

TTP2525 – Freightliner Appendices

Appendix 1 – Timetable Planning Rules 2024 V3.0 Extract

OFFICIAL			
NETWORK RAIL Western + Wales	Timetable Planning Rules 2024 Final Principal and Preliminary Proposal for Subsidiary Change Timetable 2024	Version: 3 Date: 14 th April 2023 Page: 192 of 298	
Up train arrive platform 3	Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	3	
Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train arrive platform 2	Down train arrive platform 1 from Hawkeridge Jn	3	
Down train arrive platform 1 from Hawkeridge Jn	Up train arrive platform 2	3	
Down train pass/ depart platform 1 towards Fairwood Jn	Down train pass/ arrive platform 2	2½	845 pts within overlap of W402
Down train arrive platform 2	Down train arrives/pass/ departs platform 1 towards Fairwood Jn	2	845 pts within overlap of W402
Down train arrive platform 2	Up train pass/ arrive platform 1 from Fairwood Jn	2½	845 pts within overlap of W402
Up train arrive platform 1 from Down Main	Down train arrive platform 2	2½	845 pts within overlap of W402
Up train arrives Up Reception via 847 pts	Down train arrives platform 3	2½	847 pts within overlap of W502
Down train arrives platform 3	Up train arrives Up Reception via 847 pts	4	847 pts within overlap of W502, slow movement onto Reception
Dwell Time			
80x		2	
DMU & HSTGW4		1½	
Platform Re-occupation			
		4	
Planning Note			
Stops in Down trains (except in run rounds) on DR should be shown at Westbury Down TC Entry/Exit and not at Westbury station. This is due to signal location.			
Class 80x Reversing moves			
The following length restrictions apply for Class 80X units reversing at Westbury:			
Platform 1 – 5 and 9 cars only Platform 2 – Any formation up to 10 cars permitted Platform 3 – 5 cars only			
Turnround allowances			
	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Weymouth/Bristol/Southampton/Swindon	10		

Electronic copy - uncontrolled when printed.

Appendix 2 – Timetable Planning Rules 2024 V3.0 Freightliner Response

GW560

Westbury

New overlap restrictions not agreed - while we understand these overlaps exist, the project under which they were installed very clearly stated in its Network Change Notification that there would be no changes to signalling overlaps, and as such no changes to the TPRs. To subsequently introduce these changes results in a capacity constraint that should have been identified at the time the changes to the network were made, and could have been challenged at that point.

Freightliner are of the opinion a retrospective Network Change is required to introduce these overlaps into the platform extension project and clearly state that this is the case to operators, at which point the impact of the changes can be considered. (2023 V3)

Appendix 3 – Timetable Planning Rules 2024 V4.0 Extract

OFFICIAL			
NETWORK RAIL Western + Wales	Timetable Planning Rules 2024 Final Principal and Preliminary Proposals for Subsidiary Change Timetable 2024	Version: 4.1 Date: 6 th October 2023 Page: 188 of 289	
Up train arrive platform 3	Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	3	
Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train arrive platform 2	Down train arrive platform 1 from Hawkeridge Jn	3	
Down train arrive platform 1 from Hawkeridge Jn	Up train arrive platform 2	3	
Dwell Time			
80x		2	
DMU & HSTGW4		1½	
Platform Re-occupation			
		4	
Planning Note			
Stops in Down trains (except in run rounds) on DR should be shown at Westbury Down TC Entry/Exit and not at Westbury station. This is due to signal location.			
Class 80x Reversing moves			
The following length restrictions apply for Class 80X units reversing at Westbury:			
Platform 1 – 5 and 9 cars only			
Platform 2 & 3 – Any formation up to 10 cars permitted			
Turnround allowances			
	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Weymouth/Bristol/Southampton/Swindon	10		
From Salisbury (GWR only)	5		
From Portsmouth	15		
From Paddington		15	20
Shunting Margins – W707, W722, Down Trowbridge Siding, Westbury DMU Sidings			
First Movement	Second Movement	Margin	Notes
Down train to Fairwood Jcn departs or passes Westbury platform 1, 2 or 3	Shunt move to W707 signal departs Westbury	2½ - following passenger 5 – following freight	Apply passenger margin when following light engine or ECS
Down train to Fairwood Jcn departs Westbury Down Yard or Westbury DR line	Shunt move to W707 signal departs Westbury	Shunt move to W707 signal departs Westbury	
A shunt move at W707 signal prevents any move at the west end of Westbury platform 2, any move between Westbury Down Yard or Down Reception Line and Fairwood Jcn, and any move between the Up or Down Salisbury and Westbury platform 2, 3 and Up Reception Line.			

Appendix 4 – Timetable Planning Rules 2024 V4.0 Freightliner Response

GW560

Westbury

New overlap restrictions not agreed - while we understand these overlaps exist, the project under which they were installed very clearly stated in its Network Change Notification that there would be no changes to signalling overlaps, and as such no changes to the TPRs. To subsequently introduce these changes results in a capacity constraint that should have been identified at the time the changes to the network were made, and could have been challenged at that point.

Freightliner are of the opinion a retrospective Network Change is required to introduce these overlaps into the platform extension project and clearly state that this is the case to operators, at which point the impact of the changes can be considered. (2023 V3)

Appreciate the removal of these overlaps from Version 4, will await details of the network change ahead of re-consultation (2024 V4)

~~GW560~~

Appendix 5 – Timetable Planning Rules 2025 V1.0 Extract

OFFICIAL			
NETWORK RAIL Western + Wales	Timetable Planning Rules 2025 Preliminary Proposal for Principal Change Timetable 2025	Version: 1 Date: 27 th October 2023 Page: 190 of 291	
Up train arrive platform 3	Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	3	
Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train arrive platform 2	Down train arrive platform 1 from Hawkeridge Jn	3	
Down train arrive platform 1 from Hawkeridge Jn	Up train arrive platform 2	3	
Down train pass/ depart platform 1 towards Fairwood Jn	Down train pass/ arrive platform 2	2½	845 pts within overlap of W402
Down train arrive platform 2	Down train arrives/pass/ departs platform 1 towards Fairwood Jn	2	845 pts within overlap of W402
Down train arrive platform 2	Up train pass/ arrive platform 1 from Fairwood Jn	2½	845 pts within overlap of W402
Up train arrive platform 1 from Down Main	Down train arrive platform 2	2½	845 pts within overlap of W402
Up train arrives Up Reception via 847 pts	Down train arrives platform 3	2½	847 pts within overlap of W502
Down train arrives platform 3	Up train arrives Up Reception via 847 pts	4	847 pts within overlap of W502, slow movement onto Reception
Dwell Time			
80x		2	
DMU & HSTGW4		1½	
Platform Re-occupation			
		4	
Planning Note			
Stops in Down trains (except in run rounds) on DR should be shown at Westbury Down TC Entry/Exit and not at Westbury station. This is due to signal location.			
Class 80x Reversing moves			
The following length restrictions apply for Class 80X units reversing at Westbury:			
Platform 1 – 5 and 9 cars only			
Platform 2 & 3 – Any formation up to 10 cars permitted			
Turnround allowances			
	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Weymouth/Bristol/Southampton/Swindon	10		
From Salisbury (GWR only)	5		
From Portsmouth	15		
From Paddington		15	20
Shunting Margins – W707, W722, Down Trowbridge Siding, Westbury DMU Sidings			
First Movement	Second Movement	Margin	Notes

Electronic copy - uncontrolled when printed.

Appendix 6 – Timetable Planning Rules 2025 V1.0 Freightliner Response

GW560

Westbury

New overlap restrictions not agreed - while we understand these overlaps exist, the project under which they were installed very clearly stated in its Network Change Notification that there would be no changes to signalling overlaps, and as such no changes to the TPRs. To subsequently introduce these changes results in a capacity constraint that should have been identified at the time the changes to the network were made, and could have been challenged at that point.

Freightliner are of the opinion a retrospective Network Change is required to introduce these overlaps into the platform extension project and clearly state that this is the case to operators, at which point the impact of the changes can be considered. (2023 V3)

Appreciate the removal of these overlaps from Version 4, will await details of the network change ahead of re-consultation (2024 V4)

The Network Change should be established before these values are published in TPR. Until then these are not agreed and will need removing for Version 2 if the NCN is not established by then (2025 V1)

Appendix 7 – Timetable Planning Rules 2025 V2.0 Extract

Junction Margins*			
First Movement	Second Movement	Margin	
Up pass/depart	Down conflicting pass/arrive	3 ^A	
Down pass/arrive	Up conflicting depart	2	
Up pass/arrive	Down conflicting depart	1	
Down pass/depart	Up conflicting pass/arrive	4	
*For moves at the Country end of Westbury Down Reception line refer to Westbury Yard Entry/Exit			
^A Increase by 1 if first movement is to Heywood Road and second movement is from Heywood Road			
Overlap Restrictions			
First Movement	Second Movement	Margin	
Up train arrive platform 3	Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	3	
Up train arrive platform 3	Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	3	
Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train arrive platform 2	Down train arrive platform 1 from Hawkenridge Jn	3	
Down train arrive platform 1 from Hawkenridge Jn	Up train arrive platform 2	3	
Down train pass/ depart platform 1 towards Fairwood Jn	Down train pass/ arrive platform 2	2½	845 pts within overlap of W402
Down train arrive platform 2	Down train arrives/pass/ departs platform 1 towards Fairwood Jn	2	845 pts within overlap of W402
Down train arrive platform 2	Up train pass/ arrive platform 1 from Fairwood Jn	2½	845 pts within overlap of W402
Up train arrive platform 1 from Down Main from Fairwood Jn	Down train arrive platform 2	2½	845 pts within overlap of W402
Up train arrives Up Reception via 847 pts	Down train arrives platform 3	2½	847 pts within overlap of W502
Down train arrives platform 3	Up train arrives Up Reception via 847 pts	4	847 pts within overlap of W502, slow movement onto Reception

Appendix 8 – Timetable Planning Rules 2025 V2.0 Freightliner Response

GW560

Westbury

New overlap restrictions not agreed - while we understand these overlaps exist, the project under which they were installed very clearly stated in its Network Change Notification that there would be no changes to signalling overlaps, and as such no changes to the TPRs. To subsequently introduce these changes results in a capacity constraint that should have been identified at the time the changes to the network were made, and could have been challenged at that point.

Freightliner are of the opinion a retrospective Network Change is required to introduce these overlaps into the platform extension project and clearly state that this is the case to operators, at which point the impact of the changes can be considered. (2023 V3)

Appreciate the removal of these overlaps from Version 4, will await details of the network change ahead of re-consultation (2024 V4)

The Network Change should be established before these values are published in TPR. Until then these are not agreed and will need removing for Version 2 if the NCN is not established by then (2025 V1)

As outlined in the Version 1 response the Network Change needs to be established before these are published in TPR, please remove from Version 2 or this will be subject to dispute (2025 V2)

Appendix 9 – Timetable Planning Rules 2025 V2.0 Freightliner Notice of Dispute



a Genesee & Wyoming Company

Our Ref: TPR 2025 V2

Tamzin Cloke
Access Disputes Committee
Floor One, ~~Mixet~~ House
5a ~~Prad~~ Street
London
W2 1NJ



Freightliner Group Limited
The Lewis Building
35 Bull Street Birmingham
B4 6EQ

Mob: [REDACTED]
Email: [REDACTED]
Web: www.freightliner.co.uk

1st March 2024

Dear Tamzin

Notice Of Dispute - Network Rail Timetable Planning Rules 2025 Timetable Version 2.0

On behalf of Freightliner Group Limited (herein referred to as 'Freightliner'), representing both Freightliner Limited (Company number 03118392) and Freightliner Heavy Haul Limited (Company number 3831229), and pursuant to Part D of the Network Code, referring to clause 2.2.8, I give notice of a Dispute with Network Rail Infrastructure Limited in relation to the 2025 Timetable Planning Rules Version 2.

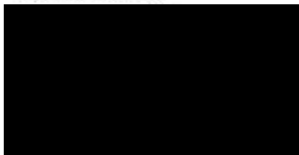
This dispute is raised on the basis that, in publishing the decisions outlined overleaf, Network Rail are not accurately representing the capability of the network, for the reasons outlined in our comments, or have not provided adequate evidence to support their decisions, and as such are either preventing operators from using infrastructure in a way it can support (thus artificially limiting capacity), or creating unnecessary performance risks. As such, Freightliner feel that in reaching these decisions, Network Rail have failed to apply the Decision Criteria as outlined in Condition 4.6.2 of the Network Code Part D in the correct way.

Freightliner considers this matter to be a Timetabling Dispute and the Secretary is asked to proceed in accordance with Access Dispute Resolution Rule B5.

We are continuing discussions with Network Rail and do not consider there to be requirement for the dispute resolution process to be expedited at this time.

Parties which might be concerned with this matter other than as a Dispute Party are all Train Operating Companies, and Freight Operating Companies, that run on routes shared with Freightliner services.

Yours sincerely



Track Access Manager
Freightliner Group Limited

cc.
Emma Slack, Edward Hume, Paul Singleton, David Bacon, George Jacobs - Network Rail.
Chris Matthews - Freightliner

Western and Wales

GW560

Westbury

New overlap restrictions not agreed - while we understand these overlaps exist, the project under which they were installed very clearly stated in its Network Change Notification that there would be no changes to signalling overlaps, and as such no changes to the TPRs. To subsequently introduce these changes results in a capacity constraint that should have been identified at the time the changes to the network were made, and could have been challenged at that point.

Freightliner are of the opinion a retrospective Network Change is required to introduce these overlaps into the platform extension project and clearly state that this is the case to operators, at which point the impact of the changes can be considered. (2023 V3)

Appreciate the removal of these overlaps from Version 4, will await details of the network change ahead of re-consultation (2024 V4)

The Network Change should be established before these values are published in TPR. Until then these are not agreed and will need removing for Version 2 if the NCN is not established by then (2025 V1)

As outlined in the Version 1 response the Network Change needs to be established before these are published in TPR, please remove from Version 2 or this will be subject to dispute (2025 V2)

Appendix 10 – Timetable Planning Rules 2025 V2.1 Consultation

From:

Sent: Friday, March 22, 2024 11:56 AM

To:

Subject: CONSULTATION: Western and Wales Version 2.1 December 24

OFFICIAL

Good morning all,

I am writing to consult version 2.1 for the December 24 timetable.

I also attach the PDF version and the TPR commentary.

Changes include:

Removal of overlaps at Westbury due to network change not being agreed.

Amendment of Class 197 dwell times.

Any comments or queries please let me know by 1700 on Wednesday 3rd April 2024.

Regards

TPR specialist Western and Wales

Appendix 11 – Timetable Planning Rules 2025 V2.1 Extract

Dwell Time		2\$	
\$ To give up the single line token (up direction only)			
GW560 HEYWOOD ROAD JUNCTION TO FAIRWOOD JUNCTION VIA WESTBURY			
Westbury			
Adjustments to Sectional Running Times			
Movement	Reason	Timing Load	Value
From Westbury Up/Down Yard towards Hawkeridge Jn or Heywood Rd Jn	Not at linespeed passing Westbury Station.	All freight traffic	{2} Approaching next timing point
From Westbury P2 or 3 towards Warminster	Slower speed crossovers	80x	{1} approaching next timing point
		DMU	{1/2} approaching next timing point
Junction Margins*			
First Movement	Second Movement	Margin	
Up pass/depart	Down conflicting pass/arrive	3 ^A	
Down pass/arrive	Up conflicting <u>depart</u>	2	
Up pass/arrive	Down conflicting <u>depart</u>	1	
Down pass/depart	Up conflicting pass/arrive	4	
*For moves at the Country end of Westbury Down Reception line refer to Westbury Yard Entry/Exit			
^A Increase by 1 if first movement is to Heywood Road and second movement is from Heywood Road			
Overlap Restrictions			
First Movement	Second Movement	Margin	
Up train arrive platform 3	Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	3	
Up train arrive platform 3	Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	3	
Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train arrive platform 2	Down train arrive platform 1 from Hawkeridge Jn	3	
Down train arrive platform 1 from Hawkeridge Jn	Up train arrive platform 2	3	
Down train pass/ depart platform 1 towards Fairwood Jn	Down train pass/ arrive platform 2	2½	845-pts within

			overlap of W402
Down train arrive platform 2	Down train pass/ departs platform 1 towards Fairwood Jn	2	845 pts within overlap of W402
Down train arrive platform 2	Up train pass/ arrive platform 1 from Fairwood Jn	2½	845 pts within overlap of W402
Up train arrive platform 1 from Fairwood Jn	Down train arrive platform 2	2½	845 pts within overlap of W402
Up train arrives Up Reception via 847 pts	Down train arrives platform 3	2½	847 pts within overlap of W502
Down train arrives platform 3	Up train arrives Up Reception via 847 pts	4	847 pts within overlap of W502, slow movement onto Reception

Dwell Time

80x	2
DMU & HSTGW4	1½

Platform Re-occupation	4
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Planning Note

Stops in Down trains (except in run rounds) on DR should be shown at Westbury Down TC Entry/Exit and not at Westbury station. This is due to signal location.

Class 80x Reversing moves

The following length restrictions apply for Class 80X units reversing at Westbury:

Platform 1 – 5 and 9 cars only
Platform 2 & 3 – Any formation up to 10 cars permitted

Turnround allowances

	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Weymouth/Bristol/Southampton/Swindon	10		
From Salisbury (GWR only)	5		
From Portsmouth	15		
From Paddington		15	20

Shunting Margins – W707, W722, Down Trowbridge Siding, Westbury DMU Sidings

First Movement	Second Movement	Margin	Notes
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Appendix 12 – Timetable Planning Rules 2025 V4.1 Consultation

From:

Sent: Monday, September 23, 2024 2:28 PM

To:

Subject: CONSULTATION: Western and Wales May 25 Version 4.1 TPRs

OFFICIAL

Good afternoon all,

I am writing to consult Version 4.1 of the 2025 Timetable Planning Rules for Western and Wales for the May 25 timetable.

I have attached a PDF copy of Version 4.1 along with the summary of changes.

Items include:

- 1Axx Amended 1Axx numbers to match existing service numbers
- 1Cxx Amended 1Cxx numbers to match existing service numbers
- 1Kxx Added in Cheltenham to Bath/Bristol via Kemble
- 5Qxx Added new entry for class 5 of 5Qxx
- CVL Added new entry for CVL headcodes

- Added two new entries for class 398 and 756

- GW103 Kennet Bridge Loop amended to Kennet Loop

- GW103 Kennet Bridge Loop amended to Kennet Loop
- GW108 Amended Saltash margins to provide more clarification and update values
- GW450 Filton Abbey Wood, removed XC22x Dwell time and the note for it
- GW560 Westbury, added overlap margins
- GW900 Added new margin and amended another value

- GW103 Kennet Bridge Loop amended to Kennet Loop

If you have any comments or queries, please contact myself or George Jacobs by 1700 on Friday 4th October 2024.

TPR Specialist Western and Wales

Appendix 13 – Timetable Planning Rules 2025 V4.1 Extract

OFFICIAL

NETWORK RAIL
Western + Wales

Timetable Planning Rules 2025
Draft Rules for Subsidiary

Version: 4.1
Date: 13th September
2024

Timetable Change 2025

Page: 195 of 307

*For moves at the Country end of Westbury Down Reception line refer to Westbury Yard Entry/Exit			
^Increase by 1 if first movement is to Heywood Road and second movement is from Heywood Road			
Overlap Restrictions			
First Movement	Second Movement	Margin	Notes
Up train arrive platform 3	Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	3	
Up train arrive platform 3	Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	3	
Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	Up train arrive platform 3	3	
Up train arrive platform 2	Down train arrive platform 1 from Hawkeridge Jn	3	
Down train arrive platform 1 from Hawkeridge Jn	Up train arrive platform 2	3	
Down train pass/ depart platform 1 towards Fairwood Jn	Down train pass/ arrive platform 2	2½	845 pts within overlap of W402
Down train arrive platform 2	Down train pass/ departs platform 1 towards Fairwood Jn	2	845 pts within overlap of W402
Down train arrive platform 2	Up train pass/ arrive platform 1 from Fairwood Jn	2½	845 pts within overlap of W402
Up train arrive platform 1 from from Fairwood Jn	Down train arrive platform 2	2½	845 pts within overlap of W402
Up train arrives/passes Up Reception via 847 pts	Down train arrives platform 3	2½	847 pts within overlap of W502
Down train arrives platform 3	Up train arrives/passes Up Reception via 847 pts	4	847 pts within overlap of W502, slow movement onto Reception
Dwell Time			
80x	2		
DMU & HSTGW4	1½		
Platform Re-occupation			
4			
Planning Note			
Stops in Down trains (except in run rounds) on DR should be shown at Westbury Down TC Entry/Exit and not at Westbury station. This is due to signal location.			
Class 80x Reversing moves			
The following length restrictions apply for Class 80X units reversing at Westbury:			
Platform 1 – 5 and 9 cars only			
Platform 2 & 3 – Any formation up to 10 cars permitted			
Turnround allowances			
	DMU	Class 80X (5 car)	Class 80X (9/10 Car)

Electronic copy - uncontrolled when printed.

Appendix 14 – Timetable Planning Rules 2025 V4.1 Freightliner Response

From:

Sent: Tuesday, October 1, 2024 2:44 PM

To:

Subject: RE: CONSULTATION: Western and Wales May 25 Version 4.1 TPRs

Good afternoon Dave,

As the associated Network Change has not been established for the Westbury overlaps we cannot accept this being published in TPR as per previous correspondence.

Kind regards,

Track Access Manager
Freightliner Ltd

Tel:

Mobile: +44 (0)

Email:

Web: www.gwrr.co.uk

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Appendix 15 – Timetable Planning Rules 2025 V4.1 Consultation Conclusion

From:

Sent: Thursday, October 10, 2024 12:39 PM

To:

Subject: Re: CONSULTATION: Western and Wales May 25 Version 4.1 TPRs

OFFICIAL

Good afternoon,

I am writing to conclude the consultation for V4.1 of the May 25 TPRs.

V4.1 will now be published and appear online in the coming days.

TPR Specialist Western and Wales

Appendix 16 – Timetable Planning Rules 2025 V4.1 Freightliner Notice of Dispute



Our Ref: TPR 2025 V4.1

Freightliner Group Ltd
6th Floor the Lewis Building
35 Bull Street
Birmingham
United Kingdom
B4 6EQ

Tamzin Cloke
Access Disputes Committee
Floor One, ~~Wimet~~ House
5a ~~Exad~~ Street
London
W2 1NJ

10th October 2024

Dear Tamzin

Notice Of Dispute - Network Rail Timetable Planning Rules 2025 Timetable Version 4.1

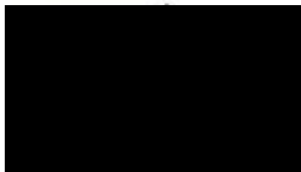
On behalf of Freightliner Group Limited (herein referred to as 'Freightliner'), representing both Freightliner Limited (Company number 03118392) and Freightliner Heavy Haul Limited (Company number 3831229), and pursuant to Part D of the Network Code, referring to clause 2.2.8, I give notice of a Dispute with Network Rail Infrastructure Limited in relation to the 2025 Timetable Planning Rules Version 2.

This dispute is raised on the basis that, in publishing the decisions outlined overleaf, Network Rail are not accurately representing the capability of the network, for the reasons outlined in our comments, or have not provided adequate evidence to support their decisions, and as such are either preventing operators from using infrastructure in a way it can support (thus artificially limiting capacity), or creating unnecessary performance risks. As such, Freightliner feel that in reaching these decisions, Network Rail have failed to apply the Decision Criteria as outlined in Condition 4.6.2 of the Network Code Part D in the correct way.

Freightliner considers this matter to be a Timetabling Dispute and the Secretary is asked to proceed in accordance with Access Dispute Resolution Rule B5.

Parties which might be concerned with this matter other than as a Dispute Party are all Train Operating Companies, and Freight Operating Companies, that run on routes shared with Freightliner services.

Yours sincerely



Track Access Manager
Freightliner Group Limited

*Freightliner Group is the name and brand under which the members of Freightliner Group Limited and their respective controlled, managed, or affiliated companies provide services to customers.
Freightliner Group Limited is registered in England and Wales with Company Number 05313110*



Freightliner Group Ltd
6th Floor The Laws Building
35 Bul Street
Birmingham
United Kingdom
B4 6EQ

cc.

David Bacon, George Jacobs, Paul Singleton - Network Rail.

Chris Matthews - Freightliner

Western and Wales

GW560

Westbury

New overlap restrictions not agreed - while we understand these overlaps exist, the project under which they were installed very clearly stated in its Network Change Notification that there would be no changes to signalling overlaps, and as such no changes to the TPRs. To subsequently introduce these changes results in a capacity constraint that should have been identified at the time the changes to the network were made, and could have been challenged at that point.

Freightliner are of the opinion a retrospective Network Change is required to introduce these overlaps into the platform extension project and clearly state that this is the case to operators, at which point the impact of the changes can be considered. (2023 V3)

Appreciate the removal of these overlaps from Version 4, will await details of the network change ahead of re-consultation (2024 V4)

The Network Change should be established before these values are published in TPR. Until then these are not agreed and will need removing for Version 2 if the NCN is not established by then (2025 V1)

As outlined in the Version 1 response the Network Change needs to be established before these are published in TPR, please remove from Version 2 or this will be subject to dispute (2025 V2)

These overlap restrictions have been published in 2025 Version 4.1 with no established Network Change. Noted these appeared in NC/G1/2024/WEST/761 (Westbury South S&C Renewal) which has at least one outstanding objection which has as yet received no response. As discussed previously we cannot accept change to TPR without an established Network Change (2025 V4.1)

Appendix 17 – Freightliner Response to Timetable Planning Rules 2025 V4.1 Decision

From:

Sent: Thursday, October 10, 2024 12:55 PM

To:

Subject: RE: CONSULTATION: Western and Wales May 25 Version 4.1 TPRs

Hi Dave,

As you'll be aware, Freightliner have objected to this, and made it clear that Network Rail have no legal right to implement restrictions relating to overlaps at Westbury – there is no established Network Change to justify their inclusion and outstanding objections remain from multiple operators.

As Network Rail have failed to provide any evidence on how this objection has been considered, and how the Decision has been reached to implement these rules when an objection exists, we will be seeking a Timetable Hearing with immediate effect.

Regards

Chris

Head of Planning (Long Term)
Freightliner Group Limited

Mobile: +44 (0)
Email:

Web: www.freightliner.co.uk
Freightliner® is a registered trademark

Please consider the environment before printing this email

Appendix 18 – Email exchange between Freightliner & Network Rail

From: Sent: Thursday, August 15, 2024 3:09 PM

To:

Subject: RE: Westbury - FL's thoughts on preferred outcomes

Hi George,

I've attached the external consultation from Network Rail so you have sight as clearly this is not currently the case.

I think our position (which is undoubtedly shared with others) is quite explicit when it comes to the 'correct' thing to show – we expect the TPRs (and therefore by defacto Network Rail's allocation of capacity) to reflect the legal status of the Network. It is Network Rail's purpose as an organisation to maintain the Network to the published capability, and if it fails to do so, this is a problem for Network Rail to remedy internally, not pass onto operators.

Although from my perspective our relationship is with Network Rail as a whole, the issue here is Western Route not maintaining the legal status of the Network, and as such any performance impact stemming from this not being in the TPRs is a route issue rather than Capacity Planning's, and it should be the route that seeks to rectify the situation.

We have always objected to the inclusion of the overlap restrictions with values against them (we may have agreed the margins shown were the correct values to apply should the overlap restrictions be implemented through Network Change, but not to their inclusion in the TPRs) – and Network Rail have previously proposed then removed them values from the TPR document following our formal feedback through version responses.

It's worth noting that I believe other operators may well have also objected to this Network Change and the inclusion in the Rules, so this is not solely a Freightliner issue....

Thanks

Chris

Timetable Strategy and Rail Industry Manager
Freightliner Limited

Mobile: +44 (0)

Email:

Web: www.freightliner.co.uk

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Please consider the environment before printing this email

From:
Sent: Thursday, August 15, 2024 11:40 AM
To:
Cc:
Subject: RE: Westbury - FL's thoughts on preferred outcomes

OFFICIAL

Hi Chris,

Thanks for the response.

In relation to the ideal resolution on your part, can I check my understanding, as you say the TPRs should not reflect the overlaps until a NC which includes them is established, however you also say that the outcome you require is one where the network capacity is returned to its published capability.

So in summary:

- Your point of principle is that no TPR relating to Network Change should be published until a Network Change including reference to the accurate impact on TPRs is established.
- In the specific instance of Westbury, Freightliner will only accept the overlaps being either removed or otherwise mitigated in a way that results in no need to include the overlap TPRs – the overlap TPRs should never be published.

As I say, I definitely appreciate the merit of what you are saying regarding burden on the operators resulting from mistakes on the part of the Network Change community. It is my concern to ensure that TPRs reflect what they *should* reflect however, as we are not operating in a totally open system but rather one bound by various codes and regulations which ought to be defining 'correct' regardless of my opinions on the fairness of that definition of 'correct'.

One question I did have for you was, when the stakeholders met to agree on what the values should be to reflect what was on the ground (not whether they should be in the TPRs), as Freightliner participated in that agreement of the on-the-ground values, were the objections to actually featuring them in the TPR document raised then, or only after they were then included in a published version of the TPRs?

Regarding the further NC, the version of the Network Change I have for Westbury South renewal does not appear to include the paragraph you quote, but only the very vague (as you suggested on Tuesday) " As part of these infrastructure changes, the Timetable Planning Rules will require alterations. These will be consulted via the normal processes under Part D of the Network Code." which I would say is completely inappropriate as a useful document to send out to stakeholders and not representative of my response to Martin Davey when it was originally put to me with the suggestion it could positively impact the question of the overlap restrictions. Apologies if I have an outdated document. I include my questions/ responses to Martin below as quoted in blue from my email, for your information:

For the first question:

- The overlaps in question are: W402 having points 845 within their overlap, and W502 having 847 points within their overlaps
- From the diagram you sent, and the NC change request, I can see no change to the overlaps or positions of these signals mentioned, the only thing being mentioned in relation to any of these is that points 847 will have its footprint increased
- For me, this is a major concern. Apologies if this relates to my understanding of the meaning behind this NC, but this means that this NC doesn't answer [@Paul Singleton](#)'s queries put to your team, nor does it address Freightliner's objections to the now withdrawn NC
- This means we're now in limbo as a NC was issued, neglected to mention the impact on the TPRs, was put in the ground, the issues were found, the NC was reissued, objected to and has now been withdrawn *but* the changes are still in the ground affecting train schedules. Therefore would you please be able to help us understand what is being done around FL's objections to the original NC as soon as possible please?

For the second question:

- Increase in crossover speeds could potentially mean a reduction in adjustment time needed for departures from P2/3 towards Warminster (854, 855 going from 25 – 40 mph)
- As demonstrated by the above, we would need to clarify if any of the movements of signals or extending of crossovers would bring any crossovers within signal overlaps which they are not currently overlapped by. I don't think they are, but this isn't 100% clear from the diagram and I would like to confirm
- Changes to any standages which are currently listed in the TPRs would need to be updated.

Based on Tuesday I will follow up with the NC team around the Westbury South NC again and follow up with Becky over your and Oli's responses.

Thanks for your engagement with this issue,

Cheers,

Kind Regards,



Timetable Planning Rules Specialist

W&W

System Operator

Internal –

External -



Health & Wellbeing Ambassador 

From:

Sent: 14 August 2024 17:05

To:

Subject: RE: Westbury - FL's thoughts on preferred outcomes

OFFICIAL

Hi George,

Our viewpoint is quite simple on this – Network Rail have no authority to implement the change either on the ground or through the document that governs capacity (the TPRs).

Until a Network Change is established that reflects the overlaps, the impact of them should not be shown in the TPR document, as this has the effect of implementing the change (through publication of the capacity restriction).

In terms of preferred outcomes, we wish to see Network Rail return the Network capability to it's published status, which allows a Down train to pass platform 1 while another arrives in Platform 2. How this is done is Network Rail's decision.

I do not accept the position that the infrastructure being outside of it's published status, and therefore creating delays, means the TPR document needs to be amended to reflect this – the infrastructure needs to be maintained to the published capability and failure to do so is a breach of Network Rail's licence conditions. The onus is on Network Rail to reinstate capability, or use Part G to

amend that capability, and not on the operator to be put at a disadvantage through the removal of capacity.

The Westbury South S&C Renewal Network Change has the below included in relation to the TPRs – although rather muddled, I do not believe there is any intention of implementing any mitigations for the overlaps through the Network Change, it just seeks to try and establish the previously rejected amendments through a different reference:

Timetable Planning Rules

The speed changes proposed will provide additional operational flexibility but are not sufficient to warrant a change in the TPRs.

For wider context within the Westbury Station area this network change by default also encompasses the impacts of signal moves W502 and W402 within the previously rescinded network change 607. Due to the infrastructure/functionality constraints towards Salisbury/Exeter, the ongoing requirement for platforms 2 and 3 to be able to accommodate 10 car class 80x trains and the requirement to reverse the changes implemented above through further infrastructure amendments associated with this project not being defined at any of the stakeholder workshops it has not been affected as part of this change. However, the impacts (based on the December 2024 timetable) have been assessed, solutions proposed and the agreement/implementation of these are currently being discussed. These will be consulted via the normal processes under Part D of the Network Code.

Thanks
Chris

Timetable Strategy and Rail Industry Manager
Freightliner Limited

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Please consider the environment before printing this email

From:
Sent: 14 August 2024 09:52
To:
Subject: Westbury - FL's thoughts on preferred outcomes

OFFICIAL

Hi Chris,

Thanks for attending the forum yesterday and giving more food for thought on the Westbury issue. As I hope I showed, it is very much my intention to do the correct thing here based on fact and policy as far as I can, rather than proceeding based on any *opinion* on our part, or whether the correct thing ultimately ends up disgruntling any particular stakeholder, including NR. The actions towards 4.1 were based on advice received by the policy advisor, not out of any bias on our part, and I will be discussing the counterpoints you, Dan and Oliver raised yesterday with our TTPM Becky as well as Oliver ahead of any further definitive action on our part.

Given the current situation where, despite our efforts, the reopened and corrected NC was withdrawn in the face of objections, and the overlaps are still physically there to cause performance issues, I wanted to understand better what your preferred outcome would be here, so that we may begin working towards that, as we of course remain committed to working with you towards the betterment of the TPRs and the timetable in general.

While we understand that including the Westbury overlaps in a 4.1 would lead to a dispute raised against NR and we would have to see the outcome of that, if we were to not include them then what would Freightliner see as the solutions to the existence of the overlaps and the outcome which would allow a well performing Westbury?

Some mention of Martin Davey's further NC was mentioned yesterday. How do you see that impacting the issue? When I read through it, despite it being presented to me as a potential solution to the above, to me it looked like it only included increases in crossover speed which could result in being able to reduce or remove some adjustment time TPRs, but in of itself would not alter the sections of track which are overlapped by the signals nor the timeout of the overlaps. Are you anticipating further network change which will mitigate the overlaps?

Thanks a lot,

Kind Regards,



Timetable Planning Rules Specialist
W&W
System Operator
External –

Appendix 19 – Network Change 607 Appendix A Extract

Timetable Planning Rules

As part of these infrastructure changes, the only change to the Timetable Planning Rules will be an alteration due to the change in platform length. These will be consulted via the normal processes under Part D of the Network Code.

The details provided in this proposal are for information only as the changes will be confirmed by Capacity Planning in due course.

There shall be no effect on the Engineering Access Statement.

Appendix 20 – Network Change 607v1 Extract

Timetable Planning Rules

As part of these infrastructure changes, there is a need to agree amended Timetable Planning Rules. These will be consulted via the normal processes under Part D of the Network Code.

The details provided below are for information only and to assist the consultation on the Network Change Variation. The exact changes necessary will be confirmed by Capacity Planning in due course.

Draft Changes

First Train	Second Train	Headway	Cause
Down train pass/ depart platform 1 towards Fairwood Jn	Down train pass/ arrive platform 2	2 ½	845 pts within overlap of W402
Down train arrive platform 2	Down train arrives/ pass/departs platform 1 towards Fairwood Jn	2	845 pts within overlap of W402
Down train arrive platform 2	Up train pass/ arrive platform 1 from Fairwood Jn	2 ½	845 pts within overlap of W402
Up train arrive platform 1 from Fairwood Jn	Down train arrive platform 2	2 ½	845 pts within overlap of W402
Up train arrives Up Reception via 847 pts	Down train arrives platform 3	2 ½	847 pts within overlap of W502
Down train arrives platform 3	Up train arrives Up Reception via 847 pts	4	847 pts within overlap of W502, slow movement onto Reception

Appendix 21 – Network Change 607v1 Freightliner Response



Freightliner
a Genesee & Wyoming Company

Your Ref: NC/G1/2023/WEST/607v1

Jane Sallis,
Network Change Coordinator Western Route
Network Rail
Western House
1 Holbrook Way
Swindon
SN1 1BD

Freightliner Group Limited
The Lewis Building
35 Bull Street
Birmingham
B4 6EQ

1st December 2023

Dear Jane

**Freightliner Group Limited rejection of proposed G1 Network Change:
NC/G1/2023/WEST/607v1**

With reference to the Network Change notice issued by Network Rail on 23 June 2020 in relation to the above proposal, this letter constitutes the formal response of Freightliner Group Limited ['Freightliner'] (representing Freightliner Limited and Freightliner Heavy Haul Limited) under Condition G2 of the Network Code.

Freightliner considers that the proposed Network Change satisfies the condition outlined in:

- Condition G2.1.1(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 Freightliner objects formally to the change being made; and
- Condition G2.1.1(a)(iv) in that the proposed change does not adequately take account of Freightliner's reasonable expectations as to the future use of this part of the Network. As such Freightliner objects formally to the change being made.

Our reasons for the above response are as follows:

In relation to the proposed amended overlaps for W502 signal, Freightliner acknowledge that this is an infrequently planned restriction in the timetable and as such we do not object to this aspect of the NCN.

In relation to the proposed amended overlaps for W402 signal, Freightliner believe the proposed changes unacceptably restrict capacity for services through Westbury. Preventing a simultaneous move between a Down train from Heywood Road Jn and a Down train from Hawkeridge Jn will result in additional time being added into one schedule; reducing flexibility in planning trains and creating congestion and conflicts across the junctions at the London end of Westbury station, Westbury East Loop Junction and Hawkeridge Junction.

Given the complex interactions between freight and passenger services at Westbury, flexibility in the signalling arrangements is vital to allow timetable planning. The proposed overlap amendments proposed through this Network Change will limit this, and potentially result in sub-optimal paths with degradation in journey time or capability for Freightliner, or further reaching timetabling challenges as a result of consequential amendments to other services. With the flighting of passenger services on the bordering routes restricting freight presentation times and high platform occupancy by TOCs, the ability to amend or increase freight schedules around Westbury is already difficult, Freightliner believe the changes proposed within this NCN will have a further negative impact on the challenges we face in this area.

Genesee & Wyoming Inc. is the ultimate parent company and controlling entity of GWH UK Holding Limited.
GWH UK Holding Limited (Reg. No. 09449260) is the UK parent company and controlling entity of GWH UK Acquisitive Company Limited (Reg. No. 09449264),
Holding Company Limited (Reg. No. 06229798),
Logistics Solutions Limited (Reg. No. 3652388),
Freightliner Group Limited (Reg. No. 0512119),
Freightliner
Logistics Limited (Reg. No. 03111736),
Management Consultants Ltd Limited (Reg. No. 2252791),
Freightliner Limited (Reg. No. 0218270),
Freightliner Heavy Haul
Limited (Reg. No. 381129),
UK Bulk Handling Services Limited (Reg. No. 08568423),
Freightliner Maintenance Limited (Reg. No. 0571164),
Freightliner Limited
(Reg. No. 090806) and Freightliner Mobile East Limited (Reg. No. 090805),
Registered in England and Wales,
Registered Office of all thirteen UK companies: 2nd Floor, 95 Whitefield Street, Flixton, London, W17 4EJ.

This goes alongside our concern that the reduced capacity will negatively impact our ability to grow services and provide both more and better paths for our customers, in line with freight growth targets.

Freightliner believe the above objections also stand for justifying a reduction in performance through the area, the loss of simultaneous movements in some scenarios will have a negative impact on service recovery as detailed above.

Notwithstanding Freightliner's rejection of this Network Change proposal outlined above, Freightliner believes it should be entitled to compensation should the change go ahead. Freightliner will provide a formal response to Network Rail under Conditions G2.1.1(c) and G2.1.2 once its rejections under G2.1.1(a) have been resolved.

Yours sincerely

A solid black rectangular box used to redact the signature of the Track Access Manager.

Track Access Manager
Freightliner Group Limited

Appendix 22 – Network Change 607v1 Withdrawal



**This notice is being distributed electronically.
If you would like to receive a hard copy, please contact me.**

Western House
1 Holbrook Way
Swindon
SN1 1BD

T 07809 376947

See distribution list

28th May 2024

Dear All

Withdrawal of Network Change proposal

I am writing to inform you that the following Network Change proposal, issued for consultation by Network Rail Western Route, has been withdrawn:

Our Reference:	NC705v1
Location:	Westbury Station
Proposal:	Relocation of Signals
Original date of issue:	2 nd November 2023

Network Rail has taken the decision to withdraw the proposal. A revised proposal will be issued shortly.

Please contact me if you have any queries regarding the above.

Yours sincerely

Network Change Co-ordinator, Western Route

Appendix 23 – Network Change 761 Appendix A Extract

Timetable Planning Rules

The speed changes proposed will provide additional operational flexibility but are not sufficient to warrant a change in the TPRs.

For wider context within the Westbury Station area this network change by default also encompasses the impacts of signal moves W502 and W402 within the previously rescinded network change 607. Due to the infrastructure/functionality constraints towards Salisbury/Exeter, the ongoing requirement for platforms 2 and 3 to be able to accommodate 10 car class 80x trains and the requirement to reverse the changes implemented above through further infrastructure amendments associated with this project not being defined at any of the stakeholder workshops it has not been affected as part of this change.

However, the impacts (based on the December 2024 timetable) have been assessed, solutions proposed and the agreement/implementation of these are currently being discussed. These will be consulted via the normal processes under Part D of the Network Code.

Appendix 24 – Network Change 761 Freightliner Response



Freightliner
a Genesee & Wyoming Company

Your Ref: NC/G1/2024/WEST/761

Freightliner Group Limited
The Lewis Building
35 Bull Street Birmingham
B4 6EQ

Jane Sallis
Network Change Co-ordinator
SN1 Building
Station Road
Swindon
SN1 1DG

27th August 2024

Dear Jane

**Freightliner Group Limited rejection of proposed G1 Network Change:
NC/G1/2024/WEST/761**

With reference to the Network Change notice issued by Network Rail on 1st August 2024 in relation to the above proposal, this letter constitutes the formal response of Freightliner Group Limited [‘Freightliner’] (representing Freightliner Limited and Freightliner Heavy Haul Limited) under Condition G2 of the Network Code.

Freightliner considers that the proposed Network Change satisfies the condition outlined in:

- Condition G2.1.1(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 Freightliner objects formally to the change being made; and
- Condition G2.1.1(a)(iv) in that the proposed change does not adequately take account of Freightliner’s reasonable expectations as to the future use of this part of the Network. As such Freightliner objects formally to the change being made.

Our reasons for the above response are as follows:

In relation to the proposed amended overlaps for W502 signal, Freightliner acknowledge that this is an infrequently planned restriction in the timetable and as such we do not object to this aspect of the NCN.

In relation to the proposed amended overlaps for W402 signal, Freightliner believe the proposed changes unacceptably restrict capacity for services through Westbury. Preventing a simultaneous move between a Down train from Heywood Road Jn and a Down train from Hawkeridge Jn will result in additional time being added into one schedule, reducing flexibility in planning trains and creating congestion and conflicts across the junctions at the London end of Westbury station, Westbury East Loop Junction and Hawkeridge Junction.

Given the complex interactions between freight and passenger services at Westbury, flexibility in the signalling arrangements is vital to allow timetable planning. The proposed overlap amendments proposed through this Network Change will limit this, and potentially result in sub-optimal paths with degradation in journey time or capability for Freightliner, or further reaching timetabling challenges as a result of consequential amendments to other services. With the fighting of passenger services on the bordering routes restricting freight presentation times and high platform occupancy by TOCs, the ability to amend or increase freight schedules around Westbury is already difficult, Freightliner believe the changes proposed within this NCN will have a further negative impact on the challenges we face in this area.

Genesee & Wyoming Inc. is the ultimate parent company and controlling entity of GWH UK Holding Limited.
GWH UK Holding Limited (Reg. No. 09440260) is the UK parent company and controlling entity of GWH UK Acquisition Company Limited (Reg. No. 09440264),
Holding Company Limited (Reg. No. 08122978),
Acquisition Limited (Reg. No. 08122978),
Management Consultants Ltd Limited (Reg. No. 02037911),
Freightliner Group Limited (Reg. No. 05121191),
Freightliner
Acquisition Limited (Reg. No. 05121191),
Management Consultants Ltd Limited (Reg. No. 02037911),
Freightliner Limited (Reg. No. 02182921),
Freightliner Heavy Haul
Limited (Reg. No. 2611229),
UK Bulk Hauling Services Limited (Reg. No. 08566411),
Freightliner Maintenance Limited (Reg. No. 05711164),
Freightliner
Limited

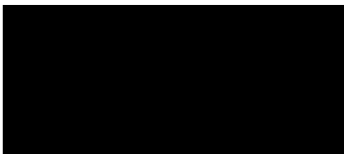
This goes alongside our concern that the reduced capacity will negatively impact our ability to grow services and provide both more and better paths for our customers, in line with freight growth targets.

Freightliner believe the above objections also stand for justifying a reduction in performance through the area, the loss of simultaneous movements in some scenarios will have a negative impact on service recovery as detailed above.

Should the inclusion of W502 & W402 from rescinded Network Change 607 be removed from this consultation and re-consulted separately Freightliner will support the remainder of Network Change 761.

Notwithstanding Freightliner's rejection of this Network Change proposal outlined above, Freightliner believes it should be entitled to compensation should the change go ahead. Freightliner will provide a formal response to Network Rail under Conditions G2.1.1(c) and G2.1.2 once its rejections under G2.1.1(a) have been resolved.

Yours sincerely



Track Access Manager
Freightliner Group Limited