

**Template Joint Reference  
TTP03: High Output Track Renewals, 2006**

## 1 DETAILS OF PARTIES

1.1 The names and addresses of the parties to the reference are as follows:-

- (a) English Welsh & Scottish Railway whose Registered Office is at 310 Goswell Road, London, EC1V 7LW ("EWS") ("the Claimant"); and
- (b) Network Rail Infrastructure Limited whose Registered Office is at 40 Melton Street, London, NW1 2EE ("Network Rail" ("the Respondent")).
- (c) Contact details for EWS: Nick Gibbons, Planning Manager Network Interfaces, CSDC, Lakeside Business Park, Carolina Way, Doncaster, DN4 5PN. Tel. 01302 766129. Email [nick.gibbons@ews-railway.co.uk](mailto:nick.gibbons@ews-railway.co.uk).
- (d) Contact details for Network Rail: Colin Ness, First Floor Holgate Villa, Holgate Road, York, YO24 4AB. Tel. 01904 522072. Email [Colin.Ness@networkrail.co.uk](mailto:Colin.Ness@networkrail.co.uk).

Freightliner and FGW have a strong interest in the issues and/or or routes covered by this dispute.

## 2 DETAILS OF REFERENCE

2.1 This matter is referred to a Timetabling Panel ("the Panel") for determination in accordance with Condition D5.1 of the Network Code.

2.2 The Parties have together produced this joint reference and it includes:-

- (a) The subject matter of the dispute in Section 3;
- (b) A summary of the issues in dispute in Section 4;
- (c) A detailed explanation of the issues in dispute prepared by the claimant with a paragraph by paragraph response from the respondent(s) in Section 5;
- (d) Any further issues raised by the respondent in Section 6; and
- (e) The decisions of principle sought from the Panel in respect of legal entitlement and remedies in Section 7.

### 3 SUBJECT MATTER OF DISPUTE

3.1 This Dispute is over Rules of the Route (ROTR) Version 3 for 2006 (December 2005 to December 2006 timetable year) which requested 44 weeks with 8-hour blocks for 5 nights on one route and another 44 weeks with 8-hour blocks for 5 nights spread over 3 other routes on the Western Territory, and 13 weeks of 8-hour blocks on LNE Territory.

3.2 The Dispute arises from a decision of Network Rail's which may be referred to the Timetabling Panel under Condition D2.1.6 of the Network Code.

3.3 As this Dispute is under the Network Code, we have assumed this is available to the Panel. This Dispute is without prejudice to EWS's view that the introduction of a new maintenance strategy to include High Output Track Renewals equipment (HOTR) may constitute a Network Change for the purposes of Part G of the Network Code.

3.4 Copied and annexed to this Reference are:

- Appendix A: the appropriate pages from the applicable Rules of the Route.
- Appendix B: Summary of conflicting possessions, as prepared by EWS.
- Appendix B2: Detailed response by Network Rail to points about track capacity, raised in Appendix B (and elsewhere).
- Appendix C: Access rights for EWS affected services.
- Appendix D: Time differential for EWS diverted services.
- Appendix E: Extracts from Network Rail presentations.
- Appendix F: Extracts from Network Rail meeting.

#### 4 SUMMARY OF DISPUTE

Network Rail's new High Output Ballast Cleaner, known as Ballast Cleaning System two (BCS2), began main-line working on the Western Territory in 8-hour midweek night possessions in late 2004. The new High Output Track renewal machine, known as Track Renewal System two (TRS2), which renews sleepers and/or rail, is planned to be introduced for main-line renewal work in summer 2005. Collectively these are known as HOTR. HOTR is designed to work at weekends (BCS2 and TRS2 working closely together) and on midweek nights (BCS2 separately from TRS2). Apart from the Christmas period, each system is planned to work every weekend, and midweeks in 4 sets of 11-weeks with a one week break between each set. HOTR will renew more track per hour of possession than conventional renewal methods. A further ballast cleaning system, BCS3 is being delivered to the LNE Territory during summer 2005.

Network Rail has, in the Rules of the Route for 2005/06 Timetable year, proposed a number of possessions on the Western and LNE Territories for HOTR. Network Rail has proposed disruptive overnight midweek possessions of 8-hours for duration over a large number of consecutive weeks. The proposed possessions are for double line blocks. They are detailed below and illustrated on maps on the following two pages.

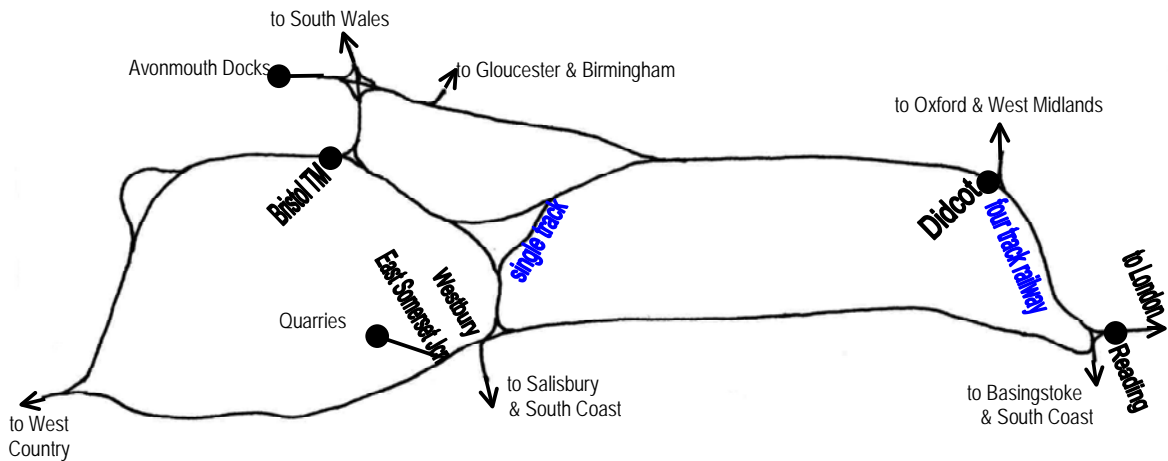
- 44 weeks of Route GW600 Wootton Bassett Jcn to Westerleigh Jcn, part of the main route from South Wales to London. 2150 to 0545 for the five nights Mon/Tue to Fri/Sat in weeks 42,43,44,45,46,47,48,49,50,51,52,02,03,04,05,06,07,08,09,10,11,12,14,15,16,17,18,19,20,21,22,23,24, 26,27,28,29,30,31,32,33,34,35 and 36 (January to December 2006).
- 11 weeks of Route GW103 Reading to Didcot, blocking the two Main lines, with the two Relief lines open as normal for traffic. 2130 to 0530 for the five nights Mon/Tue to Fri/Sat in weeks 42,43,44,45,46,47,48,49,50,51 and 52 (January to March 2006).
- 11 weeks of Route GW105/108 Worle Jn to Cogload Jn, on the Bristol to Taunton route. 2145 to 0545 for the 5 nights Mon/Tue to Fri/Sat in weeks 26,27,28,29,30,31,32,33,34,35 and 36 (September to December 2006).
- 13 weeks of Route LN600 Shaftholme Jcn to Colton Jcn (broadly Doncaster-York on the East Coast Main Line). 2200 to 0555 for the five nights Mon/Tue to Fri/Sat in weeks 24,25,26,27,28,29,30,31,32,33,34,35 and 36 (September to December 2006).

All the above were proposed in Rules of the Route Version 2, and the Dispute was initially registered as ttc262.

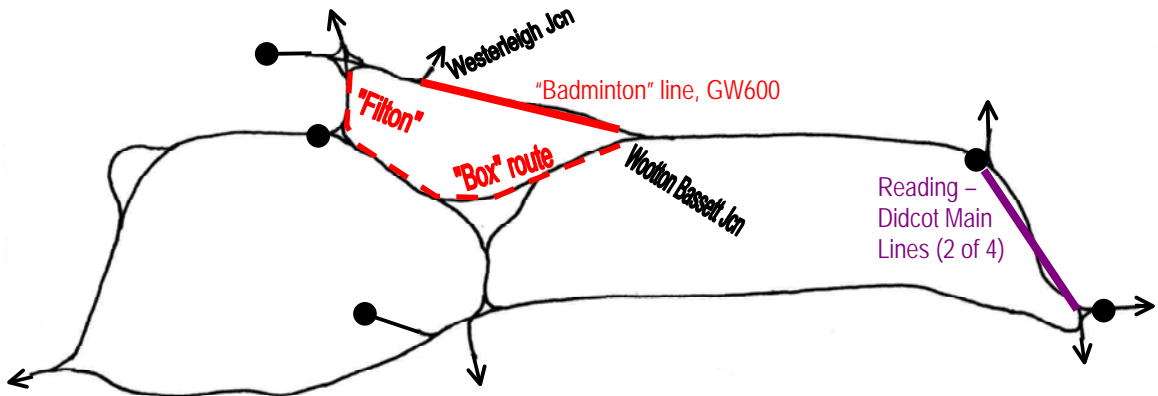
- 22 weeks of GW500 Bedwyn to Heywood Road Jcn on the Reading-Westbury (Berks & Hants) route. 2215 to 0615 for the five nights Mon/Tue to Fri/Sat in weeks 02,03,04,05,06,07,08,09,10,11,12, 14,15,16,17,18,19,20,21,22,23,24. This was proposed in Batching Document 3 and the Dispute was initially registered as ttc290.

**MAP OF WESTERN ROUTES AFFECTED BY MIDWEEK HIGH OUTPUT IN 2006 PLANS**

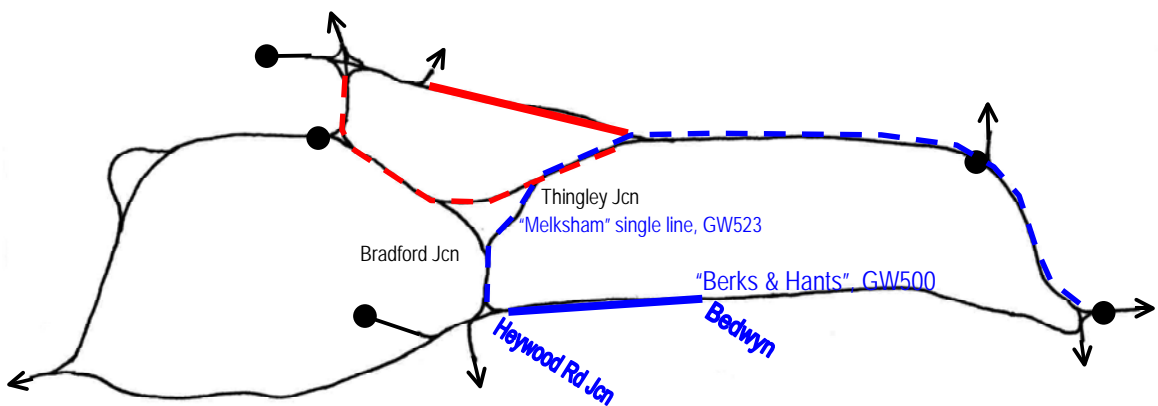
All routes are two track railway except where indicated.



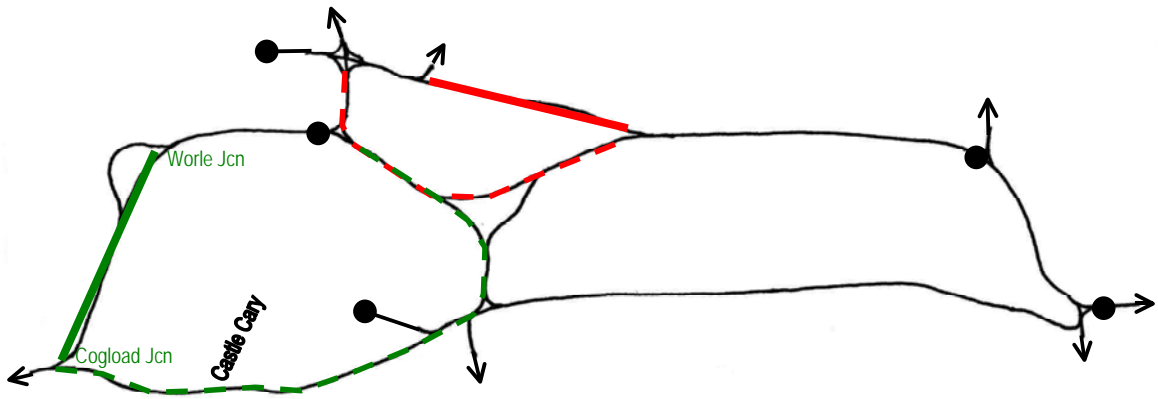
Western routes with HOTR Monday-Friday nights, eleven weeks 16 January to 31 March 2006. Diversionary route shown dashed. Weeks 42 to 52 in Engineering Planning terminology.



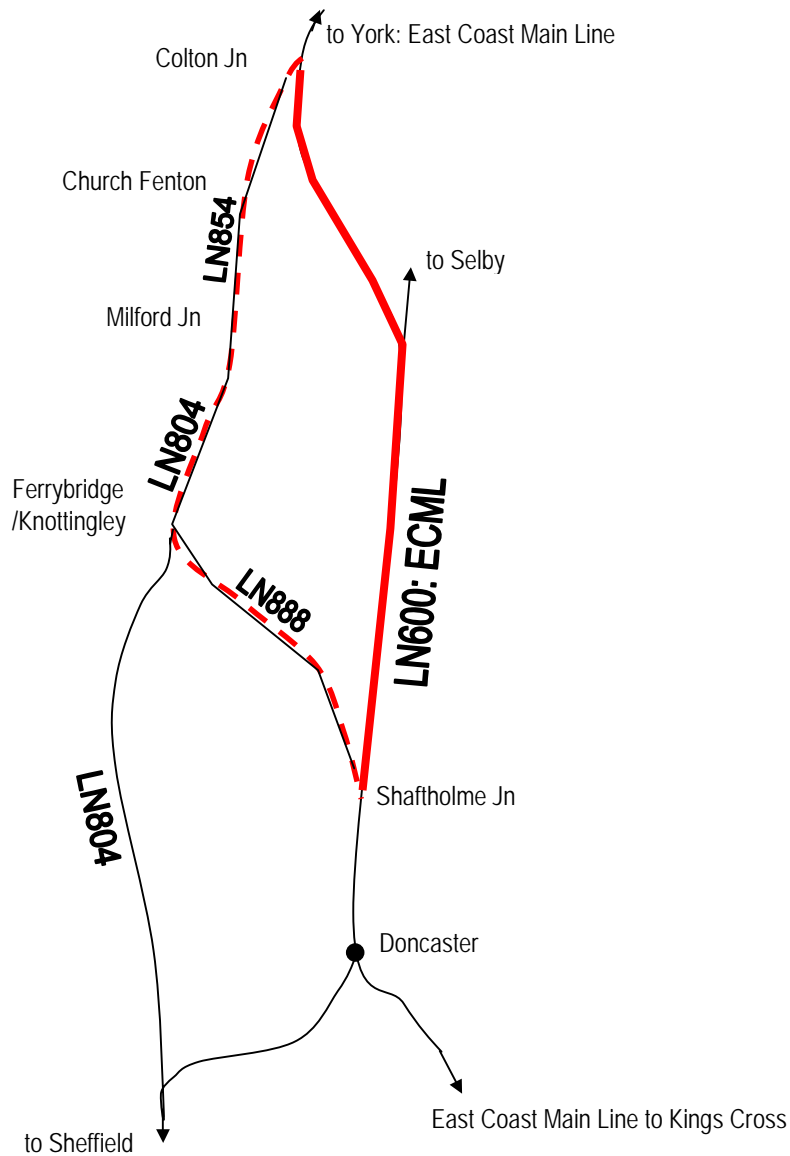
Western routes with HOTR Monday-Friday nights, eleven weeks 10 April to 23 June 2006 and eleven weeks 03 July to 15 September 2006. Diversionary routes shown dashed. Weeks 02 to 12 and 14 to 24.



Western routes with HOTR Monday-Friday nights, eleven weeks 25 September to 08 December 2006.  
 Diversionary routes shown dashed. Weeks 26 to 36 in Engineering Planning terminology.



LNE route with HOTR Monday-Friday nights, thirteen weeks 11 September to 08 December 2006.  
 Diversionary routes shown dashed. Weeks 24 to 36 in Engineering Planning terminology.



## 5 EXPLANATION OF EACH ISSUE IN DISPUTE WITH RESPONSE

5.1.1 Issue 1 by Claimant. EWS does not dispute Network Rail's wish to utilise the HOTR equipment, and has been impressed by its apparent capabilities. In fact EWS agreed to continuous disruptive possessions on the 'Swansea District' line in the 2003/2004 and 2004/2005 Rules of the Route for testing of this equipment. Additionally, in the 2004/2005 Rules EWS agreed to disruptive 8-hour midweek 'double line' possessions between Wootton Bassett Jn and Westerleigh Jn (Weeks 14,15,16,17,18,19,20,21,22,23,24, 27,28,29,30,31,32,33,34 and 36).

EWS agreed to these disruptive double line possessions on the understanding that they would be utilised to not only help test the equipment itself, but also to assess the operating parameters with a view to allowing 'single line working' for future possessions.

5.1.2 Response to Issue 1 by Respondent. Network Rail remains committed to the principle of "adjacent line open" operations with the new high output renewals systems, wherever feasible. Reconciliation of the timescales for establishing the feasibility of "adjacent line open" working with access submission deadlines for 2006 is a key issue. It has been necessary to make submissions for track access in advance of the feasibility of "adjacent line open" operations being established, and the practicality of implementation on particular sites assessed. Hence, the proposed 2006 high output renewals programme and supporting track access has not been based on "adjacent line open" operations.

Work is ongoing to assess the feasibility and practicality of "adjacent line operation" with the new high output systems. Before this facility can be used regularly in everyday production Network Rail, the Contractor and Health & Safety organizations must be completely satisfied that equipment or processes are in place that will ensure the safety of people and equipment working on site, and the safety of passing traffic. Such processes and procedures covering site and system safety are being prepared. An output from this work will be a set of guidelines by which the adequacy of passing clearance to allow "adjacent line open" working may be assessed for individual worksites.

In parallel with gaining experience with the new systems in an operational railway environment, surveys of the worksites proposed for 2006 and 2007 are being undertaken. Information will be gathered on each site which will allow the feasibility of "adjacent line open" operation to be assessed. Having identified sites on which "adjacent line operation" will be feasible, and defined relevant constraints (protective TSR, duration and timing of possessions of the adjacent line required for setting-up and stowing-away plant within a shift), it will be possible to assess capacity on the adjacent line which can be offered to customers.

In September, 2005, Network Rail will be in a position to set out plans for the implementation of "adjacent line open" operations with the new high output systems i.e. where and when.

The routes where HOTR is to work are planned in an order where the disruption caused by double-line blocks is minimal at the earliest stages. Routes where a double-line possession would be more disruptive are being planned for 2007 and later timetable years, as Adjacent Line Working will then be available, and its constraints known. Thus in 2006 the routes affected are Reading-Didcot, where the 2 lines still available for

traffic offer more than adequate capacity overnight; the Badminton line, where the diversion via Box has sufficient capacity and adds only some 17 minutes journey time; the Berks & Hants, where the diversion via Swindon is used every fourth week in the standard maintenance pattern; and Worle-Cogload – the diversionary route is rather longer, but only 11 freight paths per week are involved. The HOTR plan is also required to meet a number of other constraints, such as the engineering priority of renewals by route, and the logistics of having a single base for the HOTR systems supporting weeknight and weekend activities.

5.2.1 Issue 2 by Claimant. Unlike passenger traffic, it is not possible to transfer freight from rail to road and back to rail again for part of its journey. Therefore should 'Single line' working not be possible in certain cases, at the very least EWS requires that any of its trains that are affected by the 'High Output Track Renewals' systems possessions have available to them fit for purpose diversionary routes. However Network Rail, in the 2006 Rules has introduced the 'High Output Track Renewals' systems possessions in addition to its normal program of cyclic maintenance resulting in a number of instances when both the normal route and the diversionary route have been blocked. For example for a number of weeks (weeks 2,3,4,5,6,7,8,9,10,15 and 16) the possessions on GW500 clash with Basingstoke resignalling work in the South territory. (See Appendix B)

5.2.2 Response to Issue 2 by Respondent. Diversionary routes are already planned in Rules of the Route to be open. Specifically Section 5 shows the usual midweek night times to have been withdrawn from the Box and Filton routes when HOTR works on the Badminton route. On the four track Reading-Didcot route section the Relief Lines will be open when the Main Lines are under possession. This has been the standard practice for at least 8 years and since May 2004 the possessions on this section have, with TOC/FOC agreement, been increased from 6 to 8 hours. The route via Castle Cary will be open when Worle-Cogload is shut; and the route via Melksham and Swindon will be open when Bedwyn-Westbury is shut. These are the standard diversionary routes, published and agreed in the current and previous ROTR documents and are used regularly when the main route has midweek night possessions. Appendix B2 gives Network Rail's specific responses to the points raised by EWS in Appendix B.

5.3.1 Issue 3 by Claimant. Section 4 of the LNE and Section 5 of the Western Territory Rules of the Route contain traffic remarks that specifically prevent certain routes being blocked at the same time as others. This is designed to ensure that a recognised diversionary route remains available thereby ensuring that traffic affected by possessions on the normal route is able to operate to minimise disruption. Where Network Rail has disregarded the requirement to avoid conflicting possessions on diversionary routes, this usually results in either the affected trains being diverted over much greater distances with consequential severe lateness or cannot run at all. A summary of the possessions showing conflicts can be found in Appendix B.

5.3.2 Response to Issue 3 by Respondent. Network Rail acknowledges that the Rules of the Route proposals will result in a number of EWS services being subject to diversion and consequential retiming, in some cases at more than one place along their journeys. Network Rail is required to balance long-term requirements against shorter-term disruption. Specifically Network Rail needs to meet the demands of its Licence Condition 7 for maintaining & renewing the network, and Network Rail believes the Network Code recognises this through Decision Criteria (c), (d) and (f). Appendix B2 gives Network Rail's specific responses to the points raised by EWS in Appendix B.

5.4.1 Issue 4 by Claimant. EWS is also concerned that where diversionary routes have remained that they are able to cope with the required numbers of diverted services. This is especially relevant when GW500 and GW600 routes are blocked in the same week, and diverted services from both routes will have to use the Didcot-Swindon-Bathampton Jn corridor. EWS requires that timetable exercises be carried out at the earliest opportunity to ascertain whether the network can accommodate all services.

5.4.2 Response to Issue 4 by Respondent. Network Rail is confident that sufficient capacity is available on the diversionary routes. ADRC's decision TTP01 included the direction "the Panel is NOT seeking to impose upon any party the requirement to carry out prematurely detailed evaluations or planning exercises. Rather the Panel is seeking expressions of best professional judgement". Appendix B2 gives Network Rail's specific responses to the points raised by EWS including that of the Didcot-Swindon-Bathampton Jn corridor. In general terms the volume of traffic overnight is considerably lower than during the day and the sections of lines taking the increase in diverted traffic operate with headways of 4 minutes and therefore the required volume of trains can be carried.

5.5.1 Issue 5 by Claimant. EWS accepts that Network Rail has a duty to maintain the railway to a high standard and in this regard will continue to accept a certain level of disruption to its services. However, the nature of this work involving large numbers of concurrent weeks being affected will have an unacceptable effect on services, in terms of providing resources, performance and late deliveries to EWS customers. To block LN600 north of Doncaster prevents any W9 gauge traffic (up to 9'6" containers on FKA 'mega-fret' 0.825 metre platform height wagons) from running overnight as any diversionary routes cannot accommodate 9'6" containers. These possessions also directly affect EWS's ability to run services north of Doncaster on the ECML utilising electric traction. Whilst the diversionary route will require EWS to provide additional diesels for affected services, 'single line working' arrangements would allow electrically hauled and W9 gauge trains to pass.

5.5.2 Response to Issue 5 by Respondent. As referred to in 5.1.2, Network Rail is committed to the "adjacent line open" principle for High Output work. This is particularly important on the East Coast Main Line, where there are no diversionary routes that are either electrified or W9 gauge cleared. Therefore, as stated, any High Output work without "adjacent line open" status would preclude usage of electric traction or W9 gauge loadings, and so Network Rail was endeavouring to provide "adjacent line open" status for the work between Shaftholme Jn and Colton Jn to provide a solution to this problem.

However, for possessions between Shaftholme Jn and Colton Jn, the issue is that "adjacent line open" status has been found not to be available under any circumstances, due to isolation and track circuit issues. Despite the specified diversionary route via Knottingley being well-known and often-used, where EWS have previously used diesel traction instead of electric traction as necessary, it is agreed that any W9 gauge traffic cannot be diverted.

5.6.1 Issue 6 by Claimant. The 'High Output Track Renewals' systems possessions affect a large number of services for which EWS has Firm Rights. Some services will inevitably be retimed so that they fall well outside of those Firm Rights. Again, EWS finds it unacceptable that for such a large number of concurrent weeks it is being required by Network Rail to forego its Firm Rights thereby significantly disrupting the service delivered to our end customer. A summary of EWS 's services affected by each possession is shown in Appendix C.

5.6.2 Response to Issue 6 by Respondent. Network Rail acknowledges that the Rules of the Route proposals will disrupt EWS services which have "Level one" Firm Rights, and in respect of the Badminton line for a significant portion of the 2006 timetable. Network Rail is required to balance long-term requirements against shorter-term disruption. Specifically Network Rail needs to meet the demands of its Licence Condition for maintaining & renewing the network, and the Network Code recognises this through Decision Criteria (c), (d) and (f). Network Rail's view is that the requirement for the renewals delivered by the proposed possessions and HOTR methodology is on balance a more cost effective approach in the medium/longer term than the short term disruption that these possessions cause.

5.7.1 Issue 7 by Claimant. EWS contends that the 'High Output Track Renewals' systems must work under 'single line working' as originally planned. Network Rail has had or will have a large number of possession opportunities in which to enable that to happen. If these possessions are to happen in their current form this would breach EWS's relevant Firm Rights and provide an unacceptable burden on EWS in respect of resource costs and ultimately the service that is provided to our customers. A number of examples showing the extent of the disruption are shown in Appendix C.

5.7.2 Response to Issue 7 by Respondent. Network Rail's response to this issue has been given as section 5.1.2. In relation to the disruption caused, Network Rail agrees that there will be some Level one rights that will be retimed outside their current flexing rights. However there are also a number of "level 2" that will be contractually compliant. There are also a number of services that currently only operate under spot bid rights and again Network Rail remains confident that these can be pathed. Appendix B2 details the Network Rail diversionary strategy as it impacts upon the EWS services and routes affected.

5.8.1 Issue 8 by Claimant. EWS attended 2 presentations at 'GW Reading Area Planning Workshop(s)' in Swindon on 26/27th November 2002 and Cardiff on 4th December 2002. Those presentations stated that 'HOTR' systems have the 'opportunity to work with adjacent line open to traffic' (under certain conditions). Network Rail has not offered any instances of 'single line working' in respect of the 'High Output Track Renewals' systems possessions up to the end of the 2006 Rules of the Route. It was the clear understanding of EWS from these presentations that when the system was to commence full operation some, if not all possessions would allow single line working. The relevant extracts from those presentations are attached as Appendix E.

5.8.2 Response to Issue 8 by Respondent. Network Rail's response to this issue has been given as section 5.1.2.

5.9.1 Issue 9 by Claimant. EWS also attended a 2 day Rules of the Route 2006 seminar in Derby on 11th & 12th November 2004 at which the HOTR team from Network Rail were present to discuss the issues surround it's operation. Once again Network Rail iterated that the HOBC system was designed to operate under "adjacent line open" capability and under certain conditions. Network Rail has not offered any instances of 'single line working' in respect of the 'High Output Track Renewals' systems possessions up to the end of the 2006 Rules of the Route. It was the clear understanding of EWS from these presentations that when the system was to commence full operation some, if not all possessions would allow single line working. The relevant extracts from those presentations are attached as Appendix F.

5.9.2 Response to Issue 9 by Respondent. Network Rail's response to this issue has been given as section 5.1.2.

## 6 ANY FURTHER ISSUES RAISED

- 6.1 Respondent may list any further claim or issue that it wishes to be resolved. Use of the High Output Track Renewal systems is required as it helps the industry to address the competing demands of running services for the customers of today, and to renew track so such service can continue into the future. Network Rail has consulted widely with operators about the introduction and planning of these new machines and can already point to very positive results from the use of the BCS2 on the busy Reading-Didcot stretch of the railway. Access of sufficient duration, 8 hours midweek and up to 16 hours at weekends, to permit productive working is critical to the effective use of HOTR, and thus in the medium/longer term to the rail industry's ability to renew the network and continue to provide an ongoing high quality service to customers. The volume of work required on the Great Western Main Line is such that a conventional renewals strategy would require significantly longer possessions as well significantly more possessions.
- 6.2 Response by Claimant. EWS contends that 'High Output Track Renewals' systems were designed to work under 'single line working' arrangements rather than under Network Rail's proposed highly disruptive 'double line' possessions. Single line working arrangements would significantly reduce the disruptive effects on EWS's services likely to be affected by the proposed possessions. In addition, it appears the only reason Network Rail requires 8-hour midweek over-night possessions and up to 16 hours at weekends is to ensure it can make efficient use of its new assets irrespective of the disruption and inefficiency this causes to train operators such as EWS. Decision Criterion (i) is explicit in ensuring train operators can utilise their railway assets efficiently and avoid having to increase the numbers of railway assets which the train operators require to maintain their service patterns. The disruption caused by these possessions over significant periods of time during the December 2005 Timetable year will result in inefficiencies in EWS's use of its assets from long diversions, retimings etc. There is no equivalent Decision Criterion that applies to the efficient use of Network Rail's maintenance equipment. EWS therefore believes that Network Rail should only be permitted to have the extended midweek overnight 8-hour possessions where it can use the HOTR equipment under single line working conditions for which it was designed. Where single line working is not allowed Network Rail should not be permitted to go beyond the current Rules of the Route possession allowances and should stand any inefficiency that may result.

**7 DECISION SOUGHT FROM THE PANEL**

7.1 The Panel is asked to determine:

(a) Network Rail wishes to see the HOTR possessions plans as outlined in Rules of the Route Version 3 confirmed as written.

(b) EWS asks that the panel to direct Network Rail to withdraw proposals for the operation of HOTR equipment over the routes disputed, under full possession, until those possessions can offered by Network Rail with the ability to operate trains under 'Single Line Working' conditions.

**8 SIGNATURES**

For and on behalf of

For and on behalf of

\_\_\_\_\_

\_\_\_\_\_

Signed

Signed

\_\_\_\_\_

\_\_\_\_\_

Print name

Print name

Position: \_\_\_\_\_

Position: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

## Appendix A: Extracts from Rules of the Route (Version 3)

Explanatory notes *in Italics*; ordinary text is as laid out in the formal ROTR documentation.

*In the actual document, entries are ordered by Route. For clarity, the entries here have been re-ordered to match how they appear in the maps on pages 5 and 6, the order in time of the HOTR possessions. The possessions in Section 5 are shown in terms of the geographical limits "At or Between", the week numbers affected together with details of which lines are blocked, between which times and on which days (code SX: eXcepting Saturday & Sunday, MX: Mondays eXcepted, etc.).*

*Badminton route, weeks 42 to 52; 02 to 12; 14 to 24 and 26 to 36.*

Route	At or Between	Week Numbers	Traffic Remarks
GW600	Wootton Bassett Jn and Westerleigh Jn	40, 42, 43, 44, 45, 46, 48, 49, 50, 51, 52, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36. All Lines BLOCKED (High Output TR from week 42) 2150 FSX – 0545 MSX onwards (HOBC) Section 4 times	Not permitted concurrent with possessions Wootton Bassett Jn - Bristol via Box, or Filton Jn - Dr.Days Jn. (wks 41, 47, 01, 13, 19 & 25). Can be taken with Standish Jn - Westerleigh Jn & Westerleigh Jn - Stoke Gifford East.

*(The days each week have been modified to the five nights Mon/Tue – Fri/Sat by a later, agreed, batch document)*

*Reading – Didcot Main Lines, weeks 42 to 52 inclusive.*

	WEST OF READING	MAIN LINES BLOCKED	
GW103	Reading West Jn and Moreton Cutting	39, 40, 42, 43, 44, 45*, 46*, 47, 48, 49*, 50*, 51, 52, 03, 04, 07, 08, 11, 12, 15, 16, 19, 20, 23, 24, 27, 28, 31, 32, 35, 36 MAIN Lines BLOCKED 2130 SX– 0530 MX	* High Output Ballast Cleaner

*Bedwyn – Westbury, weeks 02 to 12 and 14 to 24.*

*Applied for in batch document Issue 3 of 04 March 2005 as individual items, e.g.*

### Week 02, W/C Saturday 8th April 2006

#### GW500 GW5 A READING TO COGLOAD JN VIA WESTBURY AND FROME

**Possession Reference:** P2006/609891

**Date:** Monday 10th to Tuesday 11th April 2006

**At/Between:** Bedwyn and Westbury North

**Line affected:** All Lines BLOCKED

**Times:** 2215 Mon to 0615 Tue

**Work:** High Output Track Renewals

**Remarks:** AMENDED TRAIN WORKING. TRAINS DIVERTED VIA DIDCOT.

*Worle Junction – Cogload, weeks 26 to 36.*

GW105/108	Worle Jn and Cogload Jn	39, 43, 47, 51, 03, 07, 11, 15, 19, 23. All Lines BLOCKED Down Line 0030 MSX – 0545 MSX, Up Line 2330 FSX – 0600 MSX 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36 All Lines Blocked 2145 MSX – 0545 FSX (HOBX)	Not permitted concurrent with possessions Bathampton Jn. - Bristol OR Southcote Jn - Exeter OR Bathampton Jn – Westbury.
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*(The days each week have been modified to the five nights Mon/Tue – Fri/Sat by a later, agreed, batch document)*

*Shaftholme Junction - Colton, weeks 24 to 36.*

*(This block of work has been timed to fit a timetable period, and is therefore shown in Section 4 of ROTR. Green highlighter picks out the pertinent sections.)*

**LN600 DONCASTER, BLACK CARR JN TO RESTON GSP**

SECTION		PERIOD 0 11.12.2005 – 01.01.2006 WEEKS 37 - 40	PERIOD A 02.01.2006 – 26.03.2006 WEEKS 40 - 52	PERIOD B 27.03.2006 – 10.06.2006 WEEKS 52 - 11	PERIOD C 11.06.2006 – 10.09.2006 WEEKS 11 - 24	PERIOD D 11.09.2006 – 09.12.2006 WEEKS 24 - 37	REMARKS
...							
SHAFTHOLME JN (Exc.) 160m 16ch to HAMBLETON SOUTH (Inc.) 174m 15ch 600.02 Links to 844.01, 904.01	WEEK END	2245 SAT to 0905 SUN NBS	2245 SAT to 0905 SUN NBS	2245 SAT to 0905 SUN NBS	2245 SAT to 0905 SUN NBS	2000 Sat to 1200 Sun BLOCKED	
	SUN / MON	2340 SUN to 0605 MON BLOCKED	2340 SUN to 0605 MON BLOCKED	2340 SUN to 0605 MON BLOCKED	2340 SUN to 0605 MON BLOCKED	2340 SUN to 0605 MON BLOCKED	①
	MID WEEK	2200 MTWThF to 0550 TWThFSa <b>BLOCKED</b> 6 w.p.a. ①				2200 MTWThF to 0555 TWThFSa <b>BLOCKED</b>	
HAMBLETON SOUTH (Exc.) 174m 15ch to COLTON JN (Exc.) 182m 79ch 600.03 Links to 906.01 and 910.01,	WEEK END	2245 SAT to 0905 SUN NBS	2245 SAT to 0905 SUN NBS	2245 SAT to 0905 SUN NBS	2245 SAT to 0905 SUN NBS	2000 SAT to 1200 SUN BLOCKED	
	SUN / MON	2300 SUN to 0605 MON BLOCKED	2300 SUN to 0605 MON BLOCKED	2300 SUN to 0605 MON BLOCKED	2300 SUN to 0605 MON BLOCKED	2300 SUN to 0605 MON BLOCKED	①
	MID WEEK	2200 MTWThF to 0550 TWThFSa <b>BLOCKED</b> 6 w.p.a. ①				2200 MTWThF to 0555 TWThFSa <b>BLOCKED</b>	

**NOTES :**

① Must not coincide with possessions on routes LN836.03, LN836.04 and LN836.05. ① See section 5 for details.

**Diversions routes:**

This section presents, in the same order as above, the sections of ROTR which show how the diversionary routes have been kept available.

Badminton route, weeks 42 to 52; 02 to 12; 14 to 24 and 26 to 36. Box and Filton routes open.

Route	At or Between	Week Numbers	Traffic Remarks
GW105	Swindon West and Wootton Bassett Jn	39, 47, 03, 11, 19, 27, 35. 2335 FSX – 0520 MSXi	Reversible working on Up Line only between Swindon West and Bourton via Platform 1, after last Postal Service Only one section of reversible working permitted between Foxhall Jn and Wootton Bassett Jn
GW105	Wootton Bassett Jn and Bathampton Jn	37, 41, 01, 13, 25. All Lines BLOCKED 2325 FSX – 0530 MSX	Not permitted concurrent with Wootton Bassett to Stoke Gifford or Southcote Jn – Westbury To be taken with Thingley Jn - Bradford Jn. Can also take Westbury North - Bathampton Jn & Bathampton Jn - North Somerset Jn, if Reading - Cogload Jn & Bristol - Cogload Jn are available. Concurrent reversible working between Foxhall Jn and Wootton Bassett Jn only permitted after 0100.
GW105	Bathampton Jn and North Somersset Jn	37, 41, 01, 13, 25, . All Lines BLOCKED 2345 FSX – 0515 MSX	Not permitted concurrent with possessions W.Bassett Jn - Bristol via Hullavington or Southcote Jn - Westbury or Bristol - Cogload. To be taken with Thingley Jn - Bradford Jn. Can also take Westbury North - Bathampton Jn & Bathampton Jn - North Somerset Jn, if Reading - Cogload Jn & Bristol - Cogload Jn are available.
GW450	Stoke Gifford Jn and Filton Jn	47, 07, 19, 31. <del>SLW Up or Down Lines BLOCKED weeks 07 &amp; 31 (2 w.p.a.) 2345 – 0535 M – Fri</del> <del>All Lines BLOCKED weeks 47 &amp; 19 (2 w.p.a.) 2345 – 0535 M – Fri</del> These possessions are not available in 2006 due to HOTR	Not permitted concurrent with possessions Wootton Bassett Jn - Bristol via Box or Patchway - Severn Tunnel Jn. Only one incidence of SLW Cheltenham to Bristol TM
GW450	Filton Jn and Narrowsayhill Jn	47, 07, 19, 31. <del>SLW Up or Down Lines BLOCKED weeks 07 &amp; 31 (2 w.p.a.) 2345 – 0535 M – Fri</del> <del>All Lines BLOCKED weeks 47 &amp; 19 (2 w.p.a.) 2345 – 0535 M – Fri</del> These possessions are not available in 2006 due to HOTR	Not permitted concurrent with possessions between: W.Bassett Jn - Bristol via Box, Abbotswood Jn - Stoke Gifford Jn, W.Bassett Jn - Westerleigh Jn or Patchway - Severn Tunnel Jn. Holesmouth route available for diversions.

Reading – Didcot Main Lines shut, weeks 42 to 52 inclusive; Relief lines are open:

	WEST OF READING	RELIEF LINES BLOCKED	
GW103	Reading Westbury Line Jn and Didcot East Jn	37, 41, 01, 05, 09, 13, 17, 21, 25, 29, 33, RELIEF Lines BLOCKED 2125 SX – 0520 MX	

Bedwyn – Westbury, weeks 02 to 12 and 14 to 24. Reading-Didcot has 2 lines of 4 available; Didcot-Thingley, Thingley-Bradford, and Bradford – Westbury all open.

Possession requirement for weeks 16,24; 12,20; 17,21 to be withdrawn in next batch document (13 July 2005). In weeks 11 and 19 trains can run reversibly.

Route	At or Between	Week Numbers	Traffic Remarks
GW103	Foxhall Jn and Uffington (Exc)	44, 52, 08, 16, 24, 32. RVL 2215 FSX – 0115 MSX All Lines BLOCKED 0115 MSX – 0520 MSX	Not to be taken concurrent with Southern Zone blocks, Worting-Basingstoke-Southcote. – Not concurrent with blocks between Reading & Westbury <b>OR</b> Westbury & Bristol. Only one section of reversible working permitted between Foxhall Jn and Wootton Bassett Jn.
GW105	Uffington and Swindon East	40, 48, 04, 12, 20, 28, 36. RVL 2215 FSX – 0115 MSX All Lines BLOCKED 0115 MSX – 0520 MSX	Not to be taken concurrent with Southern Zone blocks, Worting-Basingstoke-Southcote. Not concurrent with blocks between Reading & Westbury <b>OR</b> Westbury & Bristol. Only one section of reversible working permitted between Foxhall Jn and Wootton Bassett Jn.
GW105	Swindon West and Wootton Bassett Jn	39, 47, 03, 11, 19, 27, 35. 2335 FSX – 0520 MSXi	<b>Reversible working on Up Line only</b> between Swindon West and Bourton via Platform 1, after last Postal Service Only one section of reversible working permitted between Foxhall Jn and Wootton Bassett Jn
GW105	Wootton Bassett Jn and Bathampton Jn	37, 41, 01, 13, 25. All Lines BLOCKED 2325 FSX – 0530 MSX	Not permitted concurrent with Wootton Bassett to Stoke Gifford or Southcote Jn – Westbury To be taken with Thingley Jn - Bradford Jn. Can also take Westbury North - Bathampton Jn & Bathampton Jn - North Somerset Jn, if Reading - Cogload Jn & Bristol - Cogload Jn are available. Concurrent reversible working between Foxhall Jn and Wootton Bassett Jn only permitted after 0100.
GW510	Westbury North Jn and Bathampton Jn	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25. All Lines BLOCKED 2325 FSX – 0520 MSX	To be planned concurrent with possessions between Wootton Bassett Jn - North Somerset Jn. Not permitted concurrent with Southcote Jn – Westbury <b>OR</b> Bristol West – Cogload Jn <b>OR</b> Worting - Basingstoke - Southcote Jn.
GW523	Thingley Jn and Bradford Jn	37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 All Lines BLOCKED 2325 FSX – 0520 MSX	Not permitted concurrent with possessions between Southcote Jn – Westbury <b>OR</b> Worting - Basingstoke-Southcote Possession time includes 40 mins for resetting axle-counter

Worle Junction – Cogload, weeks 26 to 36. Bristol to Bathampton, Bathampton to Westbury, Westbury to Cogload all open.

Possession requirement for weeks 30 and 34 to be withdrawn in next batch document (13 July 2005)

GW105	Bathampton Jn and North Somersset Jn	37, 41, 01, 13, 25, . All Lines BLOCKED 2345 FSX – 0515 MSX	Not permitted concurrent with possessions W.Bassett Jn - Bristol via Hullavington or Southcote Jn - Westbury or Bristol - Cogload. To be taken with Thingley Jn - Bradford Jn. Can also take Westbury North - Bathampton Jn & Bathampton Jn - North Somerset Jn, if Reading - Cogload Jn & Bristol - Cogload Jn are available.
GW500	Fairwood Jn and East Somerset Jn	38, 42, 46, <del>50</del> , 02, 06, <del>40</del> , 14, 18, 22, <del>26</del> , 30, 34 SLW Fairwood Jn - Blatchbridge Jn Down: 2215 FSX - 0625 MSX <b>OR</b> Clink Rd Jn - E.ast Somerset Jn Down: :2225 FSX – 0645 MSX <b>OR</b> East Somerset Jn - Blatchbridge Jn Up: 2230 FSX – 0630 MSX <b>OR</b> Clink Rd Jn - Fairwood Jn & Blatchbridge Jn - Clink Rd Jn Up: 2230 FSX - 0630 MSX	Not permitted concurrent with possessions between Southcote Jn. - Westbury or Bristol - Cogload. After 2035 Padd MTO.
GW500	East Somerset Jn and Castle Cary	38, 42, 46, <del>50</del> , 02, 06, <del>40</del> , 14, 18, 22. All Lines BLOCKED 2315 FSX – 0615 MSX	Not permitted concurrent with possessions between Foxhall Jn. - Cogload (via Box ) or Thingley Jn. - Westbury or Bradford Jn. - Bathampton Jn
GW500	Castle Cary and Cogload Jn	38, 42, 46, 50, 02, 06, 10, 14, 18, 22. All Lines BLOCKED 2235 FSX – 0620 MSX	Not permitted concurrent with possessions between Foxhall Jn - Cogload (via Box ) or Thingley Jn - Westbury or Bradford Jn - Bathampton Jn. After 2035 Padd MTO.
GW510	Westbury North Jn and Bathampton Jn	37, 41, 45, 49, 01, <del>05</del> , <del>09</del> , 13, 17, 21, 25. All Lines BLOCKED 2325 FSX – 0520 MSX	To be planned concurrent with possessions between Wootton Bassett Jn - North Somerset Jn. Not permitted concurrent with Southcote Jn – Westbury OR Bristol West – Cogload Jn <b>OR</b> Worting - Basingstoke - Southcote Jn.

*Shaftholme Junction - Colton, weeks 24 to 36.*

(Shown in Section 4 of ROTR. **Green highlighter** picks out the pertinent sections. NPP = No Possessions Permitted)

**LN888 SHAFTHOLME JN TO FERRYBRIDGE NORTH JN**

SECTION		PERIOD 0 11.12.2005 – 01.01.2006 WEEKS 37 - 40	PERIOD A 02.01.2006 – 26.03.2006 WEEKS 40 - 52	PERIOD B 27.03.2006 – 10.06.2006 WEEKS 52 - 11	PERIOD C 11.06.2006 – 10.09.2006 WEEKS 11 - 24	PERIOD D 11.09.2006 – 09.12.2006 WEEKS 24 - 37	REMARKS
<b>SHAFTHOLME JN</b> 68m 75ch to <b>KNOTTINGLEY</b> <b>SOUTH JN (Inc.)</b> 58m 66ch <b>888.01</b> Links to 600.01	WEEK END	1600 SAT to 1200 SUN NBS	1600 SAT to 1200 SUN NBS	1600 SAT to 1200 SUN NBS	1600 SAT to 1200 SUN NBS	2300 SAT to 1200 SUN NBS	①②
	SUN/ MON	NPP	NPP	NPP	NPP	NPP	
	MID WEEK	2030 MTWTh to 0540 TWThF <b>BLOCKED</b> 3 w.p.a. ① ③					NPP
<b>KNOTTINGLEY</b> <b>SOUTH JN (Exc.)</b> 58m 66ch to <b>KNOTTINGLEY</b> <b>WEST JN (Inc.)</b> 58m 20ch <b>888.02</b> Links to 894.01	WEEK END	1500 SAT to 0800 SUN NBS	1500 SAT to 0800 SUN NBS	1500 SAT to 0800 SUN NBS	1500 SAT to 0800 SUN NBS	2300 SAT to 0800 SUN NBS	①
	SUN / MON	NPP	NPP	NPP	NPP	NPP	
	MID WEEK	2030 MTWTh to 0540 TWThF <b>BLOCKED</b> 3 w.p.a. ① ③					NPP
<b>KNOTTINGLEY</b> <b>WEST JN (Exc.)</b> 58m 20ch to <b>FERRYBRIDGE</b> <b>NORTH JN (Inc.)</b> 2m 27ch <b>888.03</b> Links to 804.10 and 882.07	WEEK END	2100 SAT to 1030 SUN NBS	1550 SAT to 0020 MON NBS	2230 SAT to 0930 SUN NBS	2230 SAT to 0930 SUN NBS	2300 SAT to 0800 SUN NBS	①
	SUN / MON	NPP		NPP	NPP	NPP	
	MID WEEK	NPP					

**NOTES :**

- ① Trains to be diverted via STP. See Section 5 for details.
- ① Possessions must not be taken with South Kirkby Jn to Wakefield Westgate Jn [LN836].
- ② Possessions to be given up for the passage of 6E19 Mountfield to Knottingley.
- ③ Trains to be diverted via Shaftholme and Hambleton [LN600], Hambleton to Gascoigne Wood [LN898], and Gascoigne Wood to Ferrybridge [LN854].

**LN804 CLAY CROSS NORTH JN TO GASCOIGNE WOOD (VIA SHEFFIELD) (Continued)**

SECTION		PERIOD 0 11.12.2005 – 01.01.2006 WEEKS 37 - 40	PERIOD A 02.01.2006 – 26.03.2006 WEEKS 40 - 52	PERIOD B 27.03.2006 – 10.06.2006 WEEKS 52 - 11	PERIOD C 11.06.2006 – 10.09.2006 WEEKS 11 - 24	PERIOD D 11.09.2006 – 09.12.2006 WEEKS 24 - 37	REMARKS
<b>FERRYBRIDGE NORTH JN (Inc.)</b> 2m 27ch to <b>MILFORD JN (Exc.)</b> 15m 07ch <b>804.11</b> Links to 854.10 and 854.11	WEEK END	2200 SAT to 1030 SUN NBS	1600 SAT to 0030 MON NBS ②	2200 SAT to 1030 SUN NBS	2200 SAT to 1030 SUN NBS	2300 SAT to 0800 SUN NBS	
	SUN / MON	NPP		NPP	NPP	NPP	
	MID WEEK	NPP					

**LN854 HALL ROYD JN TO COLTON NORTH JN (Continued)**

SECTION		PERIOD 0 11.12.2005 – 01.01.2006 WEEKS 37 - 40	PERIOD A 02.01.2006 – 26.03.2006 WEEKS 40 - 52	PERIOD B 27.03.2006 – 10.06.2006 WEEKS 52 - 11	PERIOD C 11.06.2006 – 10.09.2006 WEEKS 11 - 24	PERIOD D 11.09.2006 – 09.12.2006 WEEKS 24 - 37	REMARKS
<b>MILFORD JN (Inc.)</b> 15m 07ch to <b>CHURCH FENTON SOUTH JN (Exc.)</b> 11m 00ch <b>854.11</b> Links to 804.10, 804.11 and 878.01	WEEK END	2330 SAT to 0830 SUN NBS	NPP	2330 SAT to 0830 SUN NBS	NPP	2330 SAT to 0830 SUN NBS	
	SUN / MON	NPP	NPP	NPP	NPP	NPP	
	MID WEEK	NPP					
<b>CHURCH FENTON SOUTH JN (Inc.)</b> 11m 00ch to <b>COLTON NORTH JN (Exc.)</b> 183m 65ch <b>854.12</b> Links to 600.04 and 902.01	WEEK END	2330 SAT to 0830 SUN <b>WEAVE</b>	NPP	2330 SAT to 0830 SUN <b>WEAVE</b>	2330 SAT to 0830 SUN <b>WEAVE</b>	2330 SAT to 0830 SUN <b>WEAVE</b>	①②
	SUN / MON	2300 SUN to 0600 MON <b>WEAVE</b>	NPP	2300 SUN to 0600 MON <b>WEAVE</b>	2300 SUN to 0600 MON <b>WEAVE</b>	2300 SUN to 0600 MON <b>WEAVE</b>	③④
	MID WEEK	2300 MTWThF to 0600 TWThF Sa <b>WEAVE</b>	NPP	2300 MTWThF to 0600 TWThFSa <b>WEAVE</b>			
<i>This section is 4-track</i>							

**NOTES :**

- ① Possessions not to be taken with Neville East Jn and Micklefield Jn [LN898], and Micklefield Jn to Church Fenton [LN902]. Route must be available between York/Leeds to/from Crofton Depot.
- ② Possession to be given up for the passage of Virgin CL220 ECS from Crofton to Leeds where applicable.
- ③ Leeds Lines to be available when Platform 3 and 5 at York Station are blocked.
- ④ Normanton Lines between Church Fenton and Colton Jn must not be blocked at the same time as the Leeds Lines are blocked between Colton North Jn and York [LN600]

<b>Appendix B</b>				
	HOBC possession	Clash	NR Traffic Remarks (as agreed through Rules of the Route)	EWS Comments
<b>Week 43</b>	GW600 Wootton Bassett Jn to Westerleigh Jn	GW900 Newport West to Cardiff East (ML's)	Traffic remarks <b>should</b> state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted via Bath then over the Relief lines between Newport and Cardiff with less capacity. The traffic remarks are for timetable construction and are to ensure that capacity exists for all services. This remark omitted by Network Rail from 2006 Rules of the Route without consultation.
<b>Week 45</b>	GW600 Wootton Bassett Jn to Westerleigh Jn	GW900 Cardiff East to Leckwith Loop North Jn GW900 Leckwith Loop North to Bridgend	Traffic remarks <b>should</b> state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted via Bath and then Abethaw with extended journey times. The traffic remarks are for timetable construction and are to ensure that capacity exists for all services. This remark omitted by Network Rail from 2006 Rules of the Route without consultation.
<b>Week 49</b>	GW600 Wootton Bassett Jn to Westerleigh Jn	GW900 Cardiff East to Leckwith Loop North Jn GW900 Leckwith Loop North to Bridgend	Traffic remarks <b>should</b> state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted via Bath and then Abethaw with extended journey times. The traffic remarks are for timetable construction and are to ensure that capacity exists for all services. This remark omitted by Network Rail from 2006 Rules of the Route without consultation.
<b>Week 51</b>	GW600 Wootton Bassett Jn to Westerleigh Jn	GW900 Newport West to Cardiff East (ML's)	Traffic remarks <b>should</b> state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted via Bath then over the Relief lines between Newport and Cardiff with less capacity. The traffic remarks are for timetable construction and are to ensure that capacity exists for all services. This remark omitted by Network Rail from 2006 Rules of the Route without consultation.
<b>Week 2</b>	GW500 Bedwyn to Westbury North	GW500 Fairwood Jn to East Somerset Jn (SLW) GW560 Westbury South Jn to Fairwood Jn (SLW) SW105/115 Pirbright Jn to Winchester/Andover	Traffic remarks state SLW working west of Westbury not permitted with Southcote Jn Westbury possessions.	Trains diverted via Swindon and Melksham and then over SLW between Westbury and the Quarries with extended journey times. A detailed timetable exercise is required. 7001 Merehead to Acton normally runs via Salisbury and Basingstoke, this train would in this week be diverted via Melksham, Swindon and Acton with an arrival time at the start of the morning peak at Woking which carries attendant performance risks. EWS has requested the Southern possession to finish early so 7001 can run as booked.
<b>Week 3</b>	GW500 Bedwyn to Westbury North	GW103 Reading West to Moreton Cutting (ML's) GW103 Moreton Cutting to Foxhall Jn (ML's) SW105/115 Pirbright Jn to Winchester/Andover	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern. 7001 Merehead to Acton normally runs via Salisbury and Basingstoke, this train would in this week be diverted via Melksham, Swindon and Acton with an arrival time at the start of the morning peak at Woking which carries attendant performance risks. EWS has requested the Southern possession to finish early so 7001 can run as booked.
<b>Week 4</b>	GW500 Bedwyn to Westbury North	GW103 Reading West to Moreton Cutting (ML's) GW103 Moreton Cutting to Foxhall Jn (ML's) SW105/115 Pirbright Jn to Winchester/Salisbury Tnl Jn	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern. 7001 Merehead to Acton normally runs via Salisbury and Basingstoke, this train would in this week be diverted via Melksham, Swindon and Acton with an arrival time at the start of the morning peak at Woking which carries attendant performance risks. EWS has requested the Southern possession to finish early so 7001 can run as booked.
<b>Week 5</b>	GW500 Bedwyn to Westbury North  GW600 Wootton Bassett Jn to Westerleigh Jn	GW103 Reading Westbury Line Jn to Didcot East (RL's)  SW105/115 Pirbright Jn to Winchester/Andover  GW900 Cardiff East to Leckwith Loop North Jn GW900 Leckwith Loop North to Bridgend	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot  Traffic remarks <b>should</b> state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern. 7001 Merehead to Acton normally runs via Salisbury and Basingstoke, this train would in this week be diverted via Melksham, Swindon and Acton with an arrival time at the start of the morning peak at Woking which carries attendant performance risks. EWS has requested the Southern possession to finish early so 7001 can run as booked. Trains diverted via Bath and then Abethaw with extended journey times. The traffic remarks are for timetable construction and are to ensure that capacity exists for all services. This remark omitted by Network Rail from 2006 Rules of the Route without consultation. A detailed timetable exercise is required before these remarks can be removed.
<b>Week 6</b>	GW500 Bedwyn to Westbury North	GW500 Fairwood Jn to East Somerset Jn (SLW) GW560 Westbury South Jn to Fairwood Jn (SLW) SW105/115 Pirbright Jn to Winchester/Andover	Traffic remarks state SLW working west of Westbury not permitted with Southcote Jn Westbury possessions.	Trains diverted via Swindon and Melksham and then over SLW between Westbury and the Quarries with extended journey times. A detailed timetable exercise is required. 7001 Merehead to Acton normally runs via Salisbury and Basingstoke, this train would in this week be diverted via Melksham, Swindon and Acton with an arrival time at the start of the morning peak at Woking which carries attendant performance risks. EWS has requested the Southern possession to finish early so 7001 can run as booked.

	HOBC possession	Clash	NR Traffic Remarks (as agreed through Rules of the Route)	EWS Comments
<b>Week 7</b>	GW500 Bedwyn to Westbury North          GW600 Wootton Bassett Jn to Westerleigh Jn	GW103 Reading West to Moreton Cutting (ML's) GW103 Moreton Cutting to Foxhall Jn (ML's) GW5001 Beechgrove LC to Westbury South South Jn SW105/115 Pirbright Jn to Winchester/Andover   GW900 Newport West to Cardiff East (ML's)	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot          Traffic remarks should state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern. See comments re 7001 below, this route is the diversionary route for this service. 7001 Merehead to Acton normally runs via Salisbury and Basingstoke, this train would in this week be diverted via Melksham, Swindon and Acton with an arrival time at the start of the morning peak at Woking which carries attendant performance risks. EWS has requested the Southern possession to finish early so 7001 can run as booked. Trains diverted via Bath then over the Relief lines between Newport and Cardiff with less capacity. The traffic remarks are for timetable construction and are to ensure that capacity This remark omitted by Network Rail from 2006 Rules of the Route without consultation. A detailed timetable exercise is required before these remarks can be removed.
<b>Week 8</b>	GW500 Bedwyn to Westbury North	GW103 Reading West to Moreton Cutting (ML's) GW103 Moreton Cutting to Foxhall Jn (ML's) SW105/115 Pirbright Jn to Winchester/Andover	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern. 7001 Merehead to Acton normally runs via Salisbury and Basingstoke, this train would in this week be diverted via Melksham, Swindon and Acton with an arrival time at the start of the morning peak at Woking which carries attendant performance risks. EWS has requested the Southern possession to finish early so 7001 can run as booked.
<b>Week 9</b>	GW500 Bedwyn to Westbury North       GW600 Wootton Bassett Jn to Westerleigh Jn	GW103 Reading Westbury Line Jn to Didcot East (RL's)   SW105/115 Pirbright Jn to Winchester/Andover   GW900 Cardiff East to Leckwith Loop North Jn GW900 Leckwith Loop North to Bridgend	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot          Traffic remarks should state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern. 7001 Merehead to Acton normally runs via Salisbury and Basingstoke, this train would in this week be diverted via Melksham, Swindon and Acton with an arrival time at the start of the morning peak at Woking which carries attendant performance risks. EWS has requested the Southern possession to finish early so 7001 can run as booked. Trains diverted via Bath then over the Relief lines between Newport and Cardiff with less capacity. The traffic remarks are for timetable construction and are to ensure that capacity exists for all services. This remark omitted by Network Rail from 2006 Rules of the Route without consultation. A detailed timetable exercise is required before these remarks can be removed.
<b>Week 10</b>	GW500 Bedwyn to Westbury North	GW500 Fairwood Jn to East Somerset Jn (SLW) GW560 Westbury South Jn to Fairwood Jn (SLW) SW105/115 Pirbright Jn to Winchester/Salisbury Tnl Jn	Traffic remarks state SLW working west of Westbury not permitted with Southcote Jn Westbury possessions.	Trains diverted via Swindon and Melksham and then over SLW between Westbury and the Quarries with extended journey times. A detailed timetable exercise is required. 7001 Merehead to Acton normally runs via Salisbury and Basingstoke, this train would in this week be diverted via Melksham, Swindon and Acton with an arrival time at the start of the morning peak at Woking which carries attendant performance risks. EWS has requested the Southern possession to finish early so 7001 can run as booked.
<b>Week 11</b>	GW500 Bedwyn to Westbury North	GW103 Reading West to Moreton Cutting (ML's) GW103 Moreton Cutting to Foxhall Jn (ML's)	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern.
<b>Week 12</b>	GW500 Bedwyn to Westbury North	GW103 Reading West to Moreton Cutting (ML's) GW103 Moreton Cutting to Foxhall Jn (ML's)	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern.
<b>Week 14</b>	GW500 Bedwyn to Westbury North	GW500 Fairwood Jn to East Somerset Jn (SLW) GW560 Westbury South Jn to Fairwood Jn (SLW)	Traffic remarks state SLW working west of Westbury not permitted with Southcote Jn Westbury possessions.	Trains diverted via Swindon and Melksham and then over SLW between Westbury and the Quarries with extended journey times. A detailed timetable exercise is required.
<b>Week 15</b>	GW500 Bedwyn to Westbury North       GW600 Wootton Bassett Jn to Westerleigh Jn	GW103 Reading West to Moreton Cutting (ML's) GW103 Moreton Cutting to Foxhall Jn (ML's) GW5001 Beechgrove LC to Westbury South South Jn SW105/115 Pirbright Jn to Winchester/Andover   GW900 Newport West to Cardiff East (ML's)	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot          Traffic remarks should state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern. See comments re 7001 below, this route is the diversionary route for this service. 7001 Merehead to Acton normally runs via Salisbury and Basingstoke, this train would in this week be diverted via Melksham, Swindon and Acton with an arrival time at the start of the morning peak at Woking which carries attendant performance risks. EWS has requested the Southern possession to finish early so 7001 can run as booked. Trains diverted via Bath then over the Relief lines between Newport and Cardiff with less capacity. The traffic remarks are for timetable construction and are to ensure that This remark omitted by Network Rail from 2006 Rules of the Route without consultation. A detailed timetable exercise is required before these remarks can be removed.
<b>Week 16</b>	GW500 Bedwyn to Westbury North	GW103 Reading West to Moreton Cutting (ML's) GW103 Moreton Cutting to Foxhall Jn (ML's) SW105/115 Pirbright Jn to Winchester/Andover	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern. 7001 Merehead to Acton normally runs via Salisbury and Basingstoke, this train would in this week be diverted via Melksham, Swindon and Acton with an arrival time at the start of the morning peak at Woking which carries attendant performance risks. EWS has requested the Southern possession to finish early so 7001 can run as booked.

	HOBK possession	Clash	NR Traffic Remarks (as agreed through Rules of the Route)	EWS Comments
<b>Week 17</b>	GW500 Bedwyn to Westbury North  GW600 Wootton Bassett Jn to Westerleigh Jn	GW103 Reading Westbury Line Jn to Didcot East (RL's)  <del>GW510 Westbury North Jn to Bathampton Jn</del> <del>GW523 Bradford Jn to Thingley Jn</del> GW900 Cardiff East to Leckwith Loop North Jn GW900 Leckwith Loop North to Bridgend	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot  <del>Traffic remarks state GW510/GW523 possessions not permitted with Southcote-Westbury.</del> Traffic remarks <b>should</b> state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern.  <del>This route is the diversionary route for trains on GW500.</del> <b>Will be withdrawn in next batch (Batch 6).</b> Trains diverted via Bath and then Abethaw with extended journey times. The traffic remarks are for timetable construction and are to ensure that capacity exists for all services. This remark omitted by Network Rail from 2006 Rules of the Route without consultation. A detailed timetable exercise is required before these remarks can be removed.
<b>Week 18</b>	GW500 Bedwyn to Westbury North	GW500 Fairwood Jn to East Somerset Jn (SLW) GW560 Westbury South Jn to Fairwood Jn (SLW)	Traffic remarks state SLW working west of Westbury not permitted with Southcote Jn Westbury possessions.	Trains diverted via Swindon and Melksham and then over SLW between Westbury and the Quarries with extended journey times. A detailed timetable exercise is required.
<b>Week 19</b>	GW500 Bedwyn to Westbury North	GW103 Reading West to Moreton Cutting (ML's) GW103 Moreton Cutting to Foxhall Jn (ML's)	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern.
<b>Week 20</b>	GW500 Bedwyn to Westbury North	GW103 Reading West to Moreton Cutting (ML's) GW103 Moreton Cutting to Foxhall Jn (ML's)	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern.
<b>Week 21</b>	GW500 Bedwyn to Westbury North  GW600 Wootton Bassett Jn to Westerleigh Jn	GW103 Reading Westbury Line Jn to Didcot East (RL's)  <del>GW510 Westbury North Jn to Bathampton Jn</del> <del>GW523 Bradford Jn to Thingley Jn</del> GW900 Cardiff East to Leckwith Loop North Jn GW900 Leckwith Loop North to Bridgend	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot  <del>Traffic remarks state GW510/GW523 possessions not permitted with Southcote-Westbury.</del> Traffic remarks <b>should</b> state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern.  <del>This route is the diversionary route for trains on GW500.</del> <b>Will be withdrawn in next batch (Batch 6).</b> Trains diverted via Bath and then Abethaw with extended journey times. The traffic remarks are for timetable construction and are to ensure that capacity exists for all services. This remark omitted by Network Rail from 2006 Rules of the Route without consultation. A detailed timetable exercise is required before these remarks can be removed.
<b>Week 22</b>	GW500 Bedwyn to Westbury North	GW500 Fairwood Jn to East Somerset Jn (SLW) GW560 Westbury South Jn to Fairwood Jn (SLW)	Traffic remarks state SLW working west of Westbury not permitted with Southcote Jn Westbury possessions.	Trains diverted via Swindon and Melksham and then over SLW between Westbury and the Quarries with extended journey times. A detailed timetable exercise is required.
<b>Week 23</b>	GW500 Bedwyn to Westbury North  GW600 Wootton Bassett Jn to Westerleigh Jn	GW103 Reading West to Moreton Cutting (ML's) GW103 Moreton Cutting to Foxhall Jn (ML's) GW5001 Beechgrove LC to Westbury South South Jn  GW900 Newport West to Cardiff East (ML's)	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot   Traffic remarks <b>should</b> state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern.  7001 Merehead to Acton normally runs via Salisbury and Basingstoke, this train would in this week be diverted via Melksham, Swindon and Acton with an arrival time at the start of the morning peak at Woking which carries attendant performance risks. Trains diverted via Bath then over the Relief lines between Newport and Cardiff with less capacity. The traffic remarks are for timetable construction and are to ensure that capacity exists for all services. This remark omitted by Network Rail from 2006 Rules of the Route without consultation. A detailed timetable exercise is required before these remarks can be removed.
<b>Week 24</b>	GW500 Bedwyn to Westbury North	GW103 Reading West to Moreton Cutting (ML's) GW103 Moreton Cutting to Foxhall Jn (ML's)	Traffic remarks state GW500 possessions not permitted with 2 track timetable Reading Didcot	Trains diverted over the Relief lines. This section of line is timed as 2 track railway overnight and its ability to accommodate diverted services is a concern.
<b>Week 25</b>	LN600 Shaftholme Jn to Colton Jn	LN804 Aldwarke Jn to Ferrybridge	Traffic remarks state that LN804 not permitted with LN600 Doncaster to York.	Trains diverted via Doncaster and Knottingley with extended journey times.
<b>Week 29</b>	GW600 Wootton Bassett Jn to Westerleigh Jn	GW900 Cardiff East to Leckwith Loop North Jn GW900 Leckwith Loop North to Bridgend	Traffic remarks <b>should</b> state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted via Bath and then Abethaw with extended journey times. The traffic remarks are for timetable construction and are to ensure that capacity exists for all services. This remark omitted by Network Rail from 2006 Rules of the Route without consultation. A detailed timetable exercise is required before these remarks can be removed.
<b>Week 31</b>	GW600 Wootton Bassett Jn to Westerleigh Jn  LN600 Shaftholme Jn to Colton Jn	GW900 Newport West to Cardiff East (ML's)  LN804 Aldwarke Jn to Ferrybridge	Traffic remarks <b>should</b> state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn  Traffic remarks state that LN804 not permitted with LN600 Doncaster to York.	Trains diverted via Bath then over the Relief lines between Newport and Cardiff with less capacity. The traffic remarks are for timetable construction and are to ensure that capacity exists for all services. This remark omitted by Network Rail from 2006 Rules of the Route without consultation. A detailed timetable exercise is required before these remarks can be removed. Trains diverted via Doncaster and Knottingley with extended journey times.
<b>Week 33</b>	GW600 Wootton Bassett Jn to Westerleigh Jn	GW900 Cardiff East to Leckwith Loop North Jn GW900 Leckwith Loop North to Bridgend	Traffic remarks <b>should</b> state GW900 possessions not permitted with possessions between Wootton Bassett Jn and Severn Tunnel Jn	Trains diverted via Bath and then Abethaw with extended journey times. The traffic remarks are for timetable construction and are to ensure that capacity exists for all services. This remark omitted by Network Rail from 2006 Rules of the Route without consultation. A detailed timetable exercise is required before these remarks can be removed.

## **Appendix B2**

### **Network Rail response to EWS' list of "possession clashes"**

Appendix B as drawn up by EWS lists five separate cases, with each shown several times for the number of weeks where it occurs in published Rules of the Route. Network Rail has examined each of these and believes generally it will be able to offer a suitable train service to all operators for the reasons set out below.

#### **Wootton Bassett Jcn to Westerleigh Jcn**

It is Network Rail's plan to produce a long-term timetable plan that shows all weeknight services diverted via the Box route for the duration of the 2006 timetable. This will cover both passenger and freight services and will lead to a more robust and manageable timetable plan that can be amended on a week to week basis to take account of other possessions affecting services operating on the Western territory. It is expected that this timetable plan will be available in summer 2005. It will provide clear visibility of spare capacity to enable services to be diverted from the Berk & Hants (weeks 2 to 24) affecting the Thingley to Wootton Bassett Jcn section and the Worle to Cogload possessions (weeks 26 to 36) affecting the Bathampton to Bristol section.

#### **Reading – Didcot**

The current weeknight possession strategy on this route has been in place for at least 8 years, namely that it operates as a two-track railway with all services timed to operate on the relief lines. From May 2004 the possession time was extended from 6 hours to 8 hours without dispute from any operator. In addition when the Berks & Hants line is under possession services are booked to be diverted via this route. Therefore Network Rail remains confident that when the HOTR is working on the Berks & Hants during weeks 2 to 24 (April to August 2006) capacity exists for all services diverted.

Headways on the Relief Lines listed in Rules of the Plan as 3 minutes, giving a theoretical maximum capacity of 20 trains per hour (tph) in each direction with a practical maximum of about 14 (subject to speed and calling pattern). On a normal weeknight, for the 8 hours of the HOTR possessions, Reading-Didcot has 27 down trains and 21 up trains, i.e. on average about 4tph. Diversions off the Berks & Hants are 6 down and 7 up trains, i.e. on average about 1tph. This equates to an average need of about 5tph; even in the busiest hour (down direction, midnight to 1am) there are requirements for no more than 10tph.

#### **Thingley - Westbury**

Raised by EWS in relation to weeks 17 and 21. Rules of the Route shows overnight possessions of Westbury North to Bathampton and Bradford Jcn to Thingley. This is a conflict as these are part of the planned diversion. This is an error by Network Rail and will be corrected by the withdrawal of the said Westbury to Thingley possessions in the next batch document (to be issued 13 July 2005). Again the Thingley to Westbury route is the current published diversionary route for services when the Berks & Hants is under possession therefore Network Rail is confident that capacity will be available for all diverted services in weeks 2 to 24 (April to August 2006).

#### **Via Swindon and SLW to East Somerset**

Raised by EWS in relation to weeks 2, 6, 10, 14, 18 and 22. Possessions are planned for the HOTR between Bedwyn and Heywood Road on the Berks & Hants route with services diverted via Swindon. In the same weeks there are standard maintenance possessions published in the Rules of the Route which entails some SLW between Fairwood Jcn (just west of Westbury) and East Somerset Jcn. This will extend journey times however capacity will be available as it is now for all services as no other services are being diverted onto these route sections.

#### **7001, 02:39 Merehead – 06:12 Woking stone train**

Raised by EWS in relation to weeks 02 to 10, 15 and 16. Instead of its normal route via Salisbury and Basingstoke, this train would be diverted via Melksham, Didcot and Acton, and its arrival into Woking would be during the morning passenger peak. It is Network Rail's understanding that this service is now incorporated as a portion on one of the main jumbo trains to Acton yard and therefore no longer runs as a separate independent service.

### **Berks & Hants and Basingstoke**

Raised by EWS in relation to weeks 02 to 10, 15 and 16 in section 5.2.1 above. Possessions planned for the HOTR between Bedwyn and Heywood Road on the Berks & Hants route divert trains via Swindon and Melksham. Rules of the Route also in these weeks shows 5-hour possessions including Basingstoke, for which the usual diversionary route for South Coast to Midlands freight traffic is via Melksham and Didcot. Network Rail acknowledges that it will not be able to provide for all these trains as stated in the current Rules.

### **Didcot-Swindon-Thingley Junction**

Raised by EWS as point 5.4.1 above. During weeks 02 to 12 and 14 to 24, for 8 hours overnight trains are diverted by the planned HOTR possessions of the Badminton route onto the Box route; and by the HOTR possessions of the Berks & Hants route on to the Swindon route. Thus the route section between Wootton Bassett Jcn and Thingley Jun will be carrying its normal traffic plus both sets of diverted trains. (See last map on page 5.)

This section of line has published headways of 4 minutes and is used as a regular diversionary route for both sets of services. The timetable plan, when services are diverted from the Badminton route, shows that capacity is still available. Therefore Network Rail is confident that a robust timetable can be developed for this 23 week period.

### **Wootton Bassett to South Wales**

Raised by EWS in relation to weeks 43, 45, 49, 51, 07, 09, 15, 17, 21, 23, 29, 31, 33. Overnight trains are diverted by the planned HOTR possessions of the Badminton route onto the Box route, which by EWS' figures in Appendix D adds about 15-20 minutes to the journey time. Standard maintenance possessions in South Wales in these weeks either introduce a further diversion (via Aberthaw for Cardiff to Bridgend), or restrict the 4-track section of the South Wales Main Line to 2-tracks. However the majority of the services operating on this route do not operate into South Wales and thus are unaffected. Generally all services that do operate on the 4-track section in South Wales are timed to operate over the relief lines and thus will not normally be retimed by those possessions. There are however about 2 trains each way that operate west of Cardiff and Network Rail accepts that these services will have to be retimed to operate via Aberthaw.



<b>LN600 Shaftholme Jn to Colton Jn 2200 SX to 0555 MX</b>				<b>Down Trains affected:</b>			
<b>Up Trains affected:</b>				<b>Down Trains affected:</b>			
Train id	Days run	From/to	Access rights	Train id	Days run	From/to	Access rights
7D15	SX	2002 Tyne Yard - Doncaster Decoy 2325	Level 2	6S62	FSX	2126 Doncaster Belmont - Mossend Yard 0650	*Level 1
6E52	SX 'Y'	1344 Falkland Yd - West Burton 0139	Level 2	FO		2126 Doncaster Belmont - Mossend Yard 0650	*Level 1
	SX 'Y'	1437 New Cumnock - West Burton 0139	Level 2	6E83	FSX	1830 Ketton - Tees Yard 0036	Level 2
	SX 'Y'	1344 Falkland Yd - Cottam 0135	Level 2	FO		1830 Ketton - Tees Yard 0039	Level 2
	SX 'Y'	1437 New Cumnock - Cottam 0135	Level 2	6S29	SX	2244 Doncaster Decoy - Millerhill 0531	Level 2
6E42	FSX 'Y'	1450 Falkland Yd - Cottam 0318	Level 2	6E75	SX	0100 Ratcliffe - Tyne Yard 0147	Level 2
	FSX 'Y'	1450 Falkland Yd - West Burton 0323	Level 2	6S31	MO 'Y'	2322 Doncaster Decoy - Falkland Yd 1031	Level 2
	FO 'Y'	1450 Falkland Yd - West Burton 0315	Level 2	MO 'Y'		2322 Doncaster Decoy - Millerhill Yd 0749	Level 2
6M42	FSX 'Y'	1450 Falkland Yd - Ratcliffe 0430	Level 2	TWThO 'Y'		1234 West Burton - Falkland Yd 1031	Level 2
	FO 'Y'	1450 Falkland Yd - Ratcliffe 0431	Level 2	TWThO 'Y'		1234 West Burton - Millerhill Yd 0749	Level 2
6M85	TWO	1324 Bathgate - Washwood Heath 0540	Level 1	TWThO 'Y'		1230 Cottam - Falkland Yd 1031	Level 2
	ThO	1324 Bathgate - Washwood Heath 0540	Level 1	TWThO 'Y'		1230 Cottam - Millerhill Yd 0749	Level 2
	FO	1324 Bathgate - Washwood Heath 0517	Level 1	FO 'Y'		1234 West Burton - Falkland Yd 1049	Level 2
6A55	MSX	0010 Butterwell - Ratcliffe 0730	Level 2	FO 'Y'		1234 West Burton - Millerhill Yd 0750	Level 2
	SO	0001 Butterwell - Ratcliffe 0730	Level 2	FO 'Y'		1230 Cottam - Falkland Yd 1049	Level 2
6M14	FSX 'Y'	1705 Falkland - Ratcliffe 0900	Level 2	FO 'Y'		1230 Cottam - Millerhill Yd 0750	Level 2
	FSX 'Y'	1754 New Cumnock - Ratcliffe 0900	Level 2	6X38	FSX	1908 Washwood Heath - Bathgate 0741	Level 1
	FO 'Y'	1705 Falkland - Ratcliffe 0900	Level 2	FO		1908 Washwood Heath - Bathgate 0741	Level 1
	FO 'Y'	1754 New Cumnock - Ratcliffe 0900	Level 2	6S70	SX	2230 Ratcliffe - Falkland 1200	Level 2
6E43	FSX	1934 Mossend Yard - Doncaster Belmont 0507	*Level 1	6X38	MTThO	2144 Washwood Heath - Bathgate 0741	Level 1
	FO	1934 Mossend Yard - Doncaster Belmont 0505	*Level 1	WO		2144 Washwood Heath - Bathgate 0741	Level 1
7E14	FSX	1922 Falkland Yd - Doncaster Decoy 0615	Level 2	4E41	MWO	1838 Avonmouth - Tyne Dock 0632	Level 1
	FO	1922 Falkland Yd - Doncaster Decoy 0617	Level 2	6N05	SO	0410 Doncaster Belmont - Hartlepool Sth 0635	Level 1
6E93	FSX	2100 Mossend Yard - Doncaster Belmont 0632	*Level 1	5N55	SO	0050 Bounds Green - Newcastle 0659	No
	FO	2100 Mossend Yard - Doncaster Belmont 0625	*Level 1	6N07	SX	1959 Immingham HIT - Ferrybridge 2258	Level 2
6E31	MO	1153 Hardendale - Scunthorpe 0045	Applied	6N83	FSX	2242 Scunthorpe - Redcar 0552	Level 2
4D29	MSX	0023 Milford - Immingham NCB 0150	Level 2	FO		2242 Scunthorpe - Tees Yd 0125	Level 2
	SO	0019 Milford - Immingham NCB 0153	Level 2	6N91	FSX	2239 Immingham NCB - Milford 0100	Level 2
4D70	MSX	0005 Ferrybridge - Immingham HIT 0225	Level 2	FO		2239 Immingham NCB - Milford 0105	Level 2
	SO	0005 Ferrybridge - Immingham HIT 0224	Level 2	6H15	MSX	0014 Immingham HIT - Ferrybridge 0250	Level 2
6D80	FSX	1520 Redcar - Scunthorpe 0148	Level 2	SO		0020 Immingham HIT - Ferrybridge 0245	Level 2
	FO	1520 Redcar - Scunthorpe 0432	Level 2	7X52	TWThO	0115 Scunthorpe - Hartlepool Sth 0500	Level 1
6D44	MFO	2158 Jarrow - Lindsey 0302	Level 1	6N03	TO	0112 Lindsey - Jarrow 0654	Level 1
	WO	2158 Jarrow - Lindsey 0302	Level 1	WThFO		0112 Lindsey - Jarrow 0654	Level 1
6D46	TThO	2158 Jarrow - Humber 0302	Level 1	SO		0106 Lindsey - Jarrow 0700	Level 1
4D32	MSX	0248 Milford - Immingham NCB 0445	Level 2	6N81	MSX	0328 Scunthorpe - Redcar 0916	Level 2
4D60	SO	0304 Milford - Immingham NCB 0445	Level 2	6H54	SO	0408 Immingham HIT - Ferrybridge 0641	Level 2
6D69	MSX	0202 Lackenby - Scunthorpe 0511	Level 1	MSX		0411 Immingham HIT - Ferrybridge 0707	Level 2
	SO	0143 Lackenby - Scunthorpe 0454	Level 1				
4D56	MSX	0401 Ferrybridge - Immingham HIT 0615	Level 2				
	SO	0406 Ferrybridge - Immingham HIT 0618	Level 2				
6D07	MO	0513 Healey Mills - Roxby Gullet 0728	No				
	SO	0422 Healey Mills - Roxby Gullet 0728	No				
6E07	FSX	1904 Pendleton - Roxby Gullet 0728	Level 1				

\* Level 1 rights, but not in latest timings.

## **Appendix D**

### **Time differentials for diverted services**

Attached are some prints detailing the extended journey times for 2 of the EWS flows that are affected by diversions for HOBC possessions. It should be noted that these are the minimum extended journey times and that the timetable that commences in December 2005 has not been published. This means that capacity constraints may lead to significantly extended journey times. This is especially relevant on the Western territory in Weeks 42,46,50,2,3,4,5,6,7,8,9,10,11,12,14,15,16,17,18,20,22,23,24,26,30 and 34 when both GW500, the Berks and Hants line and GW600 Wootton Bassett Jn to Westerleigh Jn are blocked. This means that all diverted services from these routes would need to use the line GW105 between Wootton Bassett Jn to Thingley Jn. It should also be considered that as detailed in Appendix A that that these possessions taken in conjunction with others, would entail some services being diverted twice so further extending journey times. In addition in weeks 2,3,4,5,6,7,8,9,10,15,16 and 34 possessions on the Southern territory at Basingstoke would mean addition EWS and Freightliner services being required to use line GW105 between Wootton Bassett Jn to Thingley Jn with the additional capacity constraint of the single line section between Thingley Jn and Bradford Jn being used by those services and the services diverted from GW500.

These printouts are specifically for GW500 and GW600 possessions, a possession on GW105/GW108 Worle Jn to Cogload Jn would typically add 40 to 45 minutes to a train and a LN600 Shaftholme Jn to Colton Jn possession would add around 30 minutes. It should be noted however, that these times do not take into account any capacity constraints and journey times may be extended further. Also, on LN600 services that are diesel hauled vice electric would lose further time because of an electric loco's better acceleration characteristics.

### Avonmouth - Didcot Loaded Class 6; minimum 17 minutes longer journey time

Train 6D23SK [SX]

Train ID > 6D23SK	Date Published >	Timing Load > 60-60S22	VP Status > *Modified*
Class > 6	Service Type >	Business Mgr > WA	Status > F
Colour >	Style >	Single Train Print > N	Category > E0
Profit Centre > 56230234	Connection Ind. >	TSDB UID >	UIC Number >
Service Brand >	Ops Characteristics >	Red star >	Timing Load > 2200
Power Type > D	Limiting Speed > 60	Bid/Offer Status >	External ID >
Contract Code > 56230234			

Dates > 13/06/05 to 09/12/05 SX

Distance Run Per Day = 75:04

Total Days = 130

Total Distance = 9756:08

Allowances	Line Code	Plat	Working Times	Public Times	TSDB Data
AVONNPT	Avonmouth National Power		00:01	00:01	
HLNMJN	Hallen Marsh Jn		00:07		
FILTNEW	Filton West Jn		00:24		
FILTNEW	Filton Abbey Wood		00:27		
STPLTNR	Stapleton Road		00:31		
DRDAYSJ	Dr Day's Jn		00:33		
NSMRSTJ	North Somerset Jn		00:35		
BATHSPA	Bath Spa		00:52		
BTHMPTJ	Bathampton Jn		00:56		
THNGLYJ	Thingley Jn		01:08		
CHIPNHM	Chippenham		01:10		
WTNBSTJ	Wootton Bassett Jn	[1]	01:25		
SDON	Swindon	UML	01:34		
UFNGTN	Uffington		01:47		
CHALLOW	Challow	RL	01:50		RL
WANTRD	Wantage Road		01:55		
FOXHALJ	Foxhall Jn	GL	02:02		GL
DIDCWE	Didcot West End	GL RR	02RR04 02RR34		RR
FOXHALJ	Foxhall Jn		02:36		
DIDCTPS	Didcot Power Station		02:39	02:39	

Train 6D23SL [SX]

Train ID > 6D23SL	Date Published >	Timing Load > 60-60S22	VP Status > *Modified*
Class > 6	Service Type >	Business Mgr > WA	Status > F
Colour >	Style >	Single Train Print > N	Category > E0
Profit Centre > 56230234	Connection Ind. >	TSDB UID >	UIC Number >
Service Brand >	Ops Characteristics >	Red star >	Timing Load > 2200
Power Type > D	Limiting Speed > 60	Bid/Offer Status >	External ID >
Contract Code > 56230234			

Dates > 13/06/05 to 09/12/05 SX

Distance Run Per Day = 65:42

Total Days = 130

Total Distance = 8518:11

Allowances	Line Code	Plat	Working Times	Public Times	TSDB Data
AVONNPT	Avonmouth National Power		00:01	00:01	
HLNMJN	Hallen Marsh Jn		00:07		
FILTNEW	Filton West Jn		00:24		
BRSTPWY	Bristol Parkway	[1] 1	00:27		
WSTLGHJ	Westerleigh Jn		00:36		
HLVNGTN	Hullavington		00:56		
WTNBSTJ	Wootton Bassett Jn	[1]	01:08		
SDON	Swindon	UML	01:17		
UFNGTN	Uffington		01:30		
CHALLOW	Challow	RL	01:33		RL
WANTRD	Wantage Road		01:38		
FOXHALJ	Foxhall Jn	GL	01:45		GL
DIDCWE	Didcot West End	GL RR	01RR47 02RR17		RR
FOXHALJ	Foxhall Jn		02:19		
DIDCTPS	Didcot Power Station		02:22	02:22	

**Whatley - Acton Loaded Class 6; minimum 33 minutes longer journey time**

Train 6A19SK [SX]

Train ID > 6A19SK	Date Published >	Timing Load > 60-TR70	VP Status > *Modified*
Class > 6	Service Type >	Business Mgr > WA	Status > F
Colour >	Style >	Single Train Print > N	Category > B4
Profit Centre > 59120020	Connection Ind. >	TSDB UID >	UIC Number >
Service Brand >	Ops Characteristics > QY	Red star >	Timing Load > 1235
Power Type > D	Limiting Speed > 60	Bid/Offer Status >	External ID >
Contract Code > 59120020			

Dates > 13/06/05 to 09/12/05 SX

Distance Run Per Day = 101:37

Total Days = 130

Total Distance = 13190:51

	Allowances	Line Code	Plat	Working Times	Public Times	TSDB Data
WHATLYQ				00:01	00:01	
FROMNSB				00:19		
CLNKRDJ	[1]			00:22		
FRWDJN				00:27		
WSTBRYW		C	3	00C30 00@C32	00:30 00:32	-TC
HWRDIN				00:35		
LAVNGTN				00:42		
WBORO				00:54		
BEDYN	[2]			01:09		
NEWBURY	[2]			01:25		
SCOTEJN	{1}			01:41		
RDNGSTN	{1}	RL	TL	01:45		RL
TWYFORD		RL		01:51		
MDNHEAD		RL		01:58		
SLOUGH		RL		02:04		
HTRWAJN		RL		02:12		
STHALL		RL		02:14		
WEALING	[2]	RL		02:17.50		
ACTONW		GL		02:21.50		GL
ACTONTC				02.25.50	02.26	

Train 6A19SL [SX]

Train ID > 6A19SL  
 Class > 6  
 Colour >  
 Profit Centre > 59120020  
 Service Brand >  
 Power Type > D  
 Contract Code > 59120020

Date Published >  
 Service Type >  
 Style >  
 Connection Ind. >  
 Ops Characteristics > QY  
 Limiting Speed > 60

Timing Load > 60-TR70  
 Business Mgr > WA  
 Single Train Print > N  
 TSDB UID >  
 Red star >  
 Bid/Offer Status >

VP Status > \*Modified\*  
 Status > F  
 Category > B4  
 UIC Number >  
 Timing Load > 1235  
 External ID >

Dates > 13/06/05 to 09/12/05 SX

Distance Run Per Day = 116:08

Total Days = 130

Total Distance = 15093:21

	Allowances	Line Code	Plat	Working Times	Public Times	TSDB Data
WHATLYQ				00:01	00:01	
FROMNSB				00:19		
CLNKRDJ	[1]			00:22		
FRWDJN				00:27		
WSTBRYW		C	3	00C30		C
HWKRJN				00:34		
BRDFDJD				00:42		
THNGLYJ				00:57		
CHIPNHM				00:59		
WTNBSTJ	[1]			01:12		
SDON			UML	01:20		
UFNGTN				01:32		
CHALLOW		RL		01:35		RL
WANTRD	[1]			01:40		
FOXHALJ		ML		01:47		ML
DIDCOTP		ML	2	01:48		
DIDCTEJ		ML		01:49		
MRTNCUT	[2]	RL		01:51		RL
RDNGSLJ		GL		02:08		GL
RDNGSTN	[1]	RL	GL	02:13		RL
TWYFORD		RL		02:19		
MDNHEAD	(4)	RL		02:26		
SLOUGH		RL		02:36		
HTRWAJN		RL		02:45		
STHALL	[1]	RL		02:47		
WEALING	[1]	RL		02:51.50		
ACTONW		GL		02:54.50		GL
ACTONTC				02:58.50	02:59	

Train TESTSK11 [SX]

Train ID > TESTSK11	Date Published >	Timing Load > 60-60S06	VP Status > *Modified*
Class > 6	Service Type >	Business Mgr > WA	Status > F
Colour >	Style >	Single Train Print > N	Category > E0
Profit Centre > 51200130	Connection Ind. >	TSDB UID >	UIC Number >
Service Brand >	Ops Characteristics > Y	Red star >	Timing Load > 600
Power Type > D	Limiting Speed > 60	Bid/Offer Status >	External ID >
Contract Code > 51200130			

Dates > 13/06/05 to 09/12/05 SX

Distance Run Per Day = 110:02

Total Days = 130

Total Distance = 14302:40

	Allowances	Line Code	Plat	Working Times	Public Times	TSDB Data
DONCDDY				00.01	00.01	
DONCDNJ		WSL		00/03		WSL
DONCBJN				00/06		
DONC		A	2WG	00*08 00*10		A
SHFTHLJ				00/17		
TEMPLHJ				00/26		
HAMBLNJ				00/32		
COLTONJ	[3]			00/40		
YORK			5	00/49		
SKELTON		SL	X	00/X52		SL X
SKELTNB		SL		00/55		
TOLERTN		SL		01/02		
THIRSK	[7]	SL		01/15		
LNGLNDJ			X	01/X29		X
NLRTN				01/30		
DLTN	{1}		DML	01/44		
FYHLSJN		SL		01/58		SL
TURSDLJ			X	02/X02		X
DRHM	[13]{1}			02/09		
BRTLYJN			X	02/X32		X
TYNEY	[4]			02.37	02.37	

**Direct route Shaftholme – Colton via ECML.**

Train TESTSK13 [SX]

Train ID > TESTSK13	Date Published >	Timing Load > 60-60S06	VP Status > *Modified*
Class > 6	Service Type >	Business Mgr > WA	Status > F
Colour >	Style >	Single Train Print > N	Category > E0
Profit Centre > 51200130	Connection Ind. >	TSDB UID >	UIC Number >
Service Brand >	Ops Characteristics > Y	Red star >	Timing Load > 600
Power Type > D	Limiting Speed > 60	Bid/Offer Status >	External ID >
Contract Code > 51200130			

Dates > 13/06/05 to 09/12/05 SX

Distance Run Per Day = 112:13

Total Days = 130

Total Distance = 14580:51

	Allowances	Line Code	Plat	Working Times	Public Times	TSDB Data
DONCCDY Doncaster Down Decoy				00.01	00.01	
DONCDNJ Decoy Nth Jn		WSL		00/03		WSL
DONCBJN Bridge Jn				00/06		
DONC Doncaster		A	2WG	00*08 00*10		A
SHFTHLJ Shaftholme Jn				00/17		
KNTNGSJ Knottingley South Jn				00/30		
KNTNGWJ Knottingley West Jn				00/32		
FERYBDG Ferrybridge North Jn	[4]			00/34		
MILFDY Milford Jn.				00/43		
CHFN Church Fenton		NNL		00/48		NNL
COLTONJ Colton Jn	[3]	NNL		00/53.50		
YORK York			5	01/03.50		
SKELTON Skelton Jn. Yorkshire		SL	X	01/X06.50		SL X
SKELTNB Skelton Bridge Jn.		SL		01/09.50		
TOLERTN Tollerton Jn.		SL		01/16.50		
THIRSK Thirsk	[7]	SL		01/29.50		
LNGLNDJ Longlands Jn		X		01/X43.50		X
NLRN Northallerton				01/44.50		
DLTN Darlington	{1}		DML	01/58.50		
FYHLSJN Ferryhill Sth. Jn.		SL		02/12.50		SL
TURSDLJ Tursdale Jn		X		02/X16.50		X
DRHM Durham	[13]{1}			02/23.50		
BRTLYJN Birtley Jn		X		02/X46.50		X
TYNEY Tyne S.S.	[4]			02.51.50	02.52	

**Diversion Shaftholme – Colton via Askern branch will cost at least 15 minutes for a Class 6, and will need to pass through the already congested Milford area with the likelihood of additional consequential pathing time being added to the schedule. (Also not gauge-cleared or electrified!!)**

## **Appendix E**

Extracts from Network Rail presentations for the 'High Output Plain Line Track Renewal Systems'.

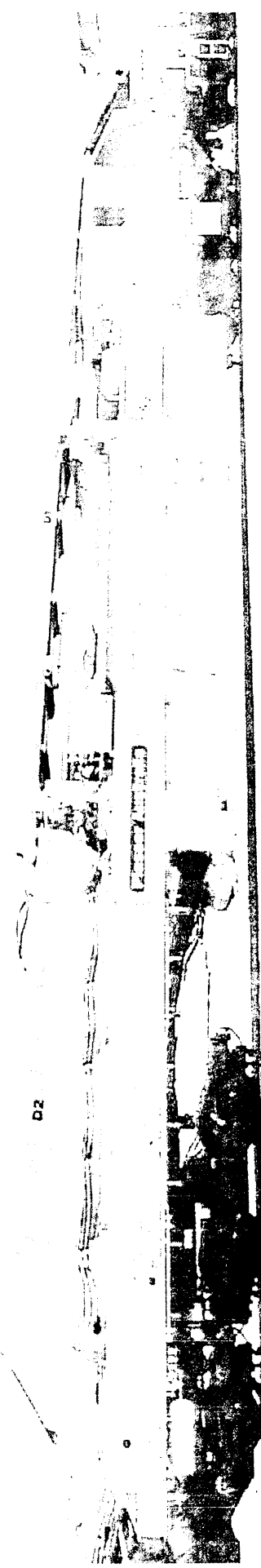
Swindon: 26/27<sup>th</sup> November 2002 and Cardiff 4<sup>th</sup> December 2002.

**RAILTRACK**

# High Output Ballast Cleaning System 2 (HOBCS2) Reading – Didcot 2004/05 Winter Timetable

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Presentation to GW Reading Area Planning Workshop –  
Swindon 26/27<sup>th</sup> November 2002



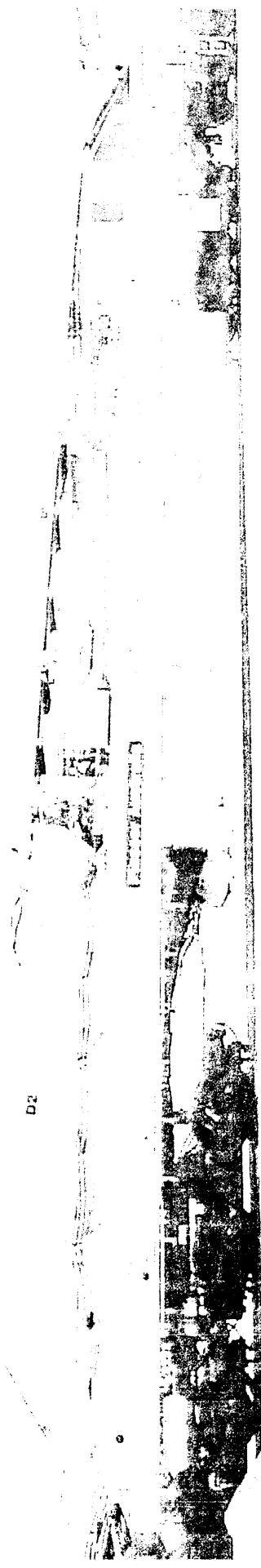
Colin Ness – Lead Development Manager  
High Output Track Renewals  
York

**RAILTRACK**

# High Output Plain Line Track Renewal Systems Testing and Commissioning in South Wales: 2004/5

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Presentation to GW Area Planning Workshop  
Cardiff: 4 December 2002



Colin Ness – Lead Development Manager  
Railtrack High Output Track Renewals  
York

# Plain Line Track Renewals

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- Significant increase in volume of renewal work.
- Initiatives in hand to deliver increased volumes using conventional methods, but additional capability required.
- Important to increase efficiency and improve quality.
- Network capacity utilisation, access for engineering work, increasing traffic levels, and customer impact are key issues.

## High Output Plain Line Track Renewals

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- Objective is to increase renewals capability, increase efficiency and improve quality.
- High Output approach based on intensive utilisation of specialist plant (typically 4 – 5 shifts per week).
- System-based, production line philosophy.
- High production rates: efficient renewals delivery in shorter duration mid-week possessions.
- Opportunity to work with adjacent line open to traffic (under certain conditions).

**Appendix F**

Extracts from minutes of meeting between Network Rail and Freight operators in Derby on 11/12<sup>th</sup> November 2004.



Date: 11<sup>th</sup> / 12<sup>th</sup> Nov 2004  
 Venue: Midland Hotel, Derby

**MINUTES OF MEETING****TITLE:**

<b>2006 ROTR Version 1 Freight Response Meeting</b>
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**DATE:**

<b>11<sup>th</sup> / 12<sup>th</sup> November 2004</b>
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**DISTRIBUTION:****Attendees & Apologies Plus:**

Neil Raw	Chris Hassall	Paul Hebditch
Angus Robertson	Barry Oakes	

**ATTENDEES**

<b>NAME</b>	<b>REPRESENTING</b>	
David Jemmerson (DJ)	NDPU	
Gary Evans (GE)	TDPU LNW	
Clive Partridge (CP)	West Coast	
Tony Worgan (TW)	TDPU Western	Day one only
Matt Allen (MA)	NAU	Day one only
Alison White (AW)	NAU	Day one only
Colin Ness (CN)	Network Rail	Day one only
Rod Earnshaw (RE)	Network Rail	Day one only
Paul Barnes (PB)	TDPU Western	
Richard Lewis (RL)	EWS	
Davina Follows (DF)	TDPU LNW	
Ian Kapur (IK)	GB Railfreight	
Alan Fell (AF)	TDPU LNW	
Nick Gibbons	EWS	
Graham White	EWS	
Kevin Eccleston	DRS	Day one only
Glyn Jones	TDPU LNE	Day one only
Richard Thompson	Network Rail HQ	Day one only
Alan Beattie	TDPU LNE	Day two only

**NOTE-TAKER**

<b>Davina Follows</b>
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diversionary route. Thames Valley 2 track timetable does not allow paths for diverted freight services. Freight would prefer the high output team to be clear of the DCL Midweek nights. EWS / Freightliner will decline the midweek blocks as currently proposed. Further consultation is required to find a resolution, and the high output team undertook to review their access requirements. In the meantime, the freight companies do not intend to escalate the dispute.

These objections have been noted for Version I.