**SUBMISSION BY FREIGHTLINER LIMITED TO THE TIMETABLING PANEL REF : TTP210**

**1                    DETAILS OF PARTIES**

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

1. Freightliner Limited whose Registered Office is at The Podium, Third Floor, I Eversholt Street, Euston, London, NW1 2FL ("FL") ("the Claimant").
2. Freightliner Ltd Contact :Simon Barrett, Timetable Planning Manager, Tel: 0207 200 3930, Fax: 0207 200 3979, e-mail: [deleted]

(c) Network Rail Infrastructure Ltd whose Registered Office is at 40 Melton Street, London, Euston, NW1 2EE ("NR") ("the Respondent").

**2                    THE PARTIES’ RIGHT TO BRING THIS REFERENCE**

2.1               This matter is referred to a Timetabling Panel ("the Panel") for determination in accordance with Condition D5.1 of the Network Code and pursuant to Section 3.5.4 of the National Rules of the Plan.

**3                    CONTENTS OF REFERENCE**

The Party has produced this reference and it includes:-

(a)                 The subject matter of the dispute in Section 4;

(b)                A summary of the issues in dispute in Section 5;

(c)                 A detailed explanation of the issues in dispute prepared by the claimant;

(d)                Any further issues raised by the claimant in Section 7;

(e)                The decisions of principle sought from the Panel in respect of legal entitlement and remedies in Section 8; and

(f)                   Appendices and other supporting material.

**4                    SUBJECT MATTER OF DISPUTE**

4.1               This Dispute is brought about by Network Rail’s proposals (and subsequent decisions) for additional and altered possessions in connection with West Coast Route Modernisation Project during the period from May to December 2008.

4.2               Network Rail has issued its proposals in a Possession Strategy Notice (“PSN”), Rules of the Route (various Versions) (“ROTR”), Confirmed Period Possession Plans (“CPPP”) and further amendments using National Rules of the Plan “Procedure for Altering Rules of Route/Rules of the Plan other than with effect from a Passenger Change Date” (“PARTP”).

4.3               Appendices A, B and C are attached.

**5                    SUMMARY OF DISPUTE**

* 1. FL runs trains from the major UK Ports to its own and some privately owned “Inland Terminals”. FL’s traffic is at it’s highest levels after the August Bank Holiday throughout the period leading up to December every year; essentially we are delivering goods to fill the shops for Christmas. During this “peak period” FL consistently runs all of its WTT services and makes use of additional ‘Q paths’ to cater for the extra demand for trains.

The West Coast Main Line (“WCML”) is a core route for FL; 19 out of the 26 daily trains from Felixstowe (the UK’s largest container port) and 3 out of 4 of the daily trains from the port of Tilbury traverse the route from London to the West Midlands, the North West and Scotland as well as 10 out of the 16 daily services from the port of Southampton which join the route at Nuneaton.

Many of FL’s trains that run along the WCML are electrically hauled. These services are highlighted in the attached Appendices. FL does not have spare diesel locomotives to stand in the place of electric locomotives (it would be commercially unviable to do so). Where possible FL will hire diesel locomotives from other train operators to enable services to continue to operate but it is very unlikely that the number of diesel locomotives required will be physically available even if our competitors are prepared to hire them to us. This would result in many of the services that are usually electrically hauled being cancelled. Our Track Access Agreement confirms that many trains have “Firm Rights” for electric haulage to/from Tilbury and Felixstowe

Since 2004 there has been a global shift by shipping companies from using 8ft 6ins high containers to 9ft 6ins high containers. These larger containers only conform to the W10 loading gauge. Under Network Rail’s proposal many of these services would have to divert over routes, which do not conform to W10 loading gauge. The services that are affected are listed in the Appendices. Network Rail’s proposals would result in many 9’6” containers not being loaded on services, as far as the customer is concerned it is irrelevant that the train still runs if we can not transport their container. Our Track Access Agreement confirms that many trains have “Firm Rights” for W10 gauge to/from Tilbury and Felixstowe.

FL competes primarily with road in this sector with rail only moving 25% of containers from the UK's deep-sea ports compared with 73% of containers being moved by road. The decision on transport mode by the customer is decided solely on price and service record, it is therefore vital to our business success that we can offer a consistent and reliable rail service to our customers. The consistent movement of 9'6” high containers is also essential as this size of container can always be moved on a lorry; there are no gauge restrictions on the road.

Approximately 40% of the volumes carried by FL are through committed contracts. These contracts will be breached by FL if we are unable to offer the service level agreed in the contract. One of the main reasons that our customers choose to commit volumes to rail is so that they have guaranteed capacity during the “peak period”. Our customers will therefore be particularly frustrated if we are unable to offer a consistent and reliable service during this time.

The remaining business on FL services is “spot” business, which is secured to shorter timescales. However it is vital to our customers that capacity is available by rail during the “peak period”. Once forced on to road because rail is perceived as being unreliable, many customers do not return. Following the Hatfield accident 15% of deep- sea container volumes were lost to road because rail was not able to offer a consistent and reliable service. These volumes took years to return to rail and for customers to have confidence in the rail product, volumes to and from Scotland have never returned to pre Hatfield levels.

* 1. Throughout the 2007-2008 West Coast Road Modernisation PSN and ROTR process, FL has worked closely with NR to agree the necessary possessions required by NR and yet still be able to provide its customers with the service they require, and that FL is contracted to do so. FL is fully aware of the complexity and sheer size of the WCRM Project and has already agreed to far more disruptive possessions than it would in normal circumstances, in order to assist NR in delivering the project. Following a review by NR in January/February 2008 Network Rail meet with Freightliner at a senior level on 20th February 2008, at which Network Rail explained that they had two options: to either finish all the work by December 2008 which would involve additional highly disruptive possessions or to delay the start of the new timetable until either May or December 2009. At this meeting Freightliner expressed their strong view that they would prefer that the new timetable was delayed until May 2009, allowing for major works to be undertaken in Christmas 08/New Year 09, Easter 09 and May Day 09 Bank Holidays instead of working days during the “peak period”.

A final proposal of possessions required was presented to Freightliner by Network Rail at a meeting on 12th March and subsequently formally proposed and confirmed through the PARTP process. The only option presented was the one that finished all the work by December 2008 Freightliner was not given any details of the other options to comment on.

There are several possessions that are still unacceptable to FL due to the impact they will have on FL’s Business and they form the basis of this dispute.

**6                   EXPLANATION OF EACH ISSUE IN DISPUTE WITH RESPONSE**

6.1.1 **Rugby Possession Week 22**.

6.1.2 FL had originally agreed with NR for a 74 hour blockade in the Rugby area from 0300 Saturday 23 to 0600 Tuesday 26 August 2008, the latest decision from NR is for the possession to start at 0130 Saturday 23 and finish 0500 Wednesday 27 August 2008. This possession was agreed for “Rugby remodelling & Signal Commissioning” NR has advised us that the work is now for “Track work, OHLE work and critical Signal Commissioning” that cannot be completed in the previously agreed possession. FL objects to this extension due to the fact that by moving the start from 0300 Sat to 0130 Sat a further 8 of FL key overnight services are affected and from 0600 Tuesday 26 August FL would wish to run a full service with electric traction and W10 gauge traffic (39 services affected). Full details of the additional effect on FL’s trains are shown in Appendix A.

6.2.1 **Nuneaton 16 Day Blockade Weeks 22-24** .

* + 1. FL had originally agreed for a 77 hour possession in the Nuneaton area. This possession was agreed for “Nuneaton Remodelling and TV4T”. This possession has subsequently been proposed as a 9 day blockade and the latest decision is for a 16 day blockade from 0030 Saturday 23 August and finish 0530 Monday 08 September 2008. FL is currently waiting for NR to determine what capacity exists for the diversion of all services via the West Midlands (a known capacity restriction). A blockade of this magnitude has never taken place and FL is unable to agree to such a blockade without being able to fully understand the effect on our train services. To date this work has not been completed. FL understands the need for a 9 day blockade based on 6 days of track work and 3 days of signal commissioning but NR has not been able to convince FL of the need for a 16 day blockade. This possession affects 62 services each day (out of a total of 99 services which FL operate a day). As so many services are affected it is vital that FL is in possession of the revised timetable so we can understand the impact on terminal turn-round times and train crew resources as this could impact on FL’s ability to run all the services. Full details of the additional effect on FL’s trains are shown in Appendix B.

6.3.1 **Nuneaton “Firewall Blockade” Week 31**.

6.3.2 In addition to the 16 day blockade of Nuneaton, NR’s latest decision is for a further blockade from 0030 Saturday 25 to 0530 Tuesday 28 October 2008. NR has informed FL that this is a “Firewall Blockade”. It would only be used in the event of not all planned works being completed in the 16 day blockade. NR, in its justification for the 9/16 day blockade at Nuneaton has said that once work starts it can not give up the possession until all work is completed, therefore FL can see absolutely no logic or justification for this “Firewall Blockade”. FL is concerned by the principle of “Firewall Blockades”; we believe that booking additional disruptive blockades “just in case” work is not completed as planned adds unnecessary costs to the whole industry, as Network Rail will have to plan to staff and provide equipment for such blockades as well as causing further disruption to customers. The effects of this blockade are the same as the 16 day blockade and the trains effected are listed in Appendix B.

6.4.1 **Crewe North – Preston Brook Possessions Weeks 25, 26, 27, 28 & 29**.

6.4.2 Throughout the PSN and ROTR process there has been a requirement for weekend possessions between Crewe North and Preston Brook Tunnel. This section of line is crucial to FL as its is the only electrified W10 route between Crewe and Scotland and Merseyside, FL currently serves 3 terminals in Merseyside at Ditton (Widnes), Garston and Seaforth. FL has consistently requested that the earliest start time for weekend possessions is 1200 Saturday, although 0600 Saturday was acceptable in exceptionable circumstances (i.e. a “one off” possession), due to the lack of a suitable diversionary route. FL agreed for the Engineering Period “E” (weeks 25-37) that the route would be blocked 1200 Saturday to 0215 Monday every week. The latest decision from NR is for a possession from 0020 Saturday to 0215 Monday on 5 weekends in weeks 25 - 29. This would affect 18 services. NR has advised FL that these possessions are for “Weaver Jn re-modelling and installing Type H turnouts” which require the amount of time, requested each weekend. FL has proposed that the 0020 Saturday start become 0320 Saturday start and the 0215 Monday finish become 0515 Monday to enable as many as possible electrically hauled W10 FL services to get through before the possession starts. This proposal does still seriously affect our ability to run electrically hauled W10 services (11 services affected) but we have offered this position as a compromise to enable NR to undertake the necessary works. Full details of the additional effect on FL’s trains are shown in Appendix C.

**7                    ANY FURTHER ISSUES RAISED**

7.1              NR is still proposing further possessions that seriously affect FL’s Business reputation with its customers. Despite FL agreeing to unprecendented levels of blockades and possessions far in excess to previous years, FL believe that in making its decisions, NR has not taken due consideration to FL’s responses and Firm Rights held. In particular NR has not worked up any alternative plan, which would take advantage of the holiday periods at Christmas 08/New Year 09, Easter 09 and May Day 09. FL believes that NR has not taken due regard to Decision Criteria in Network Code Condition D6 but focused solely on the fact that the project is behind schedule and NR is determined to complete the work by December 2008 despite the adverse effects on Train Operators, including Freightliner.

**8                    DECISION SOUGHT FROM THE PANEL**

* 1. The Panel is asked to determine that Network Rail, in its decisions regarding additional & altered possessions has not taken due consideration to responses from Train Operators as required in PARTP Section 3.5.1 and has not taken due regard to Decision Criteria in Network Code Condition D6 as required in PARTP Section 3.5.2
  2. The Panel is asked to determine that in respect of Rugby Possession Week 22 Network Rail is not entitled to take the additional hours, but keep to the previously agreed possession of 0300 Sat – 0600 Tue or to undertake this work during the Christmas/New Year period.
  3. The Panel is asked to determine that in respect of the Nuneaton 16 Day blockade Network Rail is not entitled to take the possession unless the blockade be reduced to a maximum of 9 days, and Network Rail has confirmed with FL that all FL’s services can operate and NR has advised what the timetable changes are on FL’s services.
  4. The Panel is asked to determine that in respect of the Nuneaton “Firewall Blockade” Network Rail is not entitled to take this possession.
  5. The panel is asked to determine that in respect of the Crewe North – Preston Brook Tunnel Possessions Weeks 25, 26, 27, 28, 29 Network Rail is not entitled to take the possessions unless a later start time can be agreed.

**9                    SIGNATURES**

For and on behalf of Freightliner Ltd

Signed

Print name : Simon Barrett

Position: Timetable Planning Manager

Date: 23 April 2008

# **Appendix A : Rugby Possession Week 22**

Start time changed from 0300 Saturday to 0130 Saturday the following trains are now affected by possession

### **Train Rugby time Rights Held Effect**

4M53 Felixstowe – Trafford Park Sat 0141 Electric, W10 Divert/cancel – no W10, diesel required.

4L58 Lawley St – Ipswich 0146 Diesel, W10 Divert – no W10

4L82 Trafford Park – Felixstowe 0151 Electric, W10 Divert/cancel – no W10, diesel required.

4M59 Felixstowe – Trafford Park 0210 Electric, W10 Divert/cancel – no W10, diesel required.

4L80 Garston – Felixstowe 0215 Electric, W10 Divert/cancel – no W10, diesel required.

4L69 Lawley Street – Felixstowe 0223 Diesel, W10 Divert – no W10

4M73 Felixstowe – Ditton 0243 Electric, W10 Divert/cancel – no W10, diesel required.

4L81 Coatbridge – Tilbury 0256 Electric, W10 Divert/cancel – no W10, diesel required.

The earlier start to the possession requires 8 trains to be diverted with a loss of W10 gauge traffic.

6 services would require diesel haulage, it is unlikely that sufficient diesel locos could be found, so cancellations of some services would be unavoidable. All Rights held are “Level 1 – Firm Rights”.

Finish time changed from 0600 Tuesday until 0500 Wednesday

### **Train Rugby time Rights Held Effect**

4M45 Felixstowe – Ditton Tue 0827 Electric, W10 Divert/cancel – no W10, diesel required.

4M86 Felixstowe – Lawley St 0844 Diesel, W10 Divert – no W10

4O86 Crewe – Grain 0918 Diesel, W8 Divert

4L97 Trafford Park – Felixstowe 0946 Electric, W10 Divert/cancel – no W10, diesel required.

4L93 Lawley St – Felixstowe 1059 Diesel, W10 Divert – no W10

4O35 Crewe – Southampton 1119 Diesel, W8 Divert

4M94 Felixstowe – Lawley St 1244 Diesel, W10 Divert – no W10

4L75 Ditton – Felixstowe 1318 Electric, W10 Divert/cancel – no W10, diesel required.

4M81 Felixstowe – Ditton 1427 Electric, W10 Divert/cancel – no W10, diesel required.

4L90 Hams Hall – Felixstowe 1539 Diesel, W10 Divert – no W10

4M88 Felixstowe – Crewe 1547 Electric, W10 Divert/cancel – no W10, diesel required.

4M87 Felixstowe – Trafford Park 1644 Electric, W10 Divert/cancel – no W10, diesel required.

4L92 Ditton – Felixstowe 1715 Electric, W10 Divert/cancel – no W10, diesel required.

4M56 Grain – Ditton 1907 Diesel W8 Divert

4L96 Trafford Park – Felixstowe 1941 Electric, W10 Divert/cancel – no W10, diesel required.

4L73 Lawley Street – Felixstowe 1958 Diesel, W10 Divert – no W10

4M93 Felixstowe – Lawley Street 2010 Diesel, W10 Divert – no W10

4L43 Lawley St – Tilbury 2032 Diesel, W10 Divert – no W10

4S83 Tilbury – Coatbridge 2115 Electric, W10 Divert/cancel – no W10, diesel required.

4L71 Ditton – Felixstowe 2139 Electric, W10 Divert/cancel – no W10, diesel required.

4S88 Felixstowe – Coatbridge 2143 Electric, W10 Divert/cancel – no W10, diesel required.

4M49 Grain – Lawley St 2212 Diesel W8 Divert

4L60 Garston – Felixstowe 2230 Electric, W10 Divert/cancel – no W10, diesel required.

4L77 Lawley St – Felixstowe Wed 0006 Diesel, W10 Divert – no W10

4M92 Felixstowe – Lawley St 0008 Diesel, W10 Divert – no W10

4M37 Tilbury – Garston 0042 Electric, W10 Divert/cancel – no W10, diesel required.

4O80 Trafford Park – Grain 0050 Diesel W8 Divert

4L80 Garston – Tilbury 0115 Electric, W10 Divert/cancel – no W10, diesel required.

4L58 Lawley St – Ipswich 0117 Diesel, W10 Divert – no W10

4M57 Grain – Trafford Park 0127 Diesel W8 Divert

4L82 Trafford Park – Felixstowe 0132 Electric, W10 Divert/cancel – no W10, diesel required.

4M53 Felixstowe – Trafford Park 0133 Electric, W10 Divert/cancel, diesel required.

4M59 Felixstowe – Trafford Park 0212 Electric, W10 Divert/cancel, diesel required.

4L69 Lawley St – Felixstowe 0222 Diesel, W10 Divert – no W10

4L81 Coatbridge – Tilbury 0236 Electric, W10 Divert/cancel, diesel required.

4L95 Ditton – Felixstowe 0315 Electric, W10 Divert/cancel, diesel required.

4M42 Felixstowe – Garston 0316 Electric, W10 Divert/cancel, diesel required.

4O84 Lawley Street – Grain 0340 Diesel W8 Divert

4M43 Tilbury – Lawley St 0429 Diesel, W10 Retime to run after possession

The extension of the possession by 23 hours results in whole scale diversion with the loss of W10 and the requirement for additional diesel haulage, it is unlikely that sufficient diesel locos could be found, so cancellations of some services would be unavoidable. All Rights held are “Level 1 – Firm Rights”.

# **Appendix B : Nuneaton 16 day Blockade Weeks 22-24**

Network Rail are currently investigating the effects on the train services detailed below. While there is no loss of W10 or the need for diesel haulage (vice electric), we need confirmation that there is sufficient capacity on the diversionary routes. We also need to determine any effect on terminal workings and requirements for additional traincrews, locomotives and wagons due to the extended journey times.

All Rights held are “Level 1 – Firm Rights”.

Northbound service Rugby time loco/gauge Divert via

4M92 1748 FSX+FO Felixstowe - Lawley St 0006-0008 diesel/W10 West Midlands & Sutton Park

4M37 2140 FSX+FO Tilbury - Garston 00/38 electric/W10 West Midlands & Bushbury Jn

4M57 2110 FSX+FO Grain - Trafford Park 0126-0128 diesel/W8 West Midlands & Bushbury Jn

4M53 2043 FSX+FO Felixstowe - Trafford Park 0133-0135 electric/W10 West Midlands & Bushbury Jn

4M59 2059 FSX+FO Felixstowe - Trafford Park 02/12 diesel/W10 West Midlands & Bushbury Jn

4M73 2121 FSX+FO Felixstowe - Ditton 0245-0247 electric/W10 West Midlands & Bushbury Jn

4M42 2202 FSX+FO Felixstowe - Garston 0316-0317 electric/W10 West Midlands & Bushbury Jn

4M43 0055 MSX+SO Tilbury - Lawley St 03/50 diesel/W10 West Midlands & Sutton Park

4M52 0027 MSX Felixstowe - Hams Hall 06/00 diesel/W10 West Midlands & Sutton Park

4M47 0028 SO Felixstowe - Hams Hall 05/50 diesel/W10 West Midlands & Sutton Park

4M45 0323 MSX Felixstowe - Ditton 08/27 electric/W10 West Midlands & Bushbury Jn

4M45 0316 SO Felixstowe - Ditton 08/36 electric/W10 West Midlands & Bushbury Jn

4M86 0447 MO Ips/0304 Felix MSX - Lawley St 08/44 diesel/W10 West Midlands & Sutton Park

4M86/4M88 0357 SO Felix - Traff Pk/Lawley 09/33 diesel/W10 West Midlands & Sutton Park

[Y paths - currently runs to Lawley Street]

4M94 0730 SX Felixstowe - Lawley Street 12/44 diesel/W10 West Midlands & Sutton Park

4M81 0814 MO/0745 MSX Felixstowe - Ditton 14/27 electric/W10 West Midlands & Bushbury Jn

4M88 0900 MO/0849 MSX Felixstowe - Crewe BH 15/44 electric/W10 West Midlands & Bushbury Jn

4M87 1143 SX Felixstowe - Trafford Park 16/44 electric/W10 West Midlands & Bushbury Jn

4M56 1357 SX Grain - Ditton 19/07 diesel/W8 WTT path via West Midlands

4M93 1413 SX Felixstowe - Lawley St 20/12 diesel/W10 West Midlands & Sutton Park

4S83 1828 SX Tilbury - Coatbridge 21/15 electric/W10 West Midlands & Bushbury Jn

4S88 1607 SX Felixstowe - Coatbridge 21/30 electric/W10 West Midlands & Bushbury Jn

4M49 1811 SX Grain - Lawley St 22/12 diesel/W10 West Midlands & Sutton Park

Southbound service Rugby time loco/gauge Divert via

4L77 2303 SX Lawley St - Felixstowe 0006-0008 diesel/W10 Sutton Park & West Midlands

4O80 2139 FSX+FO Trafford Park - Grain 0048-0050 diesel/W8 Bushbury Jn & West Midlands

4L80 2145 FSX Garston - Tilbury 01/15 electric/W10 Bushbury Jn & West Midlands

4L82 2310 FSX+FO Trafford Park - Felixstowe 0132-0134 electric/W10 Bushbury Jn & West Midlands

4L80 2145 FO Garston - Tilbury 01/49 electric/W10 Bushbury Jn & West Midlands

4L69 0118 MSX/0120 SO Lawley St - Felixstowe 0220-0222 diesel/W10 Sutton Park & West Midlands

4L81 1941 FSX+FO Coatbridge - Tilbury 0236-0238 electric/W10 Bushbury Jn & West Midlands

4L95 2258 FSX+FO Ditton - Felixstowe 0313-0315 electric/W10 Bushbury Jn & West Midlands

4O84 0219 SO Lawley St - Grain 03/23 diesel/W8 Sutton Park & West Midlands

4O84 0239 MSX Lawley St - Grain 03/40 diesel/W8 Sutton Park & West Midlands

4L89 2200 FO Coatbridge - Felixstowe 05/43 electric/W10 Bushbury Jn & West Midlands

4L89 2200 FSX Coatbridge - Felixstowe 06/56 electric/W10 Bushbury Jn & West Midlands

4O88 0506 MO Crewe BH/0330 MSX Ditton - Grn 06/59 diesel/W8 Bushbury Jn & West Midlands

4O86 0725 MSX Crewe BH - Grain 09/13 diesel/W8 Bushbury Jn & West Midlands

4L97 0631 MO/0509 MSX Trafford Pk - Felix 09/46 electric/W10 Bushbury Jn & West Midlands

4L93 1008 SX Lawley Street - Felixstowe 10/58 diesel/W10 Sutton Park & West Midlands

4O35 0940 SX Crewe BH - Southampton 11/19 diesel/W8 Bushbury Jn, Sutton Pk, Hatton

4L75 1144 SX Crewe BH - Felixstowe 13/14 electric/W10 Bushbury Jn & West Midlands

4L90 144 SX Hams Hall - Felixstowe 15/39 diesel/W10 Sutton Park & West Midlands

4L92 1403 SX Ditton - Felixstowe 1726-1728 electric/W10 Bushbury Jn & West Midlands

4L96 1635 SX Trafford Park - Felixstowe 19/41 diesel/W10 Bushbury Jn & West Midlands

4L73 1855 FSX+FO Lawley St - Felixstowe 19/58 diesel/W10 Sutton Park & West Midlands

4L43 1935 SX Lawley St - Tilbury 20/35 diesel/W10 Sutton Park & West Midlands

4L71 1859 FSX+FO Ditton - Felixstowe 21/39 electric/W10 Bushbury Jn & West Midlands

4L60 1953 FSX+FO Garston - Felixstowe 22/30 electric/W10 Bushbury Jn & West Midlands

Southampton paths

4O18 0444 MSX Lawley Street FLT - Southampton MCT divert via Sutton Park, Aston, Coventry

4M95 0348 MSX+MO Southampton MCT - Trf Pk Leamington 06/20 divert via Hatton, Sutton Park & Bushbury

4O14 0528 MSX Garston - Southampton MCT Stafford 07/11 divert via Bushbury, Sutton Park & Hatton

4O35 0940 SX Crewe BH - Southampton MCT Stafford 10/14 divert via Bushbury Jn, Sutton Pk, Hatton

4M50 0725 SX Southampton MCT - Crewe BH Leamington 10/38 divert via Hatton, Sutton Park & Bushbury

4O27 0700 MSX Ditton - Southampton MCT Stafford 11/14 divert via Bushbury Jn, Sutton Pk, Hatton

4M58 1100 SX Southampton MCT - Ditton Leamington 13/35 divert via Hatton, Sutton Park & Bushbury

4M61 1300 SX Southampton MCT - Trafford Park Leamington 15/37 divert via Hatton, Sutton Park & Bushbury

4O17 1549 SX Lawley Street FLT - Southampton MCT divert via Sutton Park, Aston, Coventry

4O29 1438 SX Trafford Park - Southampton MCT Stafford 17/21 divert via Bushbury, Sutton Park & Hatton

4S59 1500 SX Millbrook FLT - Coatbridge Leamington 18/01 divert via Hatton, Sutton Park & Bushbury

4M99 1702 SX Southampton MCT - Trafford Park Leamington 19/39 divert via Hatton, Sutton Park & Bushbury

4M98 1758 SX Southampton MCT - Garston Leamington 20/38 divert via Hatton, Sutton Park & Bushbury

4O08 1919 FSX+FO Trafford Park - Southampton MCT Stafford 22/00 divert via Bushbury, Sutton Park & Hatton

# **Appendix C : Crewe North – Preston Brook Tunnel Possessions Weeks 25, 26, 27, 28 & 29**

Start time changed from 1200 Saturday to 0020 Saturday the following trains are now affected by possession

Train Weaver time Rights Held Effect

4S88 Felixstowe – Coatbridge Sat 0017 Electric, W10 Divert/cancel – no W10, diesel required.

4L95 Ditton – Felixstowe 0021 Electric, W10 Divert/cancel – no W10, diesel required.

4M98 Southampton – Garston 0029 Diesel W8 Divert, reduce no of wagons

4S83 Tilbury – Coatbridge 0105 Electric, W10 Divert/cancel – no W10, diesel required.

4L89 Coatbridge – Tilbury 0229 Electric, W10 Divert/cancel – no W10, diesel required.

4O14 Ditton – Southampton 0237 Diesel W8 Divert, reduce no of wagons

4M37 Tilbury – Garston 0343 Electric, W10 Divert/cancel – no W10, diesel reqd,reduce wagons.

4K88 Ditton – Crewe 0417 Diesel W8 Divert, reduce no of wagons

4M73 Felixstowe – Ditton 0509 Electric, W10 Divert/cancel – no W10, diesel reqd, reduce wagons.

4M42 Felixstowe – Garston 0522 Electric, W10 Divert/cancel – no W10, diesel reqd, reduce wagons.

4F82 Crewe – Seaforth 0548 Diesel W9 Divert – no W9.

4O27 Garston – Southampton 0555 Diesel W8 Divert, reduce no of wagons.

4S50 Crewe – Coatbridge 0622 Electric W10 Divert/cancel – no W10, diesel reqd.

4K72 Ditton – Crewe 0705 Diesel W10 Divert – no W10, reduce wagons.

4F45 Crewe – Seaforth 0824 Diesel W9 Divert – no W9.

4M27 Coatbridge – Crewe 0938 Electric, W10 Divert/cancel – no W10, diesel reqd.

4K45 Ditton – Crewe 1118 Diesel W10 Divert – no W10, reduce wagons.

4M45 Felixstowe – Ditton 1146 Electric, W10 Divert/cancel – no W10, diesel reqd, reduce wagons.

Trains to/from Coatbridge will need to be diverted via Diggle & East Coast, diesel hauled (if locos can be hired), no W10

Trains to/from Merseyside need to be diverted via Manchester, Chat Moss and Edge Hill, Edge Hill run round means that train lengths have to be reduced to 72 SLUs which for FL results in the loss of 2 or 4 wagons per train.

There are also several light engine movements which would either have to be diverted or cancelled.

All Rights held are “Level 1 – Firm Rights”.