SO140 TIMELINE

* Item was on LSER’s wishlist to look at – no other operators had expressed an interest in this at the time
* 5th December 2019 - First expression of interest from another operator came in the shape of Freightliner which was made at the TPR Forum held on this date. Expression of interest made to look at this LOR due to recently taking over the contract for Hothfield and what this could potentially mean for Freightliners’ services. A site visit recommended. Checking the meeting notes, GBRf were not in attendance at this meeting, but had the notes as per usual, as TPR Forum notes are distributed to all TPR participants
* 21st January 2020 TPR Forum notes mention a recent visit by LSER and GTR to the Victoria Box to look at Headways on the top section of the SO140 route between Swanley and Otford Junction. GTR couldn’t make it on the day due to their representative having a bad back, but it was noted that the Headways on this section of the route do not need to change (GBRf’s Dan Grainger in attendance to this meeting). TPR Forum notes distributed to all TPR participants
* 5th March 2020 TPR Forum notes a visit to Ashford and Maidstone Boxes planned with MW to look at a number of things like Junction Margins, Line Codes and Headways, and invited Freightliner along on 1st May 2020. Freightliners’ representative agreed that when looking at the headway values, he was surprised at them considering the number of signals involved – i.e. are low considering the signal spacing involved. Probably not looked at since Eurostar ran down that way. Maidstone East to Bearstead only 2 signals for example and 4 miles. 6-7 minute headways suggested by Network Rail’s Local Ops Ben Haslam. (GBRf’s Dan Grainger in attendance to this meeting). TPR Forum notes distributed to all TPR participants
* 10th March 2020 - Calendar Placeholder sent out for Friday 1st May 2020 as per discussions had at TPR Forums to both LSER and Freightliner – no-one else expressed an interest in the visit. TPR Forum notes distributed to all TPR participants
* 12th June 2020 - Visit of course didn’t happen to either box due to CV19 – noted in TPR Forum notes. (GBRf’s Dan Grainger and Jason Bird in attendance to this meeting).
* 6th August 2020 - Referenced again at the TPR Forum around wanting to get the site visit again in place once possible due to CV19 (GBRf’s Dan Grainger in attendance to this meeting). TPR Forum notes distributed to all TPR participants
* 1st October 2020 - Again referenced around revisiting at the TPR Forum (GBRf’s Dan Grainger in attendance to this meeting). TPR Forum notes distributed to all TPR participants
* 13th November 2020 – Network Rail sent email to all potentially affected parties (except GTR as this had been covered by the top section visit to Victoria ASC) including SouthEastern, DB Cargo, Freightliner and GBRf around data obtained so far. Further Signalling Detail provided in the days following to GBRf as requested. Inference of the email sighted issues Network Rail were having with Headways and the stark contrast between the “north” end of the route and the “south”. South end noted again around penning in a visit once able to both Signal Boxes (Ashford IECC and Maidstone East)
* 17th December 2020 – Site visit again spoken about at TPR Forum meeting held on this date - (GBRf’s Dan Grainger in attendance to this meeting). TPR Forum notes distributed to all TPR participants
* 9th March 2021 – Another TPR Forum held and spoken about getting the visit in at some stage once able (GBRf’s Dan Grainger and Jason Bird in attendance to this meeting). TPR Forum notes distributed to all TPR participants
* 4th May 2021 TPR Forum, again reference to visit looking to pen in with LSER and Freightliner. Also first reference of LOR review here also. GBRf’s DG and JB in attendance to this – JB commented that Headways are insufficient in some areas from the data MF had sent him previously (13th November 2020). Invite extended to all other participants should they wish to attend Signal Box Visit, also LOR detail to be shared once complete
* 30th June 2021 TPR Forum – more detail given around LOR review, and the SRT changes required. Signal Box Visit penned in for 27th July 2021. Major change involving another operator rather than LSER was Otford to Swanley, looking to increase from 7’00 to 8’00. No GTR service runs direct (intermittent stations Eynsford & Shoreham) between the two however but could of course impact them. LSER and GTR spoke around the impact this has from Otford Junction and upwards, with SouthEastern confirming that with timetable work which had been done further south in the Up direction, this would mean more of a chance of right time arrival at Otford Junction which means a further gap between GTR and LSER services. (GBRf’s Dan Grainger in attendance to this meeting). TPR Forum notes distributed to all TPR participants.
* 16th September 2021 TPR Forum – noted that the Signal Box Visit to look at this was pushed back until 15th October 2021. GBRf’s DG and JB in attendance to this meeting and TPR Forum notes distributed to all TPR participants
* 9th December 2021 TPR Forum notes mention around Box Visit had taken place to Maidstone Box. Network Rail, SouthEastern and Freightliner shared an email chain with their findings, 2 stations within the same signal section which basically shoots up the headway, 6-7 minutes likely here with this in mind. Bearsted to Maidstone East looking like perhaps a 6½ minute section but could arrive on a single yellow noted by Freightliner . Action noted for Network Rail, SouthEastern and Freightliner to finalise headway values for Version 2’s inclusion. GBRf’s DG and JB in attendance to this meeting and TPR Forum notes distributed to all TPR participants
* 27th January 2022 – Meeting notes that SO140 meeting between Network Rail, SouthEastern and Freightliner is due Tuesday 1st February 2022 ahead of Version 2 to finalise and publish into Version 2 directly. GBRf’s DG in attendance to this meeting and TPR Forum notes distributed to all TPR participants.
* 1st February 2022 - It was decided not to publish directly into Version 2 and wait until Version 3 during the meeting held around this. Email sent out with confirmation of what was discussed to all on this date after the meeting – GBRf’s DG and JB on the email chain
* 25th February 2022 – Version 2 response received from Freightliner referencing agreement had been reached around Headway changes and to publish these within Version 3 as agreed. Response reads - “Revised headways needed following stopping trains in both directions on this line of route. As values are now agreed, please include in Version 3 for consultation”
* 17th March 2022 - TPR Forum notes talk about the above response received from Freightliner. Network Rail also had an action to re-send out the Headway proposals to all as GBRf’s JB couldn’t recall seeing anything. Network Rail has asked for comments to be received before Version 3’s publication. GBRf’s JB in attendance to this meeting and TPR Forum notes distributed to all TPR participants
* 18th March 2022 – Network Rail re-sent revised Headways email first sent out on 1st February 2022
* 6th May 2022 - Official response received from GBRf in response to draft publication in Version 3 citing “further detailed work and assurance that SouthEasterns SRT’s are not overinflated” to agree the change
* 12th May 2022 - Noted in TPR Forum notes that Network Rail had re-sent the Headway table ahead of Version 3. This work was supplemented by the SRT changes also coming in on the line in terms of adjustments, and then would be formally changed come December 22 with the adjustments forming part of the SRT. Noted that GBRf’s DG was happy with this as he had had feedback from GBRf’s JB that trains were waiting around (2 trips JB completed had taken place before this TPR Forum hosted on 12th May 2022). GBRf’s DG in attendance to this meeting and TPR Forum notes distributed to all TPR participants
* 24th June 2022 – Version 3 official response sent by Network Rail to GBRf in response to Version 3’s publication, and items discussed at the last TPR Forum. This detailed that Network Rail has been present and part of the review on this line of route review, cited the site visit to Maidstone East to complete the Headway review and this was made in conjunction with both LSER and Freightliner
* 28th June 2022 - Page Turn even held ahead of the issuing of Version 4, with both GBRf’s JB and DG in attendance. Headway proposal still live, notes added in top section between Swanley and Otford Junction around where a 3 minute headway can be applied in this section. No mention or query to take it out at all or discussion had as part of the page turn event. GBRf’s JB and DG in attendance to this meeting and TPR Forum notes distributed to all TPR participants. DG was only via Teams however, JB attended in person
* 5th August 2022 - Version 4 response received – item still present and same response received
* 5th September 2022 – Network Rail responded to GBRf’s Version 4 response with the same response as Version 3, as Network Rail thought this to be addressed and complete.
* 8th September 2022 – Item discussed at the TPR Forum held on this date. Noted that Network Rail re-iterated the fact that the Headway changes had been made as well as the SRT’s on the line of route, so all should now be ok here. GBRf’s DG in attendance to this meeting and TPR Forum notes distributed to all TPR participants
* 25th November 2022 - Version 1 response received from GBRf– again this item was on their response
* 15th December 2022 - Item still on Version 1 response which came in and discussed at TPR Forum. Similar stance given here by Network Rail to the Version 1 response, in that this should all now be complete in terms of Headways and SRT’s also in the system and working today. LSER noted a 16% on time performance improvement/benefit on the LOR since this had gone live. Network Rail also highlighted that no they had been made aware of no other issues or concerns on the route from Local OPS or various planning teams. GBRf’s DG in attendance to this meeting and TPR Forum notes distributed to all TPR participants
* 13th January 2023 – Version 1 response sent by Network Rail in response to the continued presence of this item. Network Rail believed this item to be closed and was an old item.
* 25th January 2023 - Page turn event held ahead of Version 2’s issuing. Item not brought to the attention or disagreement with, so as far as NR are concerned the item is completed and therefore is included in Version 2 issued on 3rd February 2023. GBRf’s DG in attendance to this meeting and TPR Forum notes distributed to all TPR participants
* 24th February 2023 – Version 2 response received. Response item updated in response to Version 2 being issued, with the addition of the potential of taking Network Rail to dispute following the Headway’s being included into Version 2. The ask from GBRf, is to revert the numerical values to Dec 22’s TPR’s (Version 2) as part of a Version 2.1 is from GBRf. These were 3 minutes for Non-Stopping trains, and 4 minutes for stopping.
* 15th March 2023 - Network Rail challenged GBRf’s DG at the last TPR Forum and explained the 15% overall performance uplift for this LOR for the whole of May 22’s timetable. Network Rail asked GBRf’s DG what exactly GBRf wish to see here? DG went onto explain that JB within GBRf had completed 2 timing runs (before 12th May 2022 and the changes being made), one train was late and made up some time, and the second had lots of slack in, had long dwells, as well as not being run on full power. The concern was over the SRT’s themselves. Network Rail noted around how they went about the changes to SRT’s, looking at historical data (1000’s of runs), live timings, and also Network Rail’s Michael Fox has an app on his phone which he randomly checks the speeds of the train to ensure they are hitting line speeds. TSR/ESR’s are removed and any anomalies, so we get the 75% percentile of trains and base our findings to complete our outputs. GTR followed up with a counterquestion to LSER around if SRT’s for outer-suburban services were still set to 75mph so a Networker can achieve them? LSER confirmed this wasn’t the case, and from the work completed by themselves in conjunction with Network Rail and Freightliner, there were only a few Networkers running the route. GTR thought it could be a driving standards policy, so the only way to find out 100% would be to be in the cab with the driver. LSER added that the 5% was in the SRT’s also. Network Rail took an action to send over the SRT detail to GBRf from the meeting, which was completed on Friday 31st March 2023 @ 23:35
* 31st March 2023 – Version 2 response sent to GBRf citing the most recent TPR Forms’ discussions
* 31st March 2023 – TPR Forum notes from 15th March issued to all TPR participants