025	44, 52, 08, 16, 24 & 32	Hither Green - Lewisham - Dartford - Cannon Street - Hither Green	3Q44BB	FO	20.59	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	07.14	UTU- R
UTU064	8 - weekly	30/12/2024	44, 52, 08, 16, 24 & 32	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- R
UTU049	8 - weekly	28/01/2025	44, 52, 08, 16, 24 & 32	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
UTU047	8 - weekly	21/01/2025	43, 51, 07, 15, 23 & 31	Hither Green - Orpington - Dover - Hither Green	3Q48BA	TO	23.57	HITHER GREEN P.A.D.	HITHER GREEN P.A.D.	06.47	UTU- T
UTU011	8 - weekly	10/01/2025	41, 49, 05, 13, 21 , 29 & 37	Carlisle - Weaver Jn - Derby RTC	3Q54FC	FO	22.26	CARLISLE A SIDING	DERBY R.T.C.(NETWORK RAIL)	08.32	UTU- T

Name	Frequency	Start Date	Weeks Run In	Route	TID	Day	Dep	From	To	Arr	Model Train
UTU100	8 - weekly	13/01/2025	42, 50, 06, 14, 22 & 30	Derby - Grantham - Doncaster - Leeds - York - Doncaster West Yard	3Q56SB	MO	20.51	DERBY R.T.C.(NETWORK RAIL)	YORK	03:22	UTU-T
		14/01/2025	42, 50, 06, 14, 22 & 30		3Q57SB	TO	03.32	YORK	DONCASTER WEST YARD	05:55	UTU-R
UTU060A & UTU060B	8 - weekly	18/12/2024	38, 47, 03, 11, 19, 27 & 35	Reading - Badminton - Cardiff - Bathampton - Westbury	3Q60SB	WO	22.42	READING TRIANGLE SIDINGS	WESTBURY DOWN T.C.	07:28	UTU-T
UTU103	8 - weekly	17/12/2024	38, 46, 02, 10, 18, 26 & 34	Cambridge - Liverpool St - Southend Victoria - Ferme Park	3Q61SB	TO	22.59	CAMBRIDGE T.&R.S.M.D.	FERME PARK RECP.	05:28	UTU-T
UTU107	8 - weekly	20/12/2024	38, 46, 02, 10, 18, 26 & 34	Colchester - Ipswich - Felixstowe - Liverpool Street - Derby	3Q66SB	FO	22.53	COLCHESTER RECEPTION LINE	DERBY R.T.C.(NETWORK RAIL)	08.16	UTU-T

Name	Frequency	Start Date	Weeks Run In	Route	TID	Day	Dep	From	To	Arr	Model Train
UTU067	8 - weekly	27/01/2025	44, 52, 08, 16, 24 & 32	Derby - WCML Rugby - Milton Keynes - Rugby	3Q68SB	MO	21.22	DERBY R.T.C.(NETWORK RAIL)	RUGBY DEPOT ACCESS LINE	06:19	UTU-T
UTU068	8 - weekly	28/01/2025	44, 52, 08, 16, 24 & 32	Rugby - WCML Milton Keynes - Euston - Rugby	3Q69SB	TO	21.24	RUGBY DEPOT ACCESS LINE	RUGBY DEPOT ACCESS LINE	08.02	UTU-T
UTU069	8 - weekly	29/01/2025	44, 52, 08, 16, 24 & 32	Rugby - WCML South Rugby - Lichfield - Derby	3Q70SD	WO	23.05	RUGBY DEPOT ACCESS LINE	DERBY R.T.C.(NETWORK RAIL)	07.32	UTU-T
UTU070	8 - weekly	30/01/2025	44, 52, 08, 16, 24 & 32	Derby - WCML South - Lichfield - Crewe	3Q71SB	ThO	22.37	DERBY R.T.C.(NETWORK RAIL)	CREWE C.S. (L&NWR SITE)	06:32	UTU-T
UTU087	8 - weekly	28/01/2025	44, 52, 08, 16, 24 & 32	Heaton - Newcastle - Edinburgh - Slateford	3Q81GS	TO	23:07	HEATON T&R.S.M.D.	SLATEFORD DEPOT	05.46	UTU-T

Name	Frequency	Start Date	Weeks Run In	Route	TID	Day	Dep	From	To	Arr	Model Train
UTU071	8 - weekly	31/01/2025	44, 52, 08, 16, 24 & 32	Crewe - Manchester Piccadilly - Crewe - Derby	3Q81SB	FO	23:51	CREWE C.S. (L&NWR SITE)	DERBY R.T.C.(NETWORK RAIL)	06.16	UTU-T
UTU012A & UTU012B	8 - weekly	06/01/2025	41, 48, 04, 12, 20, 28 & 36	Derby RTC - Leics - Castle Bromwich - Birmingham - Bristol Kingsland Road operates in conjunction with UTU012B	3Z20DB	MO	21.22	DERBY R.T.C.(NETWORK RAIL)	BRISTOL KINGSLAND ROAD	05:36	UTU-T
UTU115	8 - weekly	07/01/2025	41, 48, 04, 12, 20, 28 & 36	Bristol Kingsland Road - Exeter - Bristol - Cardiff Canton	3Z22DA	TO	23.48	BRISTOL KINGSLAND ROAD	CANTON PULLMANS	07.49	UTU-T
UTU118	8 - weekly	09/01/2025	41, 48, 04, 12, 20, 28 & 36	Cardiff Canton - Swansea - Bristol Kingsland Road	3Z33DA	ThO	23.59	CANTON PULLMANS	BRISTOL KINGSLAND ROAD	07:09	UTU-T

## Appendix K – Dwell Time Methodology Guide

### Introduction

- This guide has been designed to accompany the rounding methodology for Station Dwells contained in Section 1.3 of the National Timetable Planning Rules
- The guide has been split into two key topics:
  - Data
  - Consultation

This guide provides advice on how to use data and best practice for consultation when carrying out a station dwell review

- Normally, the starting point for a station dwell investigation will be performance data that suggests that a dwell is currently not being met. This data should prompt further investigation to understand why this result is being shown.
- As expertise for the various solutions sit in multiple areas; a three-pronged approach should be taken for the review involving; NR Capacity Planning, the Operator and NR Route Performance.
- Working together will also ensure that the reviews are more effective and shared objectives are agreed upfront. More details on collaboration are provided in the consultation section of this guide.
- Only when it is known **why** a data source is returning the result, can the best solution be reached to increase dwell adherence, or the performance data can be knowledgeably discounted.
- If new or, alternative rolling stock is introduced to a Line of Route then the standard values should be reviewed, and any new values required should be published in the relevant route Timetable Planning Rules.
- There are many solutions to improving dwell adherence such as, but not exclusive to:
  - Operational changes – including the dispatch process
  - Changing the berth offsets<sup>1</sup>
  - Amending other TPR values, such as SRTs
  - Re-balancing dwells across a line of route
  - Increasing the planned dwell

### Data

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<sup>1</sup> Berth offset values adjust time at signal to time at TIPLOC and are used in SMART, ODA, and Quartz data. Each station will have two offsets – a **departure** offset which is a number of seconds taken for a train to reach the signal beyond a location, and an **arrival** offset which is a number of seconds taken for a train to arrive at a location after passing the signal before the location.

The value is calculated as an average of all services passing that point during the period of observations. As the value is an average, there are a number of variables that can affect the figure, most of which apply to the different mix of traffic using a location:

- Different traction types – different traction types have different maximum speeds, rates of braking and acceleration.
- Mix of stopping and passing services.
- Mix of passenger and freight services.
- Variations in driver behaviour.
- Different lengths of trains.

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- Gathering information from differing data sources will start to build a picture of what is happening during a station dwell. Each data source will need to be assessed for its suitability for providing valid information to a station dwell review.
- The most common sources of data used in a station dwell review are listed in the table below, with pros and cons. GPS/OTMR data provides the most reliable wheels stop to wheels start time for large sample sizes, but other data sources also have pros that should be considered when completing a review of dwell performance.

Data Source	Who owns the data?	Where is the feed from?	Pros	Cons
Live observations	N/A	Station	<ul style="list-style-type: none"> <li>Provides a rounded view of the dispatch process</li> <li><b>Provides insight into <u>why</u> a data source is returning a particular result</b></li> <li>Can check accuracy of berth offsets</li> </ul>	<ul style="list-style-type: none"> <li>Low sample sizes</li> <li>Manual process introduces variance</li> </ul>
SMART and ODA data	NR Capacity Planning	Signal berths	<ul style="list-style-type: none"> <li>High sample sizes</li> <li>Covers a wide geographical area</li> <li>Analysis can be filtered to a very granular level</li> <li>Early arrivals can be removed or default to planned WTT arrival time</li> <li>90% of locations are covered by signal berth data</li> </ul>	<ul style="list-style-type: none"> <li>Reliant on the use of berth offsets</li> <li>Train length sometimes not known</li> <li>Characteristics on the day not recorded</li> <li>External factors such as engineering blocks need cross-referencing</li> <li>For ODA data there is a lag of 6-12 weeks before data is uploaded into the tool</li> </ul>
QUARTZ data	Amey Consulting own the programme. NR supply the timing data and NR/Operator station staff can make interventions	Signal berths	<ul style="list-style-type: none"> <li>Station staff can comment on individual times.</li> <li>Provides insight into an overall journey – can demonstrate a ripple effect</li> <li>Shows perceived trends – worst performing trains, worst performing hours, worst delay by day, etc . . .</li> </ul>	<ul style="list-style-type: none"> <li>Uses berth offsets to provide a dwell value</li> <li>Classes dwell adherence as within 20-seconds</li> <li>Data gets archived after a set period</li> </ul>
GPS & OTMR data	Operators	GPS on train	<ul style="list-style-type: none"> <li>High sample sizes</li> <li>Does not rely on berth offset averages</li> <li>Analysis can be filtered to a very granular level</li> <li>Early arrivals can be removed</li> </ul>	<ul style="list-style-type: none"> <li>Relies on GPS accuracy</li> <li>Accessibility – can require download from individual units</li> </ul>

- Data from any source should be cleansed to make sure it only includes data relevant to passenger train timings, including the relevant timing loads and stopping patterns.
- If a data source uses berth offsets, then the berth offset should be validated for accuracy before any other changes to the station dwell are proposed.

- Data may need to be narrowed down to build a fuller picture of where the source issue is with dwell adherence. Dwell time variances can exist for certain types of day, direction of travel, or day of the week. Details of the main variances are included in 1.1.3 of the associated rounding methodology.
- Equally, to find the root cause of a poor performing station dwell it may be necessary to broaden the data analysis. A poor performing dwell could be linked to incorrect SRTs on a line of route, or, over-dwelling due to waiting for a path at a proceeding junction. This, together with the cumulative rounding stipulated in the rounding methodology supports a holistic review of TPR values and performance information, rather than looking at single dwells in isolation.

### **Consultation**

Consulting means relevant persons are kept informed on plans and progress. To effectively consult a station dwell review, the following activities should be completed:

- The data that is used to prompt the review should be shared with all impacted parties.
- Any supporting or contradicting data that is held by the affected parties should be shared to provide comparison. The data sources that are used for the review are agreed.
- A project plan with dates for reviewing and making decisions should be agreed.
- Progress is reported against the plan as an agenda item at relevant route TPR forums.
- Any decision that is made should be issued accompanied with supporting data and reasoning.
- Any decisions that are made should be cognisant of how the change will be implemented, and an implementation plan will be made with affected Operators (this could include phased implementation).

The process flow chart on the next page provides a high-level summary of the activities that should take place during a station dwell review



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