

**JOINT SUBMISSION BY NETWORK RAIL AND ENGLISH, WELSH & SCOTTISH RAILWAY Ltd. TO THE
ACCESS DISPUTES COMMITTEE**

RUGBY REVISED NETWORK CHANGES [NC165/ NC165A]

ADC Ref. no. ADP13

1. PARTIES

Network Rail West Coast Route Modernisation 6 th Floor, 1 Eversholt Street London NW1 2DN Company Reg No. 02904857 Contact: Nick Watts	English, Welsh & Scottish Railway Ltd. McBeath House, 310 Goswell Road Islington LONDON EC1V 7LL Company Reg No. 02938988 Contact: Andrew Relf
---	--

2. PARTIES' RIGHT TO BRING THIS REFERENCE

This matter is referred to the Access Disputes panel for determination in accordance with Condition G2.4(a) of the Network Code.

Network Rail West Coast Route Modernisation (WCRM) and English, Welsh & Scottish Railway Ltd. (EWS), wish to bring to dispute aspects associated with the Network Change Notice [NC165] relating to the Revised Rugby Remodelling (dated 03/02/05 – *superseding the 'Version 2' Network Change for Rugby [NC131] issued in November 2003*) and a subsequent letter [NC165A] dated 10/10/05 relating to an amendment to the Revised Rugby Network Change concerning the provision of an Up Loop at Hillmorton.

The West Coast project comprises one of the largest infrastructure renewal and investment programmes ever undertaken in this country. Implementing the remodelled layout at Rugby Station and its environs with the benefits that this will bring, whilst ensuring all current access and firm contractual rights are maintained after inception, are the key issues relative to this dispute.

3. CONTENTS OF REFERENCE

The Network Change Notice [NC165] relating to the Revised Rugby Remodelling and a subsequent letter [NC165A] relating to an amendment to the revised Rugby Network Change concerning the provision of an Up Loop at Hillmorton, were published in accordance with TAC G2.1 on 03/02/05 and 10/10/05 respectively.

4. SUBJECT MATTER OF DISPUTE

These disputes arise over each parties' differences pertaining to access provision to/from those sites (as outlined below in greater detail), on Project completion – clauses 2.1 & 2.5 of the Revised Network Change Notice [See **Appendix A** – extract paragraphs from NC165], as well as receipt of technical information pertaining to the passive provision of Hillmorton Loop – clauses 1.2 & 2.3 of the subsequent letter [See **Appendix B** – extract paragraphs from NC165A] relating to an amendment to the revised Rugby Network Change concerning the provision of an Up Loop at Hillmorton.

In particular:

- 1) egress from Rugby Up Coal Yard, and available capacity for Rugby Up Yard departures, towards Nuneaton via Shilton from commencement of the Final Rugby Layout; and
- 2) access to and egress from the New Bilton branch, and the method of working of that branch, from commencement of the Final Rugby Layout,

form the integral part of EWS's dispute in conjunction with the Rugby Revised Remodelling Network Change (NC165). In addition to this,

- 3) EWS are also in dispute over Network Rail's proposal to make passive provision only for Hillmorton Up loop (Rugby Remodelling Amendment – NC165A and **Appendix M** of this Joint paper) in terms of signalling capacity and operating constraints.

These disputes have been referred by Network Rail to the ADC in connection with those Network Change Notices in accordance with TAC G2.4(a) following formal objections by EWS.

5. SUMMARY OF THE DISPUTE REFERENCE

A] A joint reference has been made by the parties setting out the nature and circumstances of the disputes and containing a statement on each issue by both parties. This is outlined in greater detail in **Section 6** below.

B] Settlements already reached between Parties

Following discussion and resolution between the parties, the following originally disputed items under the auspices of Network Change Notice NC165 – Revised Rugby Remodelling are withdrawn and will no longer be the subject of this reference:

- 1] Demonstration of Pathing possibilities for Freight services in the down direction heading towards Coventry and whether they need to stand in platform 1 at Rugby as well as the impact on freight paths along the Coventry corridor ~ Resolved in Meeting 19/04/05 – **see Appendix C**

5. SUMMARY OF THE DISPUTE REFERENCE – Cont.

2] The loss of electric sidings adjacent to Rugby Up Coal Yard and the probability that their replacement could affect discharge operations within the Coal yard ~ Resolved in meeting 19/04/05 – **see Appendix C** – and by issue of Rugby Remodelling network change Amendment (NC165A); with both parties confident of reaching agreement on this aspect of the proposals notified in Network Change Amendment NC165A.

3] With the removal of the Down Freight Loop, a demonstration is required of how traffic reverses, coming from the Down Weedon direction to Daventry (and v.v.), during times when Passenger services are running ~ Resolved in meeting 19/04/05 – **see Appendix C**
A requirement to see information pertaining to the possibilities of continued operations with the use of detailed Signalling diagrams, and Operational Constraints information ~ Considered in meeting 19/04/05 and further in a Network Rail email of 10/01/06 – **see Appendices C and L** of this Joint paper. See also attached Maps with this Joint paper.

4] The demonstration of the adequacy of the proposed layout to accommodate the planned maintenance regime in the long term ~ Considered in meeting 19/04/05 and further in a Network Rail communication of 18/01/06 as described in Section 6 below – **see Appendix C and also 6.1.8 in “EXPLANATION OF DISPUTE ISSUES”** below.

6 EXPLANATION OF DISPUTE ISSUES (Detailed)

Ref.	EWS (Claimant)	Network Rail (Response)
6.1.1	<p>Loss of trailing crossover facility north of the station.</p> <p><i>[EWS comments on Network Rail response: Freight traffic development depends on “white space”. Freight altered working and additional trains cannot readily accommodate themselves to the passenger bidding cycle which requires firm timings at up to 18 months’ notice. A customer request this month (January 2006) for an altered or new train during passenger service hours could potentially not be accommodated until December 2006 if the lack of suitable infrastructure means that such a train can only run if a bespoke gap is created between passenger trains. EWS stands to lose contracts if it cannot respond in a timely manner to train service requests.]</i></p>	<p>Compensated for by movements over the Up Trent Valley Slow and Fast lines to High Oaks junction, over the Up Birmingham flyover to Long Lawford, and over the Up Northampton line from Hillmorton.</p> <p>At meeting on 19th April 2005 – see Appendix C - , EWS conceded that it will be possible to move across final layout, albeit a more involved move than at present.</p> <p>Network Rail is satisfied that both the infrastructure and adequate capacity exists and that EWS’ existing access rights are honoured. There is, however, an obligation on EWS to input to the service specification by furnishing bids which best meet EWS’ own customer requirements in terms of service times.</p>

6. Detailed EXPLANATION OF DISPUTE ISSUES – Cont.

Ref.	EWS (Claimant)	Network Rail (Response)
6.1.2	<p>Not clear how the New Bilton branch can be accessed.</p> <p>[EWS comments on Network Rail response: <i>In relation to this issue, Appendix K contains an exchange of views and information on the likely methods of working applicable to obtain access to and egress from New Bilton up to Tuesday 17th January 2006, when this submission had to be finalised. In the Appendix, EWS's comments are contained in square brackets with the initials "PN" at the end. Network Rail's are underlined with the initials "RD" or "RD/ NW" at the end.</i></p> <p>EWS continues to have reservations or objections relating to the following issues:</p> <ol style="list-style-type: none"> 1. Lack of clarity as to whether propelling authority from the New Bilton branch to the Down Birmingham line can be obtained. 2. In relation to the possibility of running round in the Down Birmingham line platform, the anticipated difficulty of spot bidding into an established timetable for such a move, in view of the consequential need to replatform a passenger service in the middle of a timetable period. Any new freight move could be totally dependent on negotiations with the passenger operators involved. 3. Run round moves in the Down Birmingham platforms appear likely to fall foul of Group Standards concerning maximum gradients on lines where rolling stock stands unattached to a traction unit. 4. Any new layout is expected to last 30 years and be extremely difficult and expensive to alter after commissioning. In the light of this, EWS are not reassured by the absence of access to New Bilton from the Nuneaton direction, except by attaching a second locomotive and the need to use a second locomotive on all trains departing for the Nuneaton direction if they exceed 44 SLUs. Recent traffic trials have 	<p>At the meeting on 19th April 2005 – see Appendix C – Network Rail told EWS that, as there are no current rights for freights to the New Bilton branch, it is not for the Rugby project to satisfy this need. This was noted by EWS. NR further stated that future (post project) requirements would be covered by timetable planning if and when the requirement arose (see below).</p> <p>It should be noted that the New Bilton branch connection is being provided by the project only in order to enable project staging, the only traffic being existing coal train transferred from Up Yard during stage works. It should also be noted – see communication detailed in Appendix F - that it is not the project's intention to remove the connection post project; and in fact NR would be prepared to specifically instruct our contractors in Track & Signalling remodelling to leave this connection in place at layout completion.</p> <p>If any traffic subsequently obtains the rights to use the New Bilton branch, (i) access from the south would be straightforward, (ii) access from the north only from the Coventry direction, (iii) egress to north straightforward <i>if</i> set back move were to be authorised on Down Birmingham line (a proposal which would require a joint case from NR and EWS) and subject also to a length limit of loco + 44SLU for departures towards Shilton, (iv) egress to the south straightforward. All the foregoing is subject to pathing.</p> <p>(See below re Hillmorton Loop)</p>

	<p>pointed to significant increase in commodities to be conveyed by rail to and from Rugby, which would best fall to be dealt with at New Bilton. Not all of these can be handled at night, even if engineering access issues are ignored. Whilst access to and from the Coventry lines is appreciated, it is far from certain that all services could be accommodated via that route, which would also impose significant extra mileage.</p> <p>5. The proposal to use the proposed site of the Hillmorton Loop for reversals and detaching locomotives means that a walkway provided for that purpose would have to be destroyed and the lighting removed before any separate future provision of the loop were to take place. This negates part of the “passive provision” aspect and would increase the cost of the Loop if it were installed separately. EWS feels that Network Rail is, in its anxiety to avoid provision of a flexible facility which would cater for all potential customers and levels of traffic, incurring significant expense at a range of dispersed locations around Rugby, as well as incurring significant performance risk by proposing to detain reversing trains for significant periods on busy running lines.</p>	
--	--	--

6. Detailed EXPLANATION OF DISPUTE ISSUES – Cont.

Ref.	EWS (Claimant)	Network Rail (Response)
6.1.3	<p>Why is an Up Loop not being constructed at Hillmorton?</p> <p>[EWS comments on Network Rail response: EWS considers that Network Rail is already proposing to place great constraints on the ability of the coal trains to operate during the construction phases at Rugby. EWS has also been informed that Network Rail have no obligation during this period to accommodate other traffics, such as clay, for which trial workings have already been conducted. If the loop is not constructed and the coal train runs at night, it will have greater difficulty in accessing the terminal facility (whether in Rugby Up Yard or at New Bilton) on account of the restricted track layout available at the relevant times. EWS argues that Network Rail's assumptions on future traffic levels are excessively pessimistic. When EWS applies for new or amended access rights, Network Rail insists on "warranting" them by reference to its ability to validate robust WTT paths bid for into an existing timetable. If it is not able to do this on account of an over-restrictive track layout, no additional or altered access rights can ever be obtained by EWS for traffic to and from Rugby Up Yard and New Bilton. Thus Network Rail's assumption of static traffic levels becomes self-fulfilling. EWS also notes that its current Track Access Contract with Network Rail expires on 31 May 2007, which means that EWS runs the risk of not being compensated for its additional costs and losses occasioned by excessive disruption to the working of its current services to and from Rugby (Network Code Condition G2.1(a)(iii).) Hillmorton Up Loop was suggested by EWS as a constructive proposal to enable Network Rail to achieve its proposed layout simplification and linespeed increases which form the rationale for the Network Change without compromising EWS's current and planned operations. EWS considers that Network Rail has not seriously discussed the merits of Hillmorton Up Loop versus the various contrived alternative means of access to and from Rugby Up Yard and New Bilton and makes an assumption of a negative business case on the basis of insufficient consideration of its merits and realistic traffic prospects.]</p>	<p>This proposal was removed from scope by the SRA as part of their review. However, Network Rail is making passive provision for an Up Loop, connected off the Up Northampton line. (See Appendix M for indicative cost estimate; and indicative timescale, were actual construction to be proposed and agreed) If constructed, this would enable trains from both sides of Rugby station area (thus including Bilton and the Up Yard) to run in, loco off London end of train and run-round via the Up Northampton to station end of train, then departure to/via either side of Rugby station. Passive provision – see Appendix B - entails</p> <ul style="list-style-type: none"> - the alignment (footprint) of the loop, its connections and its railway infrastructure not to be thwarted, and - allowance of capacity in signalling interlocking for provision of the loop, its connections and relevant signalled routes, these including departure signals from both ends, running signal applying down the Up Northampton and additional routes (main and subsidiary) on up direction signals to read into Up Loop. <p>The Network Rail position is that Hillmorton Loop, which would ease up direction arrivals to Bilton and Down direction departures from Up Yard and Bilton, has no case for <i>actual</i> provision based on the assumption of one coal train per day reverting to and using the Up Yard post project.</p>

6. Detailed EXPLANATION OF DISPUTE ISSUES – Cont.

Ref.	EWS (Claimant)	Network Rail (Response)
6.1.4	Can looping of trains for the Down Birmingham route via Coventry be avoided in the daytime off-peak hours. Wish to see evidence of pathing possibilities for freight trains from Northampton direction bound for Bescot via Coventry and Stechford.	Timetable work for December 2008 – the first timetable after completion of the Rugby project - is being progressed by means of the cross-industry West Coast Working Group. This work has only just commenced, and is not yet sufficiently advanced to be able to demonstrate precisely how freight services will be pathed on the Northampton – Coventry – Bescot axis. As a member of the aforementioned West Coast Working Group, EWS will be advised of this information as soon as it becomes available. Facilities will exist at both Northampton and Rugby to loop 775 metre trains if required. Whether or not an individual loop is or is not used is not considered material to meeting EWS' Firm Contractual Rights in terms of the contractual journey times.
6.1.5	Concern re the loss of the electrified sidings adjacent to Rugby Yard.	Compensated for by the construction a wired 'Network' siding parallel to the bay platform line in the south end bay of Rugby station, proposed in NC notification of Network Change Amendment NC165A. Access to the siding, as for the bay itself, would be from the Down Slow line. The siding will accommodate 8 wired locomotives, with the adjacent bay platform road accommodating 8 cars, with passive provision for 12. It should be noted that these are 'Network' sidings – use of such must be agreed between train operators.
6.1.6	Require reassurance that services to Daventry can be maintained when the Northampton line is not available as a through route (e.g. through possession).	At 19 th April 2005 meeting Network Rail confirmed that a run-round in Rugby from Daventry can be achieved. Agreed that these moves should be planned – EWS content on this basis.

Ref.	EWS (Claimant)	Network Rail (Response)
6.1.7	Require copy of signalling diagram.	[Hillmorton sketch supplied; other maps to be furnished as necessary for hearing].
6.1.8	Require demonstration that layout will accommodate planned maintenance regime in the long term. [EWS comments on Network Rail response: EWS is not satisfied that any single location, whether Rugby Up Yard or the New Bilton branch can reliably and consistently receive and forward traffic outside core daytime passenger service hours (say 06:00 – 23:00 EWD) under the scenario in which it is proposed to close one or other side of the layout entirely. To be effective, such a regime involves either alternate days or alternate weeks of operation, which would be incompatible with daily freight services during	The layout at Rugby has been designed with fully functional bi-directional signalling; and this, together with the electrical sectioning, will deliver a layout capable of being operated over either Up or Down sides. This is so one side of the layout or the other can be closed to traffic: so that the infrastructure can be maintained in a safe and efficient manner. It is acknowledged that access to & egress from New Bilton and Rugby Up Yard will be affected by this and Network Rail will negotiate in due course with EWS to ensure that their contractual rights of access are maintained.

	<i>those hours to either location. If that is the chosen method of obtaining engineering access, EWS's concerns over the awkward ways in which both the Up Yard and New Bilton can be accessed within the constraints of the new layout are heightened, as most such access would have to be obtained outside the 23:00 – 06:00 period.]</i>	
Ref.	EWS (Claimant)	Network Rail (Response)
6.2	<p>EWS continues to object on the basis that the final layout does not provide a direct connection between the Up and Down sides at Rugby as today, therefore running round will be necessary. They do not believe that these run-round moves will be possible during daytime off-peak hours.</p> <p><i>[EWS comments on Network Rail response: In relation to bidding see comments on 6.1.1. above]</i></p>	<p>Compensated for by movements over the Up Trent Valley Slow and Fast lines to High Oaks junction, over the Up Birmingham flyover to Long Lawford, and over the Up Northampton line from Hillmorton.</p> <p>At meeting on 19th April 2005 – see Appendix C -, EWS conceded that it will be possible to move across final layout, albeit a more involved move than at present. Network Rail is satisfied that both the infrastructure and adequate capacity exists and that EWS' existing access rights are honoured. There is, however, an obligation on EWS to input to the service specification by furnishing bids which best meet EWS' own customer requirements in terms of service times.</p>

7 CHRONOLOGY AND CORRESPONDENCE

The material dates for issue of the notices, consultation meetings undertaken and related correspondence are summarised below:

03/02/05	The Revised Rugby Remodelling Network Change [NC165] is issued [See Appendix D], replacing that issued in November 2003.
07/03/05	EWS respond objecting to those issues outlined above. [See Appendix E]
10/03/05	Schemes Liaison Stakeholder meeting held, at which EWS requested evidence that the final layout will be able to accommodate all necessary moves. Peter Kings (WCRM Project Scope & Development) undertook to arrange a meeting to discuss shunt moves, standages, run-rounds, etc.
18/04/05, 19/04/05 and 02/05/05	Series of 3 No review meetings held with groups of Train Operators to discuss all matters relating to Rugby Remodelling final layout Network Change (incl. Northampton train crew PNB and remanning of freight trains). At the end of the series of meetings it was believed

that all EWS' issues re Rugby and Northampton had been aired and resolved. [**See Appendix C for relevant part of Minutes (Rugby Network Change FOC Review)**]

- 30/06/05 Summary by Network Rail of a verbal discussion with EWS relating to the Rugby Remodelling Network Change. EWS content, but will still press for provision of Hillmorton Loop. [**See Appendix F**]
- 06/07/05 Network Rail write to EWS stating their intention to formally sign off the Network Change issued on 03/02/05 [**see Appendix G**] due to the impression that sufficient progress had been made by both parties. EWS were requested to respond by 20 July advising if any objection still stood. No such response was received.
- 29/09/05 At Stakeholder Network Change Liaison meeting it was stated by NR that the Rugby Network Change would be formally signed off. All operators were in agreement with the exception of EWS, who stated that their issues had still not been resolved and would re-state their objection. [**See Appendix H for relevant part of Minutes**]
- 10/10/05 EWS re-confirm by e-mail their objection to the Rugby Remodelling Network Change. [**see Appendix I**]
- 10/10/05 Network Rail formally issue the supplemental Network Change for Hillmorton Loop [NC165A] to all stakeholders [**see Appendix N**], advising of passive provision only.
- 09/11/05 EWS formally respond objecting on the basis of no Technical Information sufficient to evaluate the Network Change adequately. [**See Appendix J**]
- 24/11/05 ADC formally acknowledge the issue as a matter for dispute
- 21/12/05 EWS meet with Network Rail to determine what technical information is required and what actions by parties
- 21/12/05 (at meeting),
06/01/06 See **Appendix K** attached
10/01/06 See **Appendix L** attached
12/01/06 See **Appendix M** attached
Technical information supplied by Network Rail on Hillmorton Loop (at meeting and **Appendix M**), New Bilton branch method of working (**Appendix K**), Rugby Up Yard egress towards Down Trent Valley line ROTP and indicative timetable information (**Appendix L**)
- 11/01/06, 12/01/06 In response to above, further comments and questions made by EWS to Network Rail

8 DECISION SOUGHT FROM THE COMMITTEE

On Egress from Rugby Up Yard towards Down Trent Valley Line

Network Rail seek for the Committee to endorse Network Rail's statement that adequate capacity has been provided to meet EWS's contractual rights; and to direct that EWS should seek confirmation of the times of these paths through the Timetable Development process and not use the requirement for such confirmation to further prevaricate by delaying/ holding off the establishment of the Network Change (NC165/ NC165A) to remodel the layout that will enable this Timetable to be delivered.

EWS Railway seek a direction from the Committee to Network Rail to provide confirmation of the availability of paths where any doubt remains as to their ability to honour existing access rights and rights to bid for new or altered train paths in accordance with its Track Access Contract. EWS requires Network Rail to provide firm information now to enable EWS to assess whether or not the layout is capable of delivering the December 2008 timetable including EWS's services.

On New Bilton

Network Rail ask the Committee to direct EWS to desist from further delaying the Network Change process by seeking further confirmation on the method of working after Rugby layout completion for the New Bilton branch, for which EWS have neither access rights nor confirmed traffic contracts.

EWS Railway seek the Committee's direction to Network Rail to provide such information as required by EWS to enable EWS to conduct meaningful discussions with its customers concerning access to New Bilton in pursuance of the development of freight traffic to that location following the proposed track layout alterations.

On Hillmorton Loop

Network Rail seek for the Committee to direct that the construction of this Loop, whilst it may be desirable, is not required as a solution to the Disputes (NC165/ NC165A) between Network Rail and EWS; and that if EWS Railway feels that its traffic growth is not adequately catered for, it is open to EWS to propose the construction of the loop under a G3 Network Change. The decision, on how the construction of such a loop is to be funded, and by whom, is not appropriate to be carried out as continuing consultation toward the establishment or otherwise of the G1 Network Change Amendment (NC165A), under which passive provision only is to be made; and discussion on this subject is not a reason for further delaying the establishment of the G1 Network Change NC165 and Network Change Amendment NC165A.

EWS Railway seek a direction from the Committee to the effect that Network Rail should continue to conduct meaningful negotiations with EWS without ruling out provision of the Hillmorton Up Loop as a starting point. EWS seeks a direction that the issue falls to be discussed as a direct consequence of the negative effect on EWS of the removal of existing crossovers at Rugby in Network Rail's Proposal NC165 and does not require a separate G3 proposal from EWS.

Signed:
for Network Rail West Coast Route
Modernisation

Signed:
for EWS

Date:

Date:

NOTICE AND CORRESPONDENCE

EXTRACTS

ATTACHED

APPENDIX A

Extract paragraphs from Rugby Revised Remodelling Network Change proposal (NC165), relating to New Bilton branch and Rugby upside access

2.1 Wherever reasonably practicable during staging works, facilities such as additional running lines, platform lines, turnback and yard and/or Bilton branch access will be provided. Details of stage work content and facilities available during each stage will be advised.

2.5 **Rugby Up Side**

The following enhancements are proposed for the Up side at Rugby:

- Provision of 125mph EPS Up Fast line throughout from Trent Valley route;
- Provision of 75mph EPS speed on the Up Birmingham from Long Lawford over the North flyover to the Up Fast line at Rugby Station.
- Provision of parallel moves:
 - Up Birmingham-Up Fast parallel with Up Slow-Up Northampton;
 - Up Birmingham-Up Northampton parallel with Up Trent Valley Fast-Up Fast;
 - Up Trent Valley Fast-Up Fast parallel with Up Birmingham-Up Northampton, parallel with Up Slow-Up Slow/Up Goods.
- Construction of an island platform on the Up side with faces to Up Northampton and Up Slow, to achieve:
 - Up Trent Valley Fast-Up Fast arrival and Up Birmingham-Up Northampton arrival to be conflict free;
 - Up Trent Valley Slow-Up Slow and Up Birmingham-Up Northampton arrival to be conflict free;
 - Up Birmingham via Up Northampton to Up Fast conflict free with movements Up Trent Valley Slow via Up Slow-Up Northampton.
- Provision of Up Goods line from Up Slow at Rugby Trent Valley Junction connecting into the Up Slow line at the north end of Rugby station, of sufficient length to accommodate a 775m train.
- Provision of an Up Arrival line from the Up Slow at Rugby Trent Valley Junction paralleling the Up Goods line and providing access to the Up Yard.

APPENDIX B**Extract paragraphs from Rugby Network Change Amendment proposal (NC165A), describing the circumstances for making passive provision for a loop at Hillmorton****1.2 Reasons for Proposed Change**

In the course of consultation Network Rail has listened to the comments of one correspondent who has argued that there is a need for a loop at Hillmorton Jn to permit reversal of trains. Network Rail believes that timetable access to the north from the Up Yard can be delivered by the current layout subject to the normal timetable constraints. Network Rail does not therefore propose to construct the loop: but proposes instead to make passive provision for its construction in the future, if this becomes justifiable.

2.3 Specification of Works

“Passive provision” entails the alignment (footprint) of the loop, its connections and its railway infrastructure not to be thwarted. It also entails an allowance in the capacity of the signalling interlocking for the provision of the loop, its connections and relevant signalled routes, these including departure signals from both ends, running signal applying down the Up Northampton and additional routes (main and subsidiary) on up direction signals to lead into the Up loop.

APPENDIX C**Minutes of an EE40 Rugby Station area Remodelling Project meeting (Network Change FOC Review)****EE40 Rugby Station Area Re-Modelling project****Network Change FOC Review****19 April 2005, Eversholt St., Euston.**

Attendees:	Name	Representing
	Pawel Nowak	EWS
	Chris Hassell	Freightliner Heavyhaul
	Eugene Donolly	Freightliner Heavyhaul
	Dan Falvey	Freightliner Heavyhaul
	Jerry Holloway	NR NDS
	Tim Bird	NR NDS
	Alistair Donaldson	NR WCRM, Scheme Engineering.
	Alec Revitt	NR WCRM, Scheme Engineering
	Paul Harris	NR WCRM, Program Investment
	Les McDowell	NR WCRM, MPN Coordinator
	Rob Hodgkinson	NR Commercial Negotiations Team
	Peter Kings	NR WCRM, PS&D

Apologies:	the following were invited but did not attend:
	David Smith SRA
	John Waller Freightliner (represented by Chris Hassell)
	Dave Neilan GBRF

Distribution:	as above, plus:
	Gill Edwards NR Network Change Mgr
	Jeff Hawken NR WCRM Timetable Mgr
	Terry Oliver NR Territory Operations
	Mick Hilder NR Territory Operations

I.0 Introduction

This meeting is the follow on from the Network Change Scheme Liaison Meeting held on 10 March 2005, and the formal issue of the Network Change Notice on 03 February 2005.

The purpose of this meeting is to review specific FOC network change issues in respect of the Rugby Station Area Remodelling scheme for the final scheme layout and staging proposals.

The scheme layout has been formally accepted by the SRA. Also the staging strategy has been presented to the SRA and they are in general agreement with the proposal.

2.0 Scheme Layout.

AR presented the final layout (ref. A05). The following specific issues were raised by the FOC representatives:

2.1 EWS

2.1.1 Rugby Crossover & Passing Facilities.

Crossover Up-side to Down-side.

- i) PN concerned that crossing from one side of Rugby to the other is not as accessible as at present. PH confirmed that it is possible to move across layout but it is more involved than at present. PN sees this as a concern as it could restrict future commercial growth using the Up-side Yard and the New Bilton Branch.

There are no current rights for freights to New Bilton, this is a future possible growth issue. Hence there is no current requirement for the Rugby Project to satisfy this need. It was agreed that future requirements would have to be covered by timetable planning if and when the requirement arose– ie include future moves in future planned timetabled slots.

PN noted that if the Up-side Yard is not to be used in future then crossing over the layout is not a problem (see also Item 2.3.1 below).

ACTION: PH to ensure Jeff Hawken aware re. possible future traffic.

Down Passing Facility

- ii) To assist with passenger traffic passing freights at Rugby AR will review the possibility of moving signals / points at the north end Dn B'ham further north to give better freight standage. This would allow a Rugby – B'ham stopper to call at Dn B'ham platform with a B'ham freight standing at TV Jcn on the Dn B'ham ahead of it. The stopper could then bypass the freight via the Dn Fast. This is a specific EWS problem for Dn freights to Birmingham (Bescot), but not Dn Trent Valley or on Up Side.

ACTION: AR to investigate.

2.1.2 Up-side Loco Stabling (incl. North and South Bay Platforms).

PN concerned that there is insufficient stabling available for locos, both for EWS, Virgin Thunderbirds and other companies locos.

EWS require stabling for 3no. electric locos: Freightliner require 8no. diesels: there are 1 or 2no. Virgin Thunderbirds: plus possibility of others. In total a maximum of 19no. locos may need to be stabled: however it was agreed that 12no. was the likely normal requirement.

The Up Side Engine Sidings is the key area proposed for loco stabling (with the secondary possibility of using the Up Yard).

It was proposed that individual companies should be allocated particular roads to stable locos as this would make engine management (access and shunting, etc) easier.

It was agreed that a North Bay platform was not a possibility due to signalling constraints. Freightliner stated that if two roads were available to them they would have no requirement for a North Bay.

An additional South Bay siding parallel to the passenger bay specifically for loco stabling was proposed as a possibility.

The following was proposed as possible stabling arrangements:

Freightliner:	2 roads in Up Engine Sidings (diesels)
EWS:	1 road in Up Engine Sidings (electrics)
Thunderbird:	South Bay

Alternatively EWS and Virgin Thunderbirds could swap round.

ACTION: AD to investigate stabling layout & additional S. Bay siding based on above proposal.

2.1.3 New Bilton Coal Unloading.

This is a temporary arrangement required during staging works only and is considered in the following section.

2.1.4 Run-round Facilities at Station

Access From /To South (Daventry):

- i) PN requires 3no. return moves to / from Daventry, likely to be at night. AD / PH confirmed that a run-round in Rugby from Daventry can be achieved. It was agreed that these should be written into the timetable to ensure slots are available. If these slots are planned then this is satisfactory to EWS. PN noted this facility is also required during staging works.

ACTION: PH to confirm with Jeff Hawken.

Access To North from Up Yard:

- ii) It was agreed that necessary moves should also be written into the timetable to ensure slots are available to permit Dn trains to run from the Up Yard wrong road on the Up TV lines to access the Dn TV Slow..

ACTION: PH to confirm with Jeff Hawken.

- iii) To assist with run-round AR to consider:
possibility of provision of a loop facility at Hillmorton. AR believes this is not possible but will confirm;

ACTION: AR

2.2 Freightliner

2.2.1 New Bilton Access

Freightliner sees New Bilton as a possibility for future commercial freight traffic. CS is concerned that the current lack of access to / from New Bilton from the North could restrict possible future commercial growth. AD / PH noted the facility exists in the new Rugby layout but is tortuous.

There are no current access rights to New Bilton, hence there is no current requirement for the Rugby Project to satisfy this need. It was agreed that future requirements would have to be covered by timetable planning if and when the requirement arose– ie include future moves in future planned timetabled paths.

ACTION: PH to ensure Jeff Hawken aware re. possible future traffic.

2.2.2 Engine Line & Up-side Stabling

Covered in Item 2.1.2 above.

2.2.3 New Bilton Change of Ownership.

It was agreed that this was not a Rugby Remodelling issue and this change of ownership was not possible at this time.

2.2.4 Temporary Connections to Up-side Stabling During Works

This is a temporary facility required during staging works only and is considered in the following section.

2.2.5 N. End Bay Provision

Covered in Item 2.1.2 above.

2.3 NDS

2.3.1 LDC / Virtual Quarry Post December 2008

- i) It has previously been stated that the LDC / virtual quarry facilities are not required in the Up Yard at Rugby post remodelling commissioning in December 2008. This is the principal on which the remodelling layout has been prepared and agreed. The remodelling program is very tight for 2008 delivery. Any significant changes to the current layout cannot be incorporated without detriment to 2008 completion.
- ii) NDS to consider the location of LDC post 2008 in respect of proposed Bletchley – Milton Keynes work and likely difficulty of accessing Forders.

ACTION: JH.

2.3.2 Run-round Facility at Station From North

See Item 2.1.4 above.

3.0 Staging Proposal.

AD presented the proposed Rugby Remodelling Staging Strategy - Operations (copy attached). The basic principal is:

Weekdays	06.00-22.00	2 lines Up 2 lines Dn
Weeknights	22.00-06.00	1 line Up 1 line Dn
Weekends	22.00 Fri-06.00 Sat	1 line Up 1 line Dn

The timetable being prepared by Jeff Hawken is based on these principals.

The following specific issues were raised:

3.1 Post Easter 2007 Timetable (4 days).

The staging proposals presented are as per the previous Network Change Scheme Liaison Meeting held on 17 March 2003. However one change after Easter 2007 is under consideration and was proposed by AD.

Following on from the Easter 2007 long weekend blockade single line operation in the Up and Down direction (possible two track operation in the Down direction) in the station area with a weekend timetable will be operated for the following 4 days through to the following weekend. Hence this would mean operating a Saturday service for this 4 day period.

This operation will significantly reduce signalling and trackwork risk in the area over this period.

All confirmed this would be acceptable in principal, as long as specific pathing is agreed with Jeff Hawken.

ACTION: PH to advise Jeff Hawken.

3.2 New Bilton Coal Unloading.

This is a temporary facility required during staging works only. A temporary concrete apron may be the solution. Need agree specific requirements. PH to arrange meeting with PN & EWS 'Coal rep'.

ACTION: PH.

3.3 Temporary Connections to Up-side Stabling During Works

This is a temporary arrangement to be resolved for staging Rugby works. This stabling facility will not be available from Easter 2007 until October 2008. Possibility of stabling at Northampton. PJK to arrange meeting to discuss Northampton arrangements: same attendees as this meeting.

ACTION: PJK arrange mtg.

3.4 Engineering Trains During Staging.

The Up Yard will not be available during staging and facilities for engineering trains will use Forders for the south of route and Bescot for the north.

3.5 Overall Staging Proposal.

The overall staging proposals reviewed at this meeting are as presented at the Network Change Scheme Liaison Meeting (7 March 2003) (apart from the Easter 2007 update highlighted above).

All confirmed the overall staging proposal as acceptable in principle.

AD to include approximate dates on future staging plans.

4.0 AOB.

4.1 Specimen Timetable.

EWS and Freightliner would like to see a specimen timetable to go with the proposed layout.

ACTION: PH to discuss with Jeff Hawken.

5.0 Next Meeting.

PJK confirm with Gill Edwards.

ACTION: PJK

**APPENDIX D
G1 Rugby Revised Remodelling Network Change proposal
Version 3 by Network Rail (NC165)**

Network Rail
Floor 8, Desk 42
1 Eversholt Street
London NW1 2DN
Tel: 0207 904 7755
Fax: 0207 904 7116

See Attached List

03 February 2005

NC REF: NC/G1/2005/WC/165 Rugby Remodelling (Revised)

Dear Sir / Madam

**PROPOSED G1 NETWORK CHANGE: RUGBY
REVISED REMODELLING**

This Network Change notice is issued in accordance with Condition G1.1 of the Network Code and constitutes a formal proposal for a Network Change under that Condition.

Since the issue of the previous Rugby Remodelling Network Change in November 2003, the section of line from Hanslope Junction inclusive to Rugby Station exclusive (81MP on Weedon line) and Northampton Station exclusive (65MP on Northampton line) has been resignalled with no change to the track layouts, but with improved line speeds to support 125mph EPS operation on the Weedon line and 100mph PS line speeds on the Northampton line. This work is complete and excluded from the accompanying document. The attached Appendix A describes the proposed changes to the Rugby Area Signalling currently controlled from Rugby PSB, exclusive of the Northampton Station to Hillmorton Junction section, which has changed since the notification of November 2003.

Network Rail wishes to implement the Network Change described above and is required under Condition G1 to give notice of its proposal to the parties shown on the attached distribution list. Condition G2 allows all affected train operators to consider the scheme and bring to Network Rail's attention any matters that concern them regarding the change. Train Operators may also assess the impact of the proposed change on their business and inform Network Rail what the direct costs and benefits of implementing the change are likely to be (if any).

This Network Change notice outlines Network Rail's proposal to remodel Rugby and supersedes Network Change Number 131 issued in November 2003. A detailed specification of the scheme is set out in Appendix A to this letter and includes a plan showing where the work is to be done and the parts of the network and associated railway assets likely to be affected. Network Rail is proposing the change because it forms part of the overall modernisation of the West Coast Main Line.

In accordance with Condition G1.2(b), Network Rail is seeking comments from you and the persons listed in the attached distribution list to establish whether or not you are content for the change to be implemented. We invite you to consider the proposed scheme and forward

your comments to us by 07th March 2005. If a formal response is not received by this date, it will be deemed that you accept the proposal without compensation.

Please respond using the standard form (b), (c), (d) or (e) as appropriate, each of which can be located on Network Rail's website. Wherever practically possible, please send all responses electronically to gillian.m.edwards@networkrail.co.uk. Please also send a signed hard copy of your response (excluding any appendices if these have already been e-mailed) to the above address, or by fax to the fax number shown at the top of this letter.

Respondents should clearly indicate if they consider that all or part of their response is "sensitive information" as defined in Part A of the Network Code.

Please let me know if you require any further details to enable you to respond formally to this notice.

I look forward to receiving your response to enable the progression of this proposal.

Yours faithfully

Gillian Edwards
Network Change Manager West Coast

**PROPOSED NETWORK CHANGE: RUGBY
REVISED REMODELLING****Reasons for Proposed Change**

- 1.0 The present station and track layout at Rugby is not suitable for future anticipated requirements, and a number of enhancements are proposed as detailed in this document.
- 1.1 This Network Change proposal details the proposed remodelling and resignalling of the area currently controlled by the Rugby Power Box (Rugby PSB), excluding the Northampton Loop lines. The geographical area covered by this notice includes the following lines:
- Future Hillmorton Junction (81MP Weedon line [ELR LEC] and 82MP on Northampton Loop [ELR HNR]) to Rugby Trent Valley Junction.
 - Rugby Trent Valley Junction to Brandon (92½MP [ELR RBS]);
 - Rugby Trent Valley Junction to Brinklow (90½MP [ELR LEC]).

The Southern limits of the Rugby Station Area will be defined as the crossovers at Hillmorton Junction with the Northern limits defined as High Oaks Junction (on the Nuneaton Lines) and Long Lawford Junction (on the Coventry Lines).

- 1.2 The diagram attached as Appendix B (A04) follows the custom of showing trackwork and equipment to be removed in green, and new track and equipment in red.

Specification of Works

- 2.0 Layout alterations are proposed to both the Fast and Slow lines and adjacent facilities in order to enhance route capacity, increase flexibility and reduce conflicting movements. Any location not specifically mentioned should be assumed as 'no change' from the existing layout. The descriptions below should be read in conjunction with the diagram attached as Appendix B (A04).
- 2.1 Wherever reasonably practicable during staging works, facilities such as additional running lines, platform lines, turnback and yard and/or Bilton branch access will be provided. Details of stage work content and facilities available during each stage will be advised.

2.2 **Hillmorton**

On the approaches to Rugby from the south, at Hillmorton, the following remodelling is proposed:

- Provision of new 50mph single lead ladder junction, Down Main-Up Fast-Down Northampton-Up Northampton;
- Provision of new 50mph single lead ladder Down Northampton-Up Fast-Down Fast; and
- Provision of 50mph trailing crossover Up Northampton-Down Northampton.

These will be wired and signalled, with control from the new Rugby Signalling Centre (SCC).

The existing slow speed crossover on the Northampton line at Hillmorton will be removed.

2.3 **Rugby Station**

Proposals for Rugby Station are subject to a separate Station Change consultation procedure.

2.4 **Rugby Down Side**

The following enhancements are proposed for the Down side at Rugby:

- Provision of 125mph EPS Down Fast line throughout to Trent Valley and Birmingham routes;
- Provision of 125mph EPS from Trent Valley Junction along both the Up & Down Birmingham lines;
- Provision of parallel moves from Rugby station to Trent Valley Junction comprising (from down side) Down Birmingham, Down Fast, Down Slow;
- Construction of a new platform face on the Down Birmingham line;
- Provision of 40mph facing connection at north end of South flyover, connecting the Down Northampton to the existing Down Slow (future Down Slow) and existing Down Goods (future Down Birmingham).
- North of the station platforms, connections will be provided from the new Down Slow line to the Down Fast line to enable trains to access the Birmingham route, and from the Down Birmingham to Down Fast line for trains to access the Trent Valley route from the Down Birmingham line.
- The signal positions on the new Down Slow line will be arranged to enable a 775m train to be berthed in the Down Slow platform clear of the connection to the South Bay (Platform 3).
- Provision of a facing connection Down Birmingham-New Bilton branch and associated signalled moves.
- Provision of Up direction bi-directional signalled routes to facilitate local movements, turnbacks and maintainability:
 - From Long Lawford via Down Birmingham to Down Birmingham platform;
 - From Newbold via Down Slow to Down Slow platform;
 - From Down Birmingham platform via Down Northampton and South flyover to Hillmorton; and
 - From Down Slow platform and South Bay via Down Northampton and South flyover to Hillmorton.

2.5 **Rugby Up Side**

The following enhancements are proposed for the Up side at Rugby:

- Provision of 125mph EPS Up Fast line throughout from Trent Valley route;
- Provision of 75mph EPS speed on the Up Birmingham from Long Lawford over the North flyover to the Up Fast line at Rugby Station.
- Provision of parallel moves:
 - Up Birmingham-Up Fast parallel with Up Slow-Up Northampton;
 - Up Birmingham-Up Northampton parallel with Up Trent Valley Fast-Up Fast;
 - Up Trent Valley Fast-Up Fast parallel with Up Birmingham-Up Northampton, parallel with Up Slow-Up Slow/Up Goods.
- Construction of an island platform on the Up side with faces to Up Northampton and Up Slow, to achieve:
 - Up Trent Valley Fast-Up Fast arrival and Up Birmingham-Up Northampton arrival to be conflict free;
 - Up Trent Valley Slow-Up Slow and Up Birmingham-Up Northampton arrival to be conflict free;
 - Up Birmingham via Up Northampton to Up Fast conflict free with movements Up Trent Valley Slow via Up Slow-Up Northampton.
- Provision of Up Goods line from Up Slow at Rugby Trent Valley Junction connecting into the Up Slow line at the north end of Rugby station, of sufficient length to accommodate a 775m train.
- Provision of an Up Arrival line from the Up Slow at Rugby Trent Valley Junction paralleling the Up Goods line and providing access to the Up Yard.
- Provision of down direction bi-directional signalled routes to facilitate local movements, turnbacks and maintainability:
 - From Hillmorton Junction via Up Fast to Up Fast platform or Up Northampton platform;
 - From Hillmorton Junction via Up Northampton to Up Northampton platform or Up Slow platform;
 - From Up Slow platform to Up Goods or Up Arrival;
 - From Up Fast platform via Up Fast to Down Trent Valley Slow or Fast lines at High Oaks Junction or to Down Birmingham at Long Lawford via Up Birmingham flyover;
 - From Up Northampton platform via Up Trent Valley Slow to Down Trent Valley Slow or Down Trent Valley Fast lines at High Oaks Junction or to Down Birmingham at Long Lawford via Up Birmingham flyover; and
 - From Up Slow platform via Up Trent Valley Slow to Down Trent Valley Slow or Down Trent Valley Fast lines at High Oaks Junction or to Down Birmingham at Long Lawford via Up Birmingham flyover.

2.6 **Rugby-Brinklow**

Proposed:

- Provision of new 125mph Down Trent Valley Fast line outside the existing Down Main (future Trent Valley Slow) throughout from Rugby Trent Valley Junction to Brinklow.

2.7 **Newbold Junction**

Proposed:

- Provision of a 75mph facing crossover Down Trent Valley Fast to Down Trent Valley Slow and a 75mph facing crossover Up Trent Valley Fast to Up Trent Valley Slow.

2.8 **High Oaks**

Proposed:

- Provision of 50mph ladder Up Trent Valley Fast (down direction) to Down Trent Valley Slow and Down Trent Valley Fast.
- Provision of 50mph ladder Up Trent Valley Slow to Up Trent Valley Fast and up direction Down Trent Valley Slow.

2.9 **Long Lawford**

Proposed:

- Existing crossover to be replaced by facing and trailing 40mph crossovers to provide routes from Up Birmingham to Down Birmingham (up direction) and Up Birmingham (down direction) to Down Birmingham.

2.10 **Reversible Signalling**

Full reversible signalling will be provided on the following sections of line:

- Down Trent Valley Slow line – High Oaks Junction to Brinklow Junction;
- Down Trent Valley line – Brinklow Junction to Nuneaton; and
- Up Trent Valley Fast Line – Nuneaton to High Oaks Junction.

2.11 The layout and signalling will permit freight trains up to 775 metres in length to be stopped for crew change purposes at the following signals:

- Signal 'BD' on the Down Birmingham line
- Signal 'CB' on the Down Slow line
- Signal 'GB' on the Up Slow line
- Signal 'GA' on the Up Goods line

Adequate access for train crew will be provided at all of the above signals. This to include the provision of lighted walkways and the avoidance for train crew to cross running lines, other than by bridge or subway.

2.12 **Main Platforms**

The platform lengths available at Rugby will be as follows (note: platform numbers reflect the new numbers post Rugby Project works).

The distances quoted are subject to final confirmation following signal sighting and development of station design. The length quoted for reversing trains is the minimum available; the length may vary according to the direction of arrival and departure.

Platform & Line Name	Distance between tops of ramps at each end	Usable length in Up Direction #	Usable length in Down Direction #	Usable length for reversing trains *
1 – Down Birmingham	250 metres	250 metres	250 metres	250 metres
2 – Down Slow	380 metres	245 metres	380 metres	245 metres
3 – South Bay	N/A	180 metres	N/A	180 metres
4 – Up Fast	300 metres	275 metres	300 metres	275 metres
5 – Up Northampton	275 metres	250 metres	275 metres	250 metres
6 – Up Slow	180 metres	180 metres	180 metres	180 metres

Notes:

Assumes that the train stands back with leading cab 25 metres from Platform Starting signal. This may be reduced following risk assessment.

* Assumes that the train stops 10 metres from Platform Starting signal on arrival, with rear cab a minimum of 25 metres from Platform Starting signal in direction of departure. This may be reduced following risk assessment.

Platform lengths are constrained by site limitations.

CD & RA indications will be provided together with TRTS indicators.

- 2.13 The track layout illustrated in Appendix B (A04) caters for maintenance access to infrastructure within the station limits by the ability to create ‘Green Zones’ alternately on either the Up or Down side of the station. When such Zones are created, traffic will be passed on the opposite side of the station utilising the bi-directional capability inherent in the layout. The electrical sectioning and feeding arrangements of the OLE will be compatible with these arrangements permitting either the Up or Down side of the station to be electrically isolated as required.

Proposed Timescales

3.0 The in-service date for full and final functionality is December 2008.

3.1 **Rugby Station Area Construction Phases**

The remodelling and reconstruction of the section of route between Hillmorton Junction and High Oaks Junction on the Trent Valley line (ELR LEC) and Long Lawford Junction on the Rugby and Birmingham (Coventry) line (ELR RBS) will involve a number of discrete stages during which the functionality of the available layout will be curtailed for extensive periods.

3.2 During these stages the following minimum functionality shall be provided. At least two running lines in each direction shall be available at all times. Additional running lines and access to the Up Yard, Peterborough Sidings and the Maintenance Depot together with the New Bilton Siding shall be provided whenever reasonably practical.

- Platforms capable of berthing a 10-car Class 390 train formation and assisting locomotive shall be available for both Up and Down direction movements. Each platform shall be accessible from and permit despatch of trains to all appropriate routes. (Weedon lines, Northampton lines, Trent Valley lines and Coventry lines).
- Track alignment and geometry shall be capable of supporting a minimum average speed of 40mph.
- Signalling shall be arranged to support Following Train Headways consistent with those that apply on the open line sections beyond Rugby station.
- Siding facilities and point work to enable the stabling of a rescue locomotive which can be attached at the head end of both Up and Down trains without the need for excessive shunting, or the requirement to block lines in the opposite direction, shall be maintained at all times. The siding provided in connection with this requirement shall cater for safe access by train crew.

3.3 Details of stage works are not yet available, but will be provided as soon as possible.

Cost and Compensation

4.0 Compensation will be paid in line with Part G of the Network Code.

Additional Terms and Conditions

5.0 Network Rail shall ensure that any specific variation(s) is formally communicated to all parties to this notice (as listed on original consultation notice) for consideration. The parties to the consultation shall consider and respond to the variation(s) in accordance with the procedures set out in Conditions G1 and G2 allowing for the changes in detail that must follow as a result of the procedure applying only to the proposed variation. It shall not be necessary for Network Rail to re-issue the entire Network Change notice for consultation.

NETWORK CHANGE NOTIFICATION DISTRIBUTION LIST:

Jeff Screenshot, Director Operations Advenza Freight Ltd 3 Moat Green, Sherbourne Warwick CV35 8AJ	Niel Wilson, Resources Planning Mgr Northern Rail Bridgewater House, 58 Whitworth St Manchester M1 6LT	Keith Merritt, Access Mgr, Midlands Strategic Rail Authority 55 Victoria Street London SW1H 0EU
Stephen Rattue, Access Strategy Mgr Northern Rail M81, Main HQ, Station Rise York YO1 6HT	Bil McGregor, Contracts Manager First ScotRail Ltd Caledonian Chambers, 87 Union St Glasgow G1 3TA	Philip Hassall, Track Access Mgr Transpennine Express Bridgewater House 58 Whitworth St, Manchester M1 6LT
Jon Ratcliffe, Train Planning Mgr Arriva Trains Wales Ltd 9 th Floor, Brunel House	Dan Falvey, Commercial Executive Freightliner Heavy Haul 7 th Floor, Rail House, Gresty Road	Stuart Feurtado, Infrastructure Mgr Virgin Trains Ltd Room 20, North Wing Offices

2 Fitzalan Road, Cardiff CF24 0SU	Crewe CW2 6EA	Euston, London NW1 2HS
John Czyrko, Contracts Manager Central Trains Ltd PO Box 4323, 102 New Street Birmingham B2 4JB	Robert Goundry, Director of Strategy Freightliner Ltd The Podium, 1 Eversholt Street London NW1 2FL	Jonathan Dunster, Planning Director Virgin Trains Ltd (XC) Meridian, 85 Smallbrook Queensway Birmingham B5 4HA
Mark Haslam, WC Project Mgr Central Trains Ltd PO Box 4323, 102 New Street Birmingham B2 4JB	Dave Neilan, Production GB Railfreight Ltd 15-25 Artillery Lane London E1 7HA	Kevin Larham, Operations Director Virgin Trains Ltd (WC) Meridian, 85 Smallbrook Queensway Birmingham B5 4HA
Spencer Black, Train Planner Direct Rail Services Ltd Kingmoor Depot, Etterby Road Carlisle CA3 9NZ	Neil Stevens, Train Planning Manager Merlin Rail Ltd Wyvern House, Railway Terrace Derby DE1 2RU	Bernie Webb, Possessions Manager Virgin Trains Ltd (WC) Room 15, North Wing Offices Euston, London NW1 2DS
Pawel Nowak, Rail Network Manager EWS Railway Ltd CP160, McBeath House 310 Goswell Road, London EC1V 7LW	Michael Haizelden, Safety & Ops Asst Office of Rail Regulation 1 Waterhouse Square, Holborn Bars 138-142 Holborn London EC1N 2TQ	David Smith, Chairman West Coast Railway Co. Ltd Warton Road Carnforth LA5 9HX
Steve Carter, Head of Perf & Plnng Eurostar (UK) Ltd CP2-3-H, Eurostar House Waterloo Station, London SE1 8SE	Steven Donald, Train Planning Mgr Serco Railtest Ltd West Wing, Derwent House Rtc Business Park, Derby DE24 8UP	
Peter Hoare, Plant Ops Mgr Amec Rail Ltd, Stephenson House 2 Cherry Orchard Road Croydon CR9 6JA	TOC/FOC Business Managers	Bob Casselden Operational Planning Tournament House, Paddington
Bob Brooker, Snr Quantity Surveyor Amey Rail Ltd, The Sherard Building Edmund Halley Road Oxford OX4 4DQ	Simon Whitehorne Ops Planning Midlands/North West The Mailbox, Birmingham	Terry Oliver Area Operations Grafton Gate East, Milton Keynes
Giles Swindley, Rail Plant Manager Balfour Beatty Rail Plant Ltd PO Box 5065, Raynesway Derby DE21 7ZQ	Steve Rhymes Freight Midlands/North West The Mailbox, Birmingham	David Simpson Area Operations Grafton Gate East, Milton Keynes
Phil Gwilliam, Rail Plant Manager Carillion Rail Mill Road Rugby CV21 5RA	Peter Clayton Advance Timetable Midlands The Mailbox, Birmingham	Will Crosby Project Development, Midlands The Mailbox, Birmingham
Douglas Rushforth, Director Plant First Engineering Ltd, 7 th Floor Buchanan House, 58 Port Dundas Rd Glasgow G4 0HG	Steve Hall Advance Timetable North West Aire Street, Leeds	Lynn Armstrong Network Code Policy Specialist Melton Street

D10

Chris Hext, Safety & Standards Director
Grantrail
1 Carolina Court, Lakeside
Doncaster DN4 5RA

Julie Swallow
Business Development Midlands/NW
The Mailbox, Birmingham

Tim Eaton
Simon Maple
Paul Harriss
Rupert Dyer
Jeff Hawken
Alistair Raisbeck
Trevor Cordrey
Nick Watts
Peter Craig

Catherine Hughes, C C Administrator
Jarvis Infrastructure Services
Toft Green
York YO1 6JZ

Tim Bird
National Logistics Unit
Blossom Street, York

Ian Mellors, Document Controller
Harsco Track Technologies
Unit 1, Chewton Street
Eastwood, Notts NG16 3HB

David Scholes
Strategic Access Planning
Paddington

Appendix E**G2 Response letter by EWS to Rugby Revised Remodelling Network Change**

English Welsh & Scottish Railway Limited
310 Goswell Road
London
EC1V 7LW

Gillian Edwards
Network Change Manager, West Coast
Network Rail
Floor 8, Desk 42
1 Eversholt Street
London
NW1 2DN

Network Rail reference: NC/G1/2005/WC/165
Our reference: NC473C

7 March 2005

Dear Gillian,

EWS rejection of proposed G1 Network Change:
Rugby
Revised Remodelling

With reference to the Network Change notice issued by Network Rail on 3 February 2005 in relation to the proposed scheme to implement a revised remodelling at Rugby, this letter constitutes EWS's formal response under Condition G2 of the Network Code.

EWS considers that the proposed Network Change satisfies the condition outlined in

- Condition G2.1(a)(i) in that it would necessarily result in Network Rail breaching EWS's Track Access Agreement. As such EWS objects formally to the change being made;
- Condition G2.1(a)(ii) in that it was not presented to EWS by Network Rail in sufficient detail as required under Condition G1.2. As such EWS objects formally to the change being made;
- Condition G2.1(a)(iii) in that, if implemented, it would result in a material deterioration in the performance of our trains which cannot adequately be compensated for under Condition G2. As such EWS objects formally to the change being made.

Our reasons for the above response are as follows:

1. During the various reiterations of the Rugby Remodelling Network Change, EWS has made it clear that, after the original Network Change based on the current track layout with added platforms on the Goods lines, all subsequent proposals have stood to damage EWS's operations at the station. This is on account of the loss of the trailing crossover facility north of the station, which enables freight trains serving Rugby Yard to arrive from and depart to all routes serving the station. The current proposal offers no remedy, except by means of long movements against the predominant flow over the Up Trent Valley Slow and Fast Lines to High Oaks Junction, over the Up Birmingham flyover to Long Lawford and over the Up Northampton line from Hillmorton. EWS has so far seen no timetable modelling to demonstrate that such moves are possible during the daytime off-peak.
2. It is not clear how the New Bilton branch, providing access to the RPCC works, can be accessed other than from the Down Northampton or Down Weedon lines via the proposed new Platform 1. It is not clear that departures in any direction are possible during the daytime off-peak hours. EWS

sees strong traffic potential at this location and requires some evidence concerning Network Rail's proposals regarding the future servicing of this location.

3. During the development stages of this project it was identified that space for an Up Loop could be found next to the Up Northampton line at Hillmorton. This reuse of an old trackbed could serve to mitigate the worst effects of the layout changes referred to in (1.) and (2.) above. EWS wishes to know why this obvious remedy is consistently being resisted by Network Rail.
4. Currently, the need for looping in the Down direction is partly dictated by the absence of the second down line to Brinklow, which is proposed for reinstatement. Whilst this may explain the lack of a dedicated Down Goods Loop, it is not clear that looping of trains for the Down Birmingham route via Coventry can be avoided in the daytime off-peak hours. EWS wishes to see a demonstration of pathing possibilities for freight trains from the Northampton direction bound for Bescot via Coventry and Stechford and whether they need to stand in one of the platforms at Rugby. If so, EWS wishes to know what constraints will be placed on increased passenger service use of Platform 1 in particular, so that freight paths over the Coventry route are not destroyed by passenger service alterations.
5. Currently there are electrified sidings used by EWS locomotives adjacent to Rugby Yard. As these are quite separate, the presence of overhead lines does not interfere with grab discharge of coal wagons taking place in the yard. EWS is concerned at (a) the loss of these sidings and (b) the possibility of Network Rail considering their replacement within the yard itself, which would compromise unloading activities in the nearest roads.
6. Throughout the development of this project, EWS has pointed out the need to maintain service to Daventry at time when the Northampton line is not available as a through route. The most common scenario involves an engineering possession at or near Northampton Station, which requires trains between the Channel Tunnel and Daventry to run via the Weedon line and Rugby station, where it runs round. Given the removal of the earlier proposed Down Loop, how is this manoeuvre to be carried out, at times when through passenger services are still running?
7. Even in cases where EWS does not object to a particular feature of the layout, it is necessary to assess the possibilities of continued operations with the use of a detailed signalling facilities diagram, giving precise signal locations, whether or not permissive working and calling-on or locomotive run-rounds are possible, etc. Until such a diagram is provided EWS will not be able to finally agree to any Network Change at this key location. I would draw attention to previous experience at Willesden in 2000, when even with a diagram of this nature details of the removal of permissive working facilities were not made clear and considerable disruption to freight traffic resulted.
8. EWS would like to see a demonstration of the adequacy of the proposed layout to accommodate the planned maintenance regime in the long term.

EWS wishes to work with Network Rail to remove the causes of this list of objections, but this requires dialogue rather than the present unilateral decision-making which Network Rail seeks to impose. EWS wishes to reserve the right to claim compensation under G2.1(b) for the change if it goes ahead, but the amount can only be determined once the matters which have not been made clear in the current document relating to the deficiencies in the layout have been resolved. The claim for compensation for disruptive possessions will be pursued in the context of the Major Project Notice.

Yours sincerely,

Pawel Nowak
Rail Network Manager, EWS

Appendix F

Summary by Network Rail of a verbal discussion with EWS relating to Rugby Network Change

From: Harriss Paul (Funct. Spec Mgr Eversholt Street)

Sent: 01 July 2005 14:03

To: Maple Simon; Hawken Jeff; Dyer Rupert; Morgan David; Cordrey Trevor; Edwards Gillian; Bond Ian

Subject: Rugby/ New Bilton/ Hillmorton Loop - conversation with EWS

Colleagues,

This message records the gist of a phone call from Andrew Relf of EWS yesterday, 30th June 2005.

Andrew wished to confirm scope status and detail of New Bilton (branch) siding and Hillmorton up loop. EWS's discussion with Cemex (Rugby Cement's new owners) re traffic potential is clearly continuing.

In short:

- NR is making *passive* provision for an up loop, connected off the Up Northampton line, enabling trains from both sides of Rugby station area (thus including Bilton and Up Yard) to run in, loco off London end of train and run round via the Up Northampton to station end of train, then departure to/ via either side of Rugby station. Passive provision entails
 - The alignment (footprint) of the loop, its connections and its railway infrastructure not to be thwarted
 - Allowance of capacity in signalling interlocking for provision of the loop, its connections and relevant signalled routes, these including departure signals from both ends, running signal applying down the Up Northampton and additional routes (Main and Subsidiary) on up direction signals to read into the Up Loop
- Bilton branch (siding) is being provided by Project in order to enable project staging, traffic being existing coal train transferred from Up Yard during applicable stages, and noting that it would be churlish (sic) to remove such connection at the end of the project
- Post project, in respect of any traffic obtaining rights to use Bilton, (i) access from the south to Bilton would be straightforward, (ii) access from the north only from Coventry direction, (iii) egress to north straightforward *if* set back move were to be authorised on Down Birmingham line (a proposal which would require a joint case from NR and EWS), (iv) egress to the south straightforward. All the foregoing subject to pathing.
- NR position is that Hillmorton loop, which would ease up direction arrivals to Bilton and down direction departures from Up Yard and from Bilton, has no case for *actual* provision based on current forecast of
 - One coal train per day reverting to and using Up Yard post project
 - NDS outstabled possession trains in Up Yard (network trains premised to have moved prior to project to Forders)
 - Noting that EWS rep P Nowak was present at the time of such discussions previously, (Network Change schemes liaison meetings), but not necessarily being in agreement with this view.
- Hillmorton loop would be at nominal 6foot to Up Northampton; agreed with Andrew that access to offside (Up Northampton side) of train in loop would not normally be required, train having been prepared elsewhere, and cess only access being required by shunter/ traincrew for (un)coupling, brake test, tail lamp etc purposes.

In conclusion Andrew content with information but clearly EWS will still press for actual provision of loop, thus opening up traffic potential in Up Yard and Bilton.

Regards
Paul Harriss

Functional Specification Manager
Network Rail West Coast
085 77770 (020 7904 7770)

APPENDIX G

Letter from Network Rail stating their intention to formally sign-off Rugby Revised Remodelling Network Change (NC165), in the belief that all issues resolved short of a Formal Dispute with any party

Desk 46, 4th Floor
1 Eversholt Street
London NW1 2DN
Tel: 020 7904 7755
Fax: 020 7904 7947

Pawel Nowak
Rail Network Manager
EWS Railway Ltd
310 Goswell Road
London EC1V 7LW

06 July 2005

NC Ref: NC/G1/2005/WCRM/165

Dear Pawel

**PROPOSED G1 NETWORK CHANGE: RUGBY
REVISED REMODELLING**

Thank you for your letter of 7th March 2005, rejecting the above proposal. Please accept my apologies for the delay in formal response.

I understand from Peter Kings, Development Production Manager, that the issues you have raised, including the loss of the trailing crossover at the north end of Rugby, access to/from the New Bilton branch, the Up Loop at Hilmorton, use of platform 1, pathing issues, loss of sidings and service to Daventry have all been discussed and resolutions found at project liaison meetings held at Eversholt Street on 18 April and 03 May 2005. For your information, I am attaching minutes of these meetings.

I would, therefore, be very grateful if you would confirm to me by Wednesday 20th July 2005 that you are now prepared to accept the proposal, or advise me if there are any areas where you still have concerns.

I look forward to your response.

Yours sincerely

**Gillian Edwards
Network Change Manager West Coast**

APPENDIX H

Schemes Liaison meeting (29th September 2005, Birmingham); extracts concerning NR proposal to sign-off on Rugby Network Change and operators' reaction

Purpose:	To update train operators on the issues affecting current and proposed Network Changes.	
Date:	29 September 2005	
Time:	1000-1530	
Location:	Thistle Birmingham City, St. Chad's Queensway, Birmingham B4 6HY.	
Chairperson:	Trevor Cordrey, Network Rail WCRM	
Attendees:		
Trevor Cordrey (TC)	Network Rail	Trevor.cordrey@networkrail.co.uk
Gillian Edwards (GE)	Network Rail	Gillian.edwards@networkrail.co.uk
Rob Hodgkinson (RH)	Network Rail	Rob.hodgkinson@networkrail.co.uk
Paul Harriss (PH)	Network Rail	Paul.harriss@networkrail.co.uk
Jeff Hawken (JH)	Network Rail	Jeff.hawken@networkrail.co.uk
Rupert Dyer (RD)	Network Rail	Rupert.dyer@networkrail.co.uk
Nick Watts (NW)	Network Rail	Nick.watts@networkrail.co.uk
John Berry (JB)	Network Rail	John.berry@networkrail.co.uk
Anthony Brennan (AB)	Network Rail	Anthony.brennan@networkrail.co.uk
Alec Revitt (AR)	Network Rail	Revitt.ashcroft@virgin.net
John Czyrko (JC)	Central Trains	John.czyrko@centraltrains.co.uk
Pawel Nowak (PN)	EWS	Pawel.nowak@ews-railway.co.uk
John Waller (JW)	Freightliner	wallerj@freightliner.co.uk
Dave Neilan (DN)	GBRf	Dave.neilan@gbrailfreight.com
Dave Smith (DS)	First ScotRail	Dave.smith@firstgroup.com
Andrew Pennington (AP)	London Lines	Andrew.pennington@wagnrail.co.uk
Bernie Webb (BW)	Virgin Trains	Bernie.webb@virgintrains.co.uk
Kevin Larham (KL)	Virgin Trains	Kevin.larham@virgintrains.co.uk
Apologies:		
Chris Birdsong	Network Rail	Chris.birdsong@networkrail.co.uk
Chris Dellard	Arriva Trains Wales	Chris.dellard@arrivatw.co.uk
Mark Haslam	Central Trains	Mark.haslam@centraltrains.co.uk
Kevin Eccleston	DRS	Kevin.eccleston@bnfl.com
Michael Leadbetter	Freightliner HH	mleadbetter@freightliner.co.uk
Niel Wilson	Northern	Niel.wilson@northernrail.org
David Walker	Southern	David.walker@southernrailway.com
Philip Hassall	TPE	Philip.hassall@firstgroup.com
Jonathan Dunster	Virgin Trains (XC)	Jonathan.dunster@virgintrains.co.uk
Copies To:		
Simon Maple	Network Rail	Simon.maple@networkrail.co.uk
Adrian Parcell	Advenza	adrian@cotswoldrail.com

Richard Clark	FM Rail	Richard.clark@fmrail.com
Keith Merritt	DfT	Keith.merritt@df.t.gsi.gov.uk

8.0	Rugby (Drawings Attached)	
8.1	<p>GE believed that all outstanding queries on the revised Rugby Remodelling scheme had been resolved, and stated that she was intending to formally sign off the Network Change, and then issue amendments relating to passive provision for Hilmorton Loop and the revised stabling arrangements at the south end of Rugby station.</p> <ul style="list-style-type: none"> - (PN) Believes that the crossing move necessary from the Up Yard has still not been catered for or mitigated in the revised layout, and still awaited Network Rail providing proof that this move could take place. Undertook to re-send his objection to the revised Rugby Remodelling scheme on Monday 3rd October, warning that if proof could not be provided he intended to take the matter to the Disputes Committee. (GE) Apologised for the misunderstanding, and undertook to check Network Rail's position. (JH) Believes that the crossing move is possible, and undertook to provide proof to reassure and allay PH's concerns. 	<p>ACTION PN by 03/10/05 GE by 03/10/05 JH by 06/10/05</p>
8.2	<p>The additional scope added to the original Rugby proposal is as follows:</p> <ul style="list-style-type: none"> - Passive Provision for Hilmorton Loop. - A wired stabling centre 'network' siding will be built parallel to the south end bay platform line, enabling stabling of 8 locos. The bay platform line itself will accommodate 8 cars with passive provision for 12 cars. KL stated he would prefer the 'Thunderbird' to be stabled adjacent to the platform to enable access to on-station PNB facilities. However, PN preferred access to his trains from both sides so would prefer platform to be demolished. Decision taken that for now platform to remain, however PN to advise further on location of EWS stabling requirements (Up Yard or centre sidings) on Monday 3rd October.. - The 3 Up Carriage Sidings will be renamed Up Stabling Sidings and the existing OLE will be retained in operational use. These will also remain 'network' sidings. <p>It is proposed by Network Rail that the sidings be utilised as below, however, as all sidings remain 'network' it is up to agreement between the train operators as to how they are actually used.</p> <ul style="list-style-type: none"> - FLHH to use Nos. 1 and 2 Stabling Sidings (for Commercial and Infrastructure use); - EWS to use Up Yard (for diesels), but to consider if the Up Arrival 'stub' be wired to accommodate 2/3 electric locos; - EWS electric locos and VT 'Thunderbirds' to use No. 3 wired Stabling Siding and the wired South Bay platform. 	<p>ACTION PN by 03/10/05</p>

APPENDIX I**EWS re-confirm their objection to Rugby Remodelling Network Change by e-mail**

From: Nowak, Pawel
> Sent: Friday, October 07, 2005 4:51 PM
> To: 'Edwards, Gillian (NR WCRM)'
> Subject: Rugby - Network Change Issues.
>
> Gill,
>
> EWS continues to object to the Network Change concerning Rugby
> remodelling on the grounds that the existing layout permits trains to
> arrive at and depart from the freight facilities, i.e. Rugby Up Yard
> and the New Bilton branch whether running to and from London or to and
> from the north. The revised layout has no direct connection between
> the Up and Down sides at the station as now, so moves reversing on the
> Up Goods and Engine lines will no longer be physically possible making it necessary to run-round.
> EWS has no confidence that run-round movements will be possible in the
> immediate station area during the daytime off-peak period and is not
> prepared to accept trains running to Northampton to reverse when
> wishing to arrive at, say, New Bilton from the north. As well as
> maintaining existing business, EWS is in the course of developing
> significant new business at Rugby which would be frustrated by the new
> planned layout without some mitigation in the form of a more local
> run-round facility which is also capable of handling electric to diesel locomotive changes.
>
> EWS considers that the linespeed increases proposed for the Main Lines
> and the addition of extra platforms, all benefits for passenger
> traffic only stemming from this Network Change as currently configured
> without a suitable run-round facility available for use at all times,
> are directly contributing to EWS's loss of freight capability at Rugby.
>
> Yours,
>
> Pawel

APPENDIX J

EWS formally respond objecting to Rugby Remodelling Network Change, with the prospect of issue being referred to ADC

English Welsh & Scottish Railway Limited
310 Goswell Road
London
EC1V 7LW

Nick Watts
Network Change Manager, West Coast
Network Rail
Floor 6
1 Eversholt Street
London
NW1 2DN

Network Rail reference: NC/G1/2005/WC/165A (AMENDMENT)
Our reference: NC473C

9 November 2005

Dear Nick,

EWS rejection of proposed G1 Network Change:

Rugby Revised Remodelling- Passive provision for an Up loop at Hillmorton and construction of a wired south siding at Rugby station

With reference to the Network Change notice issued by Network Rail on 10 October 2005 in relation to the proposed scheme to make passive provision for an Up loop at Hillmorton and construct a wired south siding at Rugby station, this letter constitutes EWS's formal response under Condition G2 of the Network Code.

EWS considers that the proposed Network Change satisfies the condition outlined in

- Condition G2.1(a)(i) in that it would necessarily result in Network Rail breaching EWS's Track Access Agreement. As such EWS objects formally to the change being made;
- Condition G2.1(a)(ii) in that it was not presented to EWS by Network Rail in sufficient detail as required under Condition G1.2. As such EWS objects formally to the change being made;
- Condition G2.1(a)(iii) in that, if implemented, it would result in a material deterioration in the performance of our trains which cannot adequately be compensated for under Condition G2. As such EWS objects formally to the change being made.

Our reasons for the above response are as follows:

- EWS currently uses the facility of crossing from one side of the layout to the other north of Rugby station, which enables services to and from Rugby Up Yard to gain access to all four routes converging on Rugby station. This facility is being withdrawn under the previous Network Change issued on 3 February 2005 to which EWS has objected. EWS considers that the absence of crossovers between the Up and Down sides of the layout in the immediate vicinity of the Up Yard and the junction for New Bilton will lead to unacceptable increases in running time for trains currently serving the Up Yard. The absence of any freight loop or reception line near the junction for

New Bilton will make that location almost impossible to serve reliably from the North, in view of the fact that propelling authority is unlikely to be made available for a branch including a level crossing.

- In discussions with Network Rail, EWS has made clear the requirements for a run-round facility at the south end of the layout, on the site of the Hillmorton Loop as indicated in the current Network Change. Even were mere passive provision acceptable, there is a need for a firm specification of what is being catered for, i.e. proposed capability in terms of length, signalling, walking routes, whether or not there is room for headshunts capable of stabling a locomotive, etc. This has not been provided except to the extent that it can be guessed from the diagram and partial description in the accompanying text.
- EWS anticipates significant increases in traffic to Rugby Up Yard and New Bilton over and above that which is being displaced from Rugby Up Yard to New Bilton during the construction phases of the remodelled track layout from April 2007. EWS considers that such traffic cannot be reliably or economically conveyed if forced to run round at distant locations such as Northampton or Bescot. Furthermore this undesirable extra mileage will interfere with EWS's other services as well as those of other operators by unnecessary consumption of available capacity on this congested railway. EWS considers that the failure to provide a dedicated reversal facility available for use at all hours to replicate that provided by a combination of the Up Yard and Engine Line facilities plus the ladder of trailing crossovers discriminates against freight operations at Rugby. The care taken to enhance linespeeds for through passenger traffic and the lavish provision of additional platforms on former dedicated Goods Lines contrasts with the failure to safeguard existing freight movements using Rugby's terminal and siding facilities. EWS considers this will also damage prospects of catering for increases in existing traffic or developing new flows.

EWS has no objection to the provision of the new siding at the south end of the station, provided access is available for locomotives according to need and a logical stabling plan is developed for this siding in combination with the electrified carriage sidings on the Up side. EWS has a requirement to stable diesel locomotives at times when the Up Yard is unavailable, and also to stable electric locomotives, for which there will be no provision in the vicinity of the Up Yard once remodelling of the Up side is under way. In relation to the Hillmorton Loop, however, EWS considers that the failure to include it in the scheme as a firm part of the stageworks will increase disruption to freight services, both during the remodelling period and beyond. As with the previous Network Change dated 3 February 2005, EWS wishes to reserve the right to claim compensation under G2.1(b) for the change if it goes ahead.

Yours sincerely,

Pawel Nowak
Rail Network Manager, EWS

APPENDIX K

Communications, 6 January 2006 onwards, re the method of working on the Bilton Branch

New Bilton Branch – summary of access and exit options

EWS's comments on Network Rail's are contained in square brackets with the initials "PN" at the end. Network Rail's further responses to EWS are underlined with the initials "RD" or "RD/ NW" at the end. This appendix contains exchanges of information and comments up to Tuesday 17th January 2006, when this submission had to be finalised. Further EWS comments on residual unresolved issues between the parties stemming from the discussions in this Appendix can be found in item 6.1.2 of the Explanation of Dispute Issues in the main document.

General

In all instances below the track layout at Rugby is to be read as the final scheme layout depicted in Scott Wilson Railways Drawing EE28-057-CV-SLD-000001- A04 as issued with the Network Change Notice.

The New Bilton branch will be reduced in status by the project from Running Line (as per the current Sectional Appendix) to freight sidings. Working within the freight sidings will be to Shunter's Instruction, with the interface between the shunter and Rugby SCC being conducted by telephone. The limit of Rugby SCC control will be located at a pair of stop boards facing in each direction of travel at approximately 0m 40ch (ELR RTS) but yet to be determined and dependent on the maximum train length to be worked into the sidings stood clear of the exit signal and traps protecting the Down Birmingham line. The board facing into the sidings will read 'Stop and await instructions' while the exit stop board will read 'Stop and contact signaller' and will be equipped with a direct line to Rugby SCC. The line between the exit signal and the stop boards will be detected by axle counters

[A footpath crosses the branch at approx. 22c / 450 metres from the junction. This would just permit a train of loco + 67 SLU to squeeze in clear before stopping at the first stop board if it were placed just before the crossing. The "contact signaller" board would need to be on the other side facing the outbound train coming from the works. Will the axle counters permit a locomotive to be attached when standing in the section by signalman's authority without getting "confused"? - PN]

Location of the stop boards is by agreement so could be as requested (signal sighting committee will determine, though this will entail EWS assuming responsibility for protecting the foot crossing during movements and ensuring that no moves come to a stand foul of the crossing. Axle counters will count vehicles into the section in any number of moves and will show clear when all vehicles are counted out, so will meet this requirement. - RD

Exit to running lines will be in the up direction only, running onto the Down Birmingham line.

Trains from Hanslope Jn via Weedon or Northampton

Direct access is only possible to the south (Bletchley direction). In this case the method of working will be as follows:

Trains will run from either route via the Down Birmingham platform line and onto the New Bilton line at Trent Valley Jn. The maximum length of train will be governed by the length between the stop board protecting the sidings and the exit signal protecting the running lines (RN 4190). The Rugby SCC signaller will be able to signal the train off the running line without reference to others, but will be

expected to contact the person in charge of the sidings to establish that there is room for the train before doing so. The traincrew will contact the person in charge for permission to enter the sidings.

Signalling will be provided to support all the above moves. There is no length restriction for these moves other than the maximum length of train which can be accommodated in the New Bilton Sidings.

Trains to Hanslope Jn via Weedon or Northampton

Direct exit is only possible to the south (Bletchley direction). In this case the method of working will be as follows:

The person in charge of the sidings or traincrew will contact the Rugby SCC signaller to ask permission for the train to leave the sidings and approach the signal protecting the running line (RN 4190). The train will then be signalled via the reversible route on the Down Birmingham line to Hillmorton Jn, where routes to Weedon and Northampton are both available.

Signalling will be provided to support all the above moves. There is no length restriction for these moves other than the maximum length of train which can be accommodated in the New Bilton Sidings.

Trains from Nuneaton via Shilton or Coventry

For trains running from the north, direct access from the Trent Valley lines is not possible, as the Down Trent Valley Fast Line is not equipped with reversible signalling between Trent Valley Jn and Newbold Jn. The track layout is constrained by signal sighting and engineering factors and implementing such functionality has been determined as being technically impossible. Access is therefore only possible from the Coventry direction.

Trains from Coventry to New Bilton will be signalled along the Down Birmingham line from Long Lawford Jn and will then reverse into the New Bilton sidings as described in the section above. For light locomotives, trains provided with 'top and tail' locomotives and freight multiple units capable of being driven from either end of the train this is a standard method of working. The maximum of standage on the Down Birmingham line for this move is in excess of 1,000 metres.

For conventional trains consisting of locomotive and wagons there are three possible methods of access. The first is for Network Rail to provide propelling authority off the Down Birmingham line towards new Bilton Sidings. This subject has not yet been discussed in detail and it remains uncertain whether this will be acceptable to a combination of the Route Operational Safety team and HMRI.

[Noted - a major negative aspect of the proposal - PN]

The second method will be to bring the train to a stand on the Down Birmingham Line as above and bring an assistant locomotive (which may be a shunting locomotive) out from New Bilton to attach to the north end of the train. This locomotive will then haul the train into the sidings.

[This requires a walking route suitable for groundstaff when coupling / uncoupling locomotives and drivers changing ends - PN]

There should be cess foot access though I will check with the project team - RD.
16/01/06 – Further: I can confirm that there will be cess foot access for groundstaff and drivers as above – RD.

The third method will be to run round the train stood in the Down Birmingham platform. The light engine engaged in the run round move will use the Down Northampton line to the Rugby side of Hillmorton Jn, then return via the Down Fast and Down Birmingham line to the Rugby side of Long lawford Jn, and return to the north end of the train on the Down Birmingham line in the Up direction, again departing

towards new Bilton as described above. This move is fully signalled. The average gradient of the Down Birmingham line in the station area varies between 1 in 321 and 1 in 485.

[How much time would this take and how far can such occupation of the Down Birmingham platform line be accommodated in the timetable? - PN]

We would expect that the move should take a maximum of 20 minutes. There will be a maximum of 4 services an hour calling at Rugby in the Down direction though the 2008 timetable has not been formulated as yet and the timings and platforming of station calls are not yet agreed. However it should be noted that there are two platforms (Down Birmingham and Down Slow) and extended occupation of one will be mitigated by running services through the other. In the case of a timetabled run round move as described above therefore one service may be diverted to the Up Slow platform - RD.

Signalling will be provided to support all the above moves. There is no length restriction for these moves other than the maximum length of train which can be accommodated in the New Bilton Sidings.

Trains departing to Coventry

Trains will exit the New Bilton site onto the Down Birmingham line as described above. Light locomotives, trains provided with 'top and tail' locomotives and freight multiple units capable of being driven from either end of the train will then reverse and depart along the Down Birmingham line. The maximum of standage on the Down Birmingham line for this move is in excess of 1,000 metres.

Conventional trains consisting of locomotive and wagons will run to the Down Birmingham line where there are three possible methods of operation. The first will be for Network Rail to provide propelling authority from New Bilton Sidings onto the Down Birmingham line. This subject has not yet been discussed in detail and it remains uncertain whether this will be acceptable to a combination of the Route Operational Safety team and HMRI.

[See earlier note concerning walkway – PN.

16/01/06 – I can confirm that there will be cess foot access for groundstaff when coupling/ uncoupling, or for drivers changing ends, when a train is standing on the Down Birmingham line – RD.]

The second option will be to draw the train into the Down Birmingham line and run round the train. The light engine engaged in the run round move will use the Down Northampton line to the Rugby side of Hillmorton Jn, then return via the Down Fast and Down Birmingham line to the Rugby side of Longlawford Jn, and return to the north end of the train on the Down Birmingham line in the Up direction, departing towards Coventry as described above. This move is fully signalled. The average gradient of the Down Birmingham line in the station area varies between 1 in 321 and 1 in 485.

[This is of no comfort if the Group Standard concerning trains standing without traction unit attached rules out the move - PN]

The third option will be to haul the train onto the Down Birmingham Line as above with an assistant engine, with the train engine attached to the north end of the train. The assistant engine will then be detached and the train can then depart towards Coventry. The assistant engine will then return to the New Bilton Sidings or Rugby Up yard as appropriate.

Signalling will be provided to support all the above moves - PN. Signalling as specified already permits every move described in this document - RD.

There is no length restriction for these moves other than the maximum length of train which can be accommodated in the New Bilton Sidings.

[I note the signal numbers quoted come from a plan not available to EWS. Quoting from the simplified Network Change diagram, signals shown as YF and SD on the New Bilton Branch and Down Birmingham line will need to have subsidiary aspects to cater for the move - PN]

Apologies for using a plan not available to EWS. SD equates to RN4190 and is main aspect and subsidiary. YF is RN9306 on the Down Birmingham (Up direction) and is main aspect only. There is an intermediate GPL signal (RN1224) on the Down Birmingham (Up Direction) adjacent to UB 282 reading back along the Down Birmingham but not shown on the issued diagram. This signal provides the reversing facility required - RD.

Trains departing towards Shilton

In both the above instances departure towards the Down Trent Valley lines is possible if the train comes to a stand wholly within the Down Birmingham (Platform 1) exit signals. A departure route is then available onto the Down Fast Line, gaining the Down Trent Valley Slow line at Newbold Jn if required for pathing purposes. The distance between signals on this platform is 302 metres.

[This is hardly usable, as the train would amount to 44 SLU + Locomotive - PN]

Further consideration could be given to provision of additional signalling extending on the Down Birmingham line towards the flyover to permit trains of approximately 60 slu reversing if this were required - RD.

Network Rail has understood EWS's position on future New Bilton working and other operational constraints to be that construction of a Hillmorton Loop is the only solution and to press NR for scope/ funding to be included in Rugby scheme. Because of this perception and because EWS has no access rights to/ from the New Bilton branch per se, Network Rail has to date not pursued with them the possibility of providing further signalling on the Down Birmingham line to facilitate workings from New Bilton towards the Shilton route – RD/NW.

Alternative access methods for traffic from the north

As an alternative, traffic from the north to New Bilton and from the north can use a route that reverses further south. In this instance the train must consist of light locomotives, trains provided with 'top and tail' locomotives and freight multiple units capable of being driven from either end. In the case of conventional trains the assisting top and tail locomotive can be attached or detached in Rugby Up Yard or the Up Goods Loop.

In the case of arriving trains, the train will be brought to a stand on the Up Goods Loop or the Up Arrival line. An assistant engine will then be attached to the rear (north end) of the train. The train will then depart on the Up Northampton line, and will come to a stand to the south of Hillmorton Jn. The train will then reverse and run to the New Bilton Sidings in the standard way for a train arriving from the south. Signalling is provided to support such a move. There is no length restriction for such a move other than the maximum length of train which can be accommodated in the New Bilton Sidings.

[A full-length cess walkway would be required to facilitate changes of ends. If built close to the Up Northampton, this would cancel out the "passive provision" for any loop at Hillmorton. Unless a short siding trailing into the Up Arrival line at Rugby Up Yard is provided / retained for an assisting locomotive, the attaching move involves more "contraflow" moves over the Up Slow north of Rugby. - PN]

APPENDIX K – Cont.

The footpath would not sterilise the passive provision as if the loop were constructed later it would be on the footpath route. The assisting locomotive for trains going to New Bilton will require to run onto the Up Slow line to attach as there is no capability to provide additional sidings at the north end of Rugby yard due to the location of UB 279. There will be capacity and time for such a move - RD.

For departing services, the train will run to the Up Northampton line, and will come to a stand to the south of Hillmorton Jn. The train will then depart on the Up Northampton line, and will come to a stand to the south of Hillmorton Jn. The train will then reverse and run via the Up Northampton line and the Up Slow line to a stand on the Up Goods Loop or the Up Arrival line. The assisting engine will be detached from the rear of the train, which will then depart via the Up Slow to Newbold and High Oaks Jns onto the Down Trent Valley Slow. Signalling is provided to support such a move. There is no length restriction for such a move other than the maximum length of train which can be accommodated in the New Bilton Sidings.

APPENDIX L

E-mail by Network Rail re Rugby Up Yard egress towards Down Trent Valley line [Rules-of-the-Plan and indicative timetable information]. Network Rail hereby states that adequate capacity has been provided to meet EWS's contractual rights.

From: Watts Nick [SMTP:Nick.WATTS@networkrail.co.uk]
 > Sent: Tuesday, January 10, 2006 11:51 AM
 > To: Nowak, Pawel; Relf, Andrew
 > Cc: Raisbeck Alistair; Hawken Jeff; Martin Vanessa; Pilkington Simon;
 > Hodgkinson Rob; Edwards Gillian
 > Subject: NC dispute - Action Point NC165 a): Rugby Up Yard Departure
 > Importance: High
 >
 Pawel,

Following your 21st December meeting with Network Rail to examine the Rugby remodelling Network Change Dispute; and further to my email of 6th January [addressing the New Bilton Branch working].

The request for information on the route of departure and available paths for services to depart Rugby Up Yard in the Down TVL direction was referred to our advance Timetable specialist for the Midlands TP area, Simon Pilkington. He has volunteered his professional opinion, and his reply is as quoted below:

"I have carefully examined the requirement for a margin for a 1600 ton freight train starting from Rugby Up Yard in a northerly direction and would advise as follows.

- 1) "The route taken is to depart the Up Yard via RN4179 signal to move on to the Up TV Slow as far as Newbold Junction thence via RN9187 where the train would run in the wrong direction on the Up TV Fast and finally via RN9669 at High Oaks where the train would cross to the Down TV Slow.
- 2) "In my professional opinion the time required for such a move would be

"Rugby Up Yard xx.00
 Newbold Jn xx/05
 High Oaks xx/07

"When we examine the margins required for such a movement we estimate that a 10 minute clear slot will be needed in total on the Up TV Slow to get to Newbold Junction and a separate 7 minute clear slot on the Up TV Fast. We have examined the existing (not ideally flighted) presentation of trains and feel that such a movement can be accommodated in most daytime standard hours where no exceptional train exists eg Not morning or evening peak or when a fast Glasgow or Holyhead runs. We also have an opportunity to improve the flighting of the services on the Fast Lines with the likely major review of West Coast services effective from the December 2008 timetable but do not at present have a full timetable to validate these freight services against."

Simon Pilkington

Advance Timetable Specialist (Acting)
 Network Rail (Midlands TPC)
 8th Floor West
 Axis
 Birmingham B1 1TG
 05-42120 (BT 0121 654 2120)
 07709 353051

I have discussed the significance of Simon's last two sentences with colleagues in WCRM timetable development. We have agreed that the "exceptional train" referred to would be an up fast Glasgow or up North Wales service: no more than one in two of the slots in daytime standard hours are occupied by these services, and our perception therefore is, that both EWS's existing access rights, and some future traffic growth, can be encompassed in the vacant slots.

I would also refer you to the "likely major review of West Coast services effective from the December 2008 timetable". This is when the Rugby and TV4T schemes of West Coast will have been completed coinciding with some major revisions of the Passenger TOC franchising areas (as Simon indicates: it is also when there is an opportunity for passenger flighting over the

L2

Fasts to be improved). It is in EWS's interest that you should furnish bids for the services you require to run: having particular regard to departures from Rugby Up Yard via the Down TVL. Please contact Simon in the first instance, to be advised the process for putting these bids into Dec 2008 TT development process.

Regards,

Nick Watts

Network Change Manager, WCRM

L2

APPENDIX M

E-mail by Network Rail proffering an estimate of the costs of construction Hillmorton Loop and a timescale for its construction both within and outwith the Rugby Remodelling staging programme

Sent 12:18 12th January, to Pawel Nowak and Andrew Relf of EWS

Pawel,

Following your 21st December meeting with Network Rail to examine the Rugby Network Change Amendment dispute; and further to my emails of 6th and 10th January.

The request for a cost estimate for the installation of a loop at Hillmorton, together with the timescales for implementation of this work both a) during the stageworks and b) from cold on completion of the final Rugby commissioned layout was referred to our schemes design manager for WCRM, Mike Dyson. Mike's estimate is as follows:

(Please note that this is WITHOUT PREJUDICE to any future estimate that may require to be submitted by NR under a formal process such as G3 Network Change proposal by a Train Operator, to construct this Loop).

I have prepared an estimate for the works shown on single line diagram EE40-155-EG-SLD-005000 Issue P01 using generally the rates provided by CET for Bletchley/Milton Keynes. The base figure is £7.5m with a 30% Risk allowance of £2.2m making £9.7m in total. I must stress that this estimate has not been subject to CET review.

You also asked when it could be done. The most sensible solution, having talked to Chris Birdsong, is to undertake the works as part of the Rugby scheme. This would probably allow commissioning in the Summer or Autumn of 2008. Should it be delivered separately from Rugby, I would not expect completion until December 2009 at the earliest (signalling source records to be handed back from Rugby before signalling design can go very far and it would then be a Territory project).

Mike Dyson
Schemes Design Manager
Network Rail
West Coast Route Modernisation

Note that this is without prejudice etc., as indicated above.

Regards,

Nick Watts
Network Change Manager, WCRM

APPENDIX N

Network Change Amendment notification NC165A, issued 10/10/05

Network Rail
Desk 43, 4th Floor
1 Eversholt Street
London NW1 2DN
Tel: 0207 904 7100
Fax: 0207 904 7947

See Attached List

10 October 2005

NC REF: NC/G1/2005/WC/165A (AMENDMENT)

Dear Sir / Madam

Proposed G1 Network Change Amendment: Rugby Revised Remodelling- Passive provision for an Up loop at Hillmorton and construction of a wired south siding at Rugby station

This Network Change notice is issued in accordance with Condition G1.1 of the Network Code and constitutes a formal proposal for a Network Change under that Condition.

Network Rail wishes to implement the Network Change described above and is required under Condition G1 to give notice of its proposal to the parties shown on the attached distribution list. Condition G2 allows all affected train operators to consider the scheme and bring to Network Rail's attention any matters that concern them regarding the change. Train Operators may also assess the impact of the proposed change on their business and inform Network Rail what the direct costs and benefits of implementing the change are likely to be (if any).

This Network Change notice outlines Network Rail's proposal to make passive provision for an up loop connected off the Up Northampton line beyond the trailing crossover in the Northampton lines at Hillmorton Junction; and to construct a new wired south siding connected as a follow-on to the South bay at Rugby station which will be capable of storing locomotives. A detailed specification of the scheme is set out in Appendix A to this letter and includes a plan showing where the passive-provision Loop is to be located and the parts of the Network and associated railway assets likely to be affected. The new South siding is not shown on the plan: it should be noted that the exact location of this siding will be determined during detailed design.

N2

Network Rail is proposing the change to improve functionality and capacity in the layout as part of West Coast Route Modernisation, including providing stabling accommodation for locomotives including standby locomotives in response to concerns raised by Train Operators in the course of the original Network Change consultations.

In accordance with Condition G1.2(b), Network Rail is seeking comments from you and the persons listed in the attached distribution list to establish whether or not you are content for the change to be implemented. We invite you to consider the proposed scheme and forward your comments to us by Wednesday 9th November 2005. If a formal response is not received by this date, it will be deemed that you accept the proposal without compensation.

Please respond using the standard form (b), (c), (d) or (e) as appropriate, each of which can be located on Network Rail's website. Wherever practically possible, please send all responses electronically to nick.watts@networkrail.co.uk. Please also send a signed hard copy of your response (excluding any appendices if these have already been e-mailed) to the above address, or by fax to the number shown at the top of this letter.

Respondents should clearly indicate if they consider that all or part of their response is "sensitive information" as defined in Part A of the Network Code.

Please let me know if you require any further details to enable you to respond formally to this notice.

I look forward to receiving your response to enable the progression of this proposal.

Yours faithfully,

Nick Watts
Network Change Manager
West Coast Route Modernisation

N2

PROPOSED G1 NETWORK CHANGE AMENDMENT: RUGBY REVISED REMODELLING-PASSIVE PROVISION FOR HILLMORTON LOOP AND CONSTRUCTION OF A WIRED SIDING AT RUGBY**1.0 Reasons for Proposed Change**

- 1.1 Construction of a siding to provide stabling accommodation for locomotives including standby locomotives.
- 1.2 In the course of consultation Network Rail has listened to the comments of one correspondent who has argued that there is a need for a loop at Hillmorton Jn to permit reversal of trains. Network Rail believes that timetable access to the north from the Up Yard can be delivered by the current layout subject to the normal timetable constraints. Network Rail does not therefore propose to construct the loop: but proposes instead to make passive provision for its construction in the future, if this becomes justifiable.

2.0 Specification of Works

- 2.1 Network Rail is proposing to make passive provision for an up loop, connected off the Up Northampton line beyond the trailing crossover in the Northampton lines at Hillmorton Jn.
- 2.2 The loop if constructed would enable trains from either side of Rugby station area to run in, detach the locomotive from the London end of the train and run round via the Up Northampton line to the Rugby Station end of the train and couple, then depart to/ via either side of Rugby station.
- 2.3 "Passive provision" entails the alignment (footprint) of the loop, its connections and its railway infrastructure not to be thwarted. It also entails an allowance in the capacity of the signalling interlocking for the provision of the loop, its connections and relevant signalled routes, these including departure signals from both ends, running signal applying down the Up Northampton and additional routes (main and subsidiary) on up direction signals to lead into the Up loop.
- 2.4 Network Rail are proposing to construct a wired 'network' siding parallel to the bay platform line in the south end bay of Rugby station. Access to this siding, as for the bay itself, would be from the Down Slow line.
- 2.5 The siding would accommodate 8 stabled locos.
The adjacent bay platform road would accommodate 8 cars, with passive provision for 12.

3.0 Implementation

3.1 The in-service date for full and final functionality is December 2008.

4.0 Compensation

4.1 Compensation will be paid in line with Part G of the Network Code.

5.0 Summary

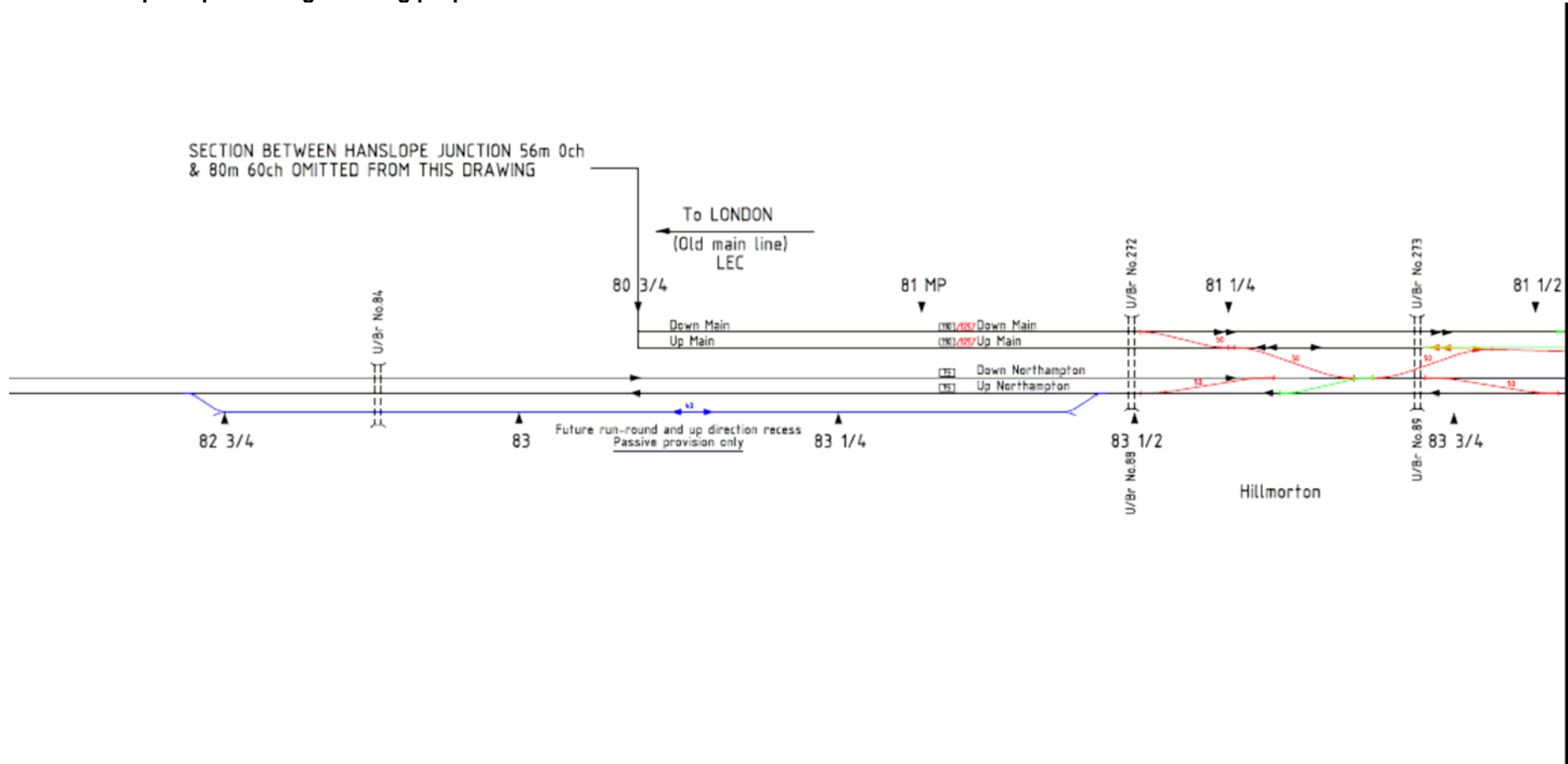
5.1 In accordance with Condition G1.1(b) of the Network Code, Network Rail is seeking comments from yourselves and the persons listed overleaf to establish whether or not you are content for the change to proceed. If no response is received by 09 November 2005 it will be assumed you have no objection to the proposal.

6.0 Additional Terms and Conditions

6.1 If, following confirmation from Network Rail that this Network Change has become an established Network Change as defined in Part G of the Network Code, Network Rail wishes to make any modification to the terms or conditions (including as to the specification of the works to be done) on which the change was established, the following variation procedure will be used:

Network Rail shall ensure that the specific variation (or variations) is formally communicated to all parties to this notice (the original consultation notice) for consideration. The parties to the consultation shall consider and respond to the variation (or variations) in accordance with the procedures set out in Conditions G1 and G2 allowing for the changes in detail that must follow as a result of the procedure applying only to the proposed variation. It shall not be necessary for Network Rail to reissue the entire Network Change notice for consultation.

Hillmorton Up Loop: Drawing showing proposed Passive Provision



Please note that the lines marked in **BLUE** are for passive provision only.

APPENDIX N – Cont.

DISTRIBUTION LIST:

Sent to:

Advenza Freight Ltd Central Trains Ltd Department for Transport Direct Rail Services EWS Railway Eurostar (UK) Ltd First ScotRail Ltd Freightliner Heavy Haul FM Rail Ltd Freightliner (Intermodal) GB Railfreight Ltd Office of Rail Regulation Serco Rail Ops Silverlink Virgin Cross-Country Virgin West Coast West Coast Railway Co. Ltd Amey Rail Ltd	Balfour Beatty Rail Plant Ltd Carillion Rail Fastline First Engineering Ltd Grantrail Harsco Track Technologies Amanda Whiteman, NR Tim Wood-Woolley, NR Vanessa Martin. NR Eliska James, NR Marianne O'Connor, NR Paul Thomas (Business Manager, NR) Charles Varey, NR Steve Cornish, NR Simon Whitehorn, NR Steve Rhymes, NR	Peter Clayton (Advance Train Planning), NR Steve Hall (Advance Train Planning), NR Steven Fisher, NR Tim Bird, NR David Scholes, NR Bob Casselden, NR Terry Oliver, NR David Simpson, NR Ian Bond, NR Lynn Armstrong, NR Simon Maple, NR Paul Harriss, NR Rupert Dyer, NR Jeff Hawken, NR Alistair Raisbeck, NR Trevor Cordrey, NR
--	---	---