

Appendix 2: Initial email chain regarding TPR compliance

From: <@networkrail.co.uk>
Sent: 28 January 2025 11:39
To: <@freightliner.co.uk>; <@freightliner.co.uk>
Cc: RSB Freight Team <@networkrail.co.uk>; <@freightliner.co.uk>
Subject: Re: DBLE25PSB000006 - 4L73 MSX - Non Compliance Identified

OFFICIAL

Hi Chris and Barnaby,

Thanks for the quick responses.

I have been in contact with on the Anglia team to discuss this. He is happy to have a chat with you about this and contact details are as follows:

Mob:
Email:

Kind regards,

Operational Planner
Freight Informed Traveller
System Operator

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



From: <@freightliner.co.uk>
Sent: Tuesday, January 28, 2025 10:11 AM
To: <@networkrail.co.uk>; <@freightliner.co.uk>
Cc: RSB Freight Team <@networkrail.co.uk>; <@freightliner.co.uk>
Subject: RE: DBLE25PSB000006 - 4L73 MSX - Non Compliance Identified

You don't often get email from chris.matthews@freightliner.co.uk. [Learn why this is important](#)

OFFICIAL

Hi,

Sorry, but this is simply not correct.

Headway is applied between two trains travelling on the same line between two timing points, and allows time for the signalling sequence to clear up to green following the passing of the first train. The distant spacing of signals on the T&H is why the headway value is 6 here.

In this instance the two trains only share one signalling section for around 170m, which is no different to a crossing move anywhere else, and therefore this needs to be treated as a junction margin.

Can I ask which Anglia route specialist has told you otherwise?

Thanks
Chris

From: <@networkrail.co.uk>
Sent: Tuesday, January 28, 2025 9:53 AM
To: <@freightliner.co.uk>; <@freightliner.co.uk>
Cc: RSB Freight Team <@networkrail.co.uk>; <@freightliner.co.uk>
Subject: Re: DBLE25PSB000006 - 4L73 MSX - Non Compliance Identified

You don't often get email from paul.edwards4@networkrail.co.uk. [Learn why this is important](#)

OFFICIAL

Good morning Chris,

Thanks for the email.

I have been and discussed this matter with the Anglia route team specialists, and they have confirmed that in this situation it is a headway margin that should be applied for compliance. While it is only for a short distance, both trains are travelling in the same direction along the same line, so the converging headway margin is applied, rather than the "fouling move" junction margin.

In addition (while not always correct!) the Attune conflict report also states a 6-minute headway is required between these two movements.

I can see how this margin could be interpreted as a Junction Margin, and the rules are not as clear as they should be on this...

Kind regards,

Operational Planner

Freight Informed Traveller
System Operator

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To: <@networkrail.co.uk>; <@freightliner.co.uk>

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Subject: RE: DBLE25PSB000006 - 4L73 MSX - Non Compliance Identified

You don't often get email from @freightliner.co.uk. [Learn why this is important](#)
OFFICIAL

Hi,

The issue here is that you're trying to apply headway when this is a junction margin.

5Q98 runs from Upper Holloway to Tottenham South Junction

4L73 runs from Seven Sisters to Leyton Midland Road.

This should therefore be planned as a junction margin for which the value between moves is published as 3. It is therefore compliant.

6 minutes only need be applied if consecutive trains are running towards Leyton Midland Road.

If you could revisit with this in mind please it would be appreciated.

Thanks

Chris

Head of Planning (Long Term)

Freightliner Group Limited

Mobile:

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Web: www.freightliner.co.uk

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Cc: RSB Freight Team <@networkrail.co.uk>; <@freightliner.co.uk>
Subject: Re: DBLE25PSB000006 - 4L73 MSX - Non Compliance Identified

OFFICIAL

Dear Barnaby,

Hope this email finds you well.

I tried calling at 11:45 but unfortunately you were not available.

Whilst validating 4L37HA [MSX] in Dec24, I have encountered a non-compliance:

- Insufficient headway between 4L37HA and 5Q98EA [TFO] at South Tottenham. 6 mins headway required and only 3 mins present. It is not possible to move 4L37 any earlier as 6 mins headway is required with 2J85. I have tried looking to run 4L37HA later to run after 2J87, however have been unable to identify a suitable location to dwell. Cannot dwell at South Tottenham West Jn as it would foul Seven Sisters Junction due to train length. One potential solution would be to request a flex to 5Q98 to run before 2J85, and extend its dwell at Tottenham Sth Jn Sig L1004.

To avoid a rejection, please provide a resolution to the issues raised.

In addition, please can you ensure that there are no further non-compliances identified on your original submission, or as a result of your solution for the above issue. Please can you respond with a solution within 5 working days.

The noncompliant TOVR(s) will remain frozen until the issue has been resolved.

If there are other paths in the bid that are compliantly received and you wish Network Rail to process them in the interim, please instruct.

Any concerns, please do get back in touch.

Kind regards,

Operational Planner

Freight Informed Traveller
System Operator

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



Appendix 3: South Tottenham Junction Margin Entry

NETWORK RAIL
Anglia

Timetable Planning Rules
Revised Final Rules Principal Change Timetable 2025

Version: 2.1
Date: 22nd April 2024
Page: 134 of 184

Gospel Oak Signal NL1306		
Restrictions		
Trains longer than 84 SLUs stopped at Gospel Oak Signal NL1306 will foul Junction Road Junction. In this circumstance junction margin and headway at Junction Road Junction applies between the departure time for the first train departing Gospel Oak Signal NL1306 and the passing time of the second train at Junction Road Junction.		
Junction Road Junction		
Junction Margins		
Movement		Margin
Fouling move		3
Upper Holloway		
Junction Margins		
Movement		Margin
Fouling move		3
Harringay Park Junction		
Junction Margins		
Movement		Margin
Fouling move		3
Seven Sisters Chord		
A train cannot be allowed on to the chord line whilst a train on the Down (Eastbound) T&H line is approaching South Tottenham		
South Tottenham		
Junction Margins		
Movement		Margin
Fouling move		3
Blackhorse Road		
Dwell Time		1

Appendix 4: South Tottenham Headways

EA1340 STRATFORD LEA JUNCTION TO HIGH MEADS JUNCTION			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
High Meads Junction			

EA1350 CHANNELSEA NORTH JUNCTION TO TEMPLE MILLS EAST JUNCTION			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Channelsea North Junction to Temple Mills East Junction	4	4	

EA1360 DUDDING HILL JUNCTION TO ACTON WELLS JUNCTION			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Dudding Hill Junction to Acton Canal Wharf	AB+2	AB+2	
Acton Canal Wharf Junction to Acton Wells Junction	AB+2	AB+2	

EA1370 GOSPEL OAK JUNCTION TO BARKING TILBURY LINE JUNCTION WEST			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Gospel Oak to Upper Holloway	3	3	
Upper Holloway to Harringay Park Junction	4 following non-stop 5 following stopping	4 following non-stop 5 following stopping	
Harringay Park Junction to South Tottenham	5	5	
South Tottenham to Leyton Midland Road	6	6	
Leyton Midland Road to Woodgrange Park Junction (exclusive)	5	5	
Woodgrange Park Junction (inclusive) to Barking	3	3	

Appendix 5: National TPR Extract

1.6 Junction Margins

- 1.6.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules. This section covers calculating margins for both conventional and European Train Control System signalling.
- 1.6.2 A Junction Margin is the minimum permissible time interval between two trains that are performing conflicting moves at a timing point, such that the second train can meet its SRT. This is expressed in multiples of half minutes derived from the technical value expressed in seconds.