

## **(7.) APPENDICES (TTP2570)**

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## 7.5 General Communication with NR

- 7.5.1 Email exchange between XC and NR

## **7.1 Dispute Item 5.1**

1G71EX (SX) 19.03 Manchester Pic – Birmingham NS &  
1M69EX (SX) 19.00 Bristol TM - Birmingham NS

## 7.1.1a Email exchange between NR NWC region and XC

**From:** Michael G  
**Sent:** 29 January 2025 09:56  
**To:** Kamen B  
**Cc:** Oliwia M Mark N; Richard B Lucy E  
**Subject:** RE: May 25 XC OR 1G71EX/ 1M69 SX  
**Importance:** High

Kamen

Would you please provide your calculations as to why you think a 13-car attach operation from the situation below, is unable to be accommodated into P7 please? I would like to know your train formation lengths, attach gap allowance, your standage allowance from the signal at the A-end of the platform, and what useable length you believe P7 is, and from which document you are working from.

Thanks

**Michael**

---

**From:** Kamen B  
**Sent:** 09 December 2024 12:17  
**To:** Michael G  
**Cc:** Oliwia M, Mark N, Richard B  
**Subject:** RE: May 25 XC OR 1G71EX/ 1M69 SX

OFFICIAL

Hi Michael,

As stated back when the 13 car move was re-introduced, **platform 9 is the only platform viable when one of the attachments is arriving via Five Ways.**

Platform 7 cannot accommodate a **5 car attaching to an 8 car as the platform is 315 metres and the 13 car is 310 metres.** This leaves us with 5 metres to perform the attachment which is insufficient as the station is planned to 10 metres of standback.

**Platform 9 has been designated for 13 car moves as it gives the lowest operational risk.** This has been communicated by the signalling and planning staff on numerous occasions.

Realistically it would be better and lower risk for 5D69 to depart 3 later at 21:00 via DEL instead of being pathed by 3 minutes at Grand Jn to allow it to cross to Landor Street.

Kind regards,

Kamen B

**Operational Planning Specialist NW&C  
Capacity Planning, System Operator**

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**From:** Oliwia M  
**Sent:** Monday, December 9, 2024 12:02 PM  
**To:** Kamen B  
**Cc:** Michael G (XC)  
**Subject:** RE: May 25 XC OR 1G71EX/ 1M69 SX

OFFICIAL

Hi Kamen,

Can you please expand on the comments related to the 13 car plan that you kindly reviewed for me?

**Kind Regards**

**Oliwia M  
Operational Planning Specialist- NW&C LTP**

**From:** Michael G (XC)  
**Sent:** Monday, December 9, 2024 11:29 AM  
**To:** Oliwia M  
**Subject:** RE: May 25 XC OR 1G71EX/ 1M69 SX

OFFICIAL

Oliwia

Would you please explain why your comments [on the online spreadsheet] state that P7 cannot accommodate a 13-car, when all units have arrived from the same direction and are departing in the same direction?

Thanks

**Michael G,**  
**Timetable Strategy Manager, CrossCountry**

---

**From:** Michael G (XC)  
**Sent:** 04 December 2024 10:23  
**To:** Oliwia M  
**Cc:** NWC LTP  
**Subject:** RE: May 25 XC OR 1G71EX/ 1M69 SX

Oliwia

Attached are the F3s with changes to 1G71, 1M69 and 5D69 (SX), that exactly replicate the Offer Response commentary.

Additional changes:

1I28 has (1) removed approaching New Street. It's going into P1 so there's no conflict nor a reoccupation as P1 is clear from 20.21.  
2J32 to cross Soho Jn at least 1min after 1G71 (reusing pathing time from later in 2J32 schedule if required; may not need moving)  
1M84 to move from P7 to the now vacated P9 (P9 vacated by 1M69, 1G71 and 5D69, now moving to P7).  
1G71 arrives P7 behind 1I28, 3min after P7 is vacated by a service to Tyseley, and 1min before the departure of 1F72 from P2 to Wolverhampton.

13-car calculations on P7

Cabs coaches 24m x 6 = 144  
Middle coaches 23m x 7 = 161  
305m

+ 1m attach

+10m standage

=316m = fits in P7 (319m).

**Michael G,**  
**Timetable Strategy Manager, CrossCountry**

## 7.1.1b Email exchange between NR and XC responding to a summary of and status of disputed items

**From:** Lucy E  
**Sent:** 22 January 2025 14:37  
**To:** Michael G (XC) ; David F ; Leon F ; Josh W  
**Cc:** Mark J ; Paul.M  
**Subject:** FW: Cross Country Principal Disputed Items- PLEASE RESPOND

OFFICIAL

Hi Michael

Feedback on principal disputed items as below, As per my previous email I have annotated your original email at the bottom of this chain.

Please let me know if there are any queries or questions.

Many Thanks  
**Lucy E**  
**Operational Planning Manager**

---

**From:** Michael G (XC)  
**Sent:** Wednesday, January 15, 2025 3:27 PM  
**To:** Lucy E  
**Subject:** may 25 Issues

### Principal Disputed Items

#### NW&C

[Michael G] 1G71EX SX 19.03 MAN BHM 20.32 Summary: Train has a lot of pathing arriving into BHM. Needs to be read in conjunction with 1M69. A 13-car can be formed or split on P7 provided all units are going in the same direction.

Commentary from NW&C team as below on this matter- NOT ACTIONED, REMAINS AS OFFERED.

Dummy paths were created and Kamen B evaluated the platforming situation at Birmingham New Street. **The proposed change was deemed unachievable due to:**

**- Creation of platform end margin non-compliances.**

**- Contravention of guidance for accommodating 13-car schedules at the station.**

- Regarding schedule 1M69EX (W&W and NWC):

- It's unclear where the schedule was departing 5 minutes earlier.

- **According to the platform/unit length file for Birmingham New Street, the move does not fit.**

- Michael believes the train length records are incorrect, but evidence of the unit length is required for verification.

- Timing issues mentioned by Oliwia were resolved with the dummy paths.



- **The platform/unit length file was created by a previous station manager and is widely used by operational staff (signallers, dispatchers) and as evidence in 502a incidents.**

- The train length compendium by Liam Whelan shows slight discrepancies (a few metres) in lengths compared to the platform/unit length file, but the difference is still **insufficient to facilitate the move.**


- A major concern is that 1M69 has been pathed with 15.5 minutes between Bromsgrove and New Street, which is excessive given it falls between two WMT cross-city services. Unfortunately, there isn't much that can be done to adjust the pathing in this section.

- Can these trains arrive earlier into the currently used platform? **The platforms used by the dummy paths work fine in terms of timings.**


## 7.1.2 NR updated voyager train length calculations

 **NR and XC Birmingham New street catch up** Chat Shared Recap Speaker Coach Q&A Meeting Whiteboard Join  10

Some people in this chat are outside your org. It's possible they have message-related policies that will apply to the chat. [Learn more](#)


 Michael Gatenby (XC) was invited to the meeting.

Andrew Bray (External) 13:44



 Usable length 316.1 metres  
13 car voyager in this formation equals 304.1 metres  
10 metre signal standage  
1 metre attachment gap.

Lengths from Kamen above, apologies that these haven't been shared with XC



Leon Foster 13:45

 TPRs say 319m

Leon Foster 13:51

 Will need a Network Change  


Andrew Bray (External) 14:00

 We'll do a full review to compare the 'Ops Guide' vs TPRs  
 2

[Last read](#)

Mark Judd (External) 14:15

### 7.1.3 TPR 2025 v 4.1 Platform length extract

NETWORK RAIL  
Region: North  
West and Central

Timetable Planning Rules  
Final Rules for Subsidiary Timetable Change 2025

Version: 4.1  
Date: 5<sup>th</sup> September  
2024  
Page: 380 of 451

#### 5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting.

STATION	PLATFORM	LENGTH	NOTES
Accrington	Down	100	
Accrington	Up	100	

NETWORK RAIL  
Region: North  
West and Central

Timetable Planning Rules  
Final Rules for Subsidiary Timetable Change 2025

Version: 4.1  
Date: 5<sup>th</sup> September  
2024  
Page: 383 of 451

STATION	PLATFORM	LENGTH	NOTES
Birmingham New Street	4A	207	BM6204 to BM5504
Birmingham New Street	4A	140	BM6404 to BM5504
Birmingham New Street	4B	141	BM6604 to North Ramp
Birmingham New Street	4B	293	BM6404 to North Ramp
Birmingham New Street	4C	102	Buffer Stop to North Ramp
Birmingham New Street	4	359	BM6204 to North Ramp
Birmingham New Street	5A	136	BM6205 to BM5505
Birmingham New Street	5A	95	BM6405 to BM5505
Birmingham New Street	5A	219	BM6405 to North Ramp
Birmingham New Street	5A	95	BM5505 to BM6405
Birmingham New Street	5B	113	BM6605 to North Ramp
Birmingham New Street	5	260	BM6205 to North Ramp
Birmingham New Street	6A	139	BM6206 to BM5506
Birmingham New Street	6A	267	BM6206 to BM5306
Birmingham New Street	6B	161	BM5106 to BM6606
Birmingham New Street	6B	116	BM5306 to BM6606
Birmingham New Street	6	267	BM5106 to BM6206
Birmingham New Street	7A	188	BM6207 to BM5507
Birmingham New Street	7A	123	BM6407 to BM5507
Birmingham New Street	7B	120	BM5107 to BM6607
Birmingham New Street	7B	254	BM5107 to BM6407
Birmingham New Street	7	319	BM5107 to BM6207
Birmingham New Street	8A	170	BM6208 to BM5508
Birmingham New Street	8A	110	BM6408 to BM5508
Birmingham New Street	8A	271	BM5108 to BM6408
Birmingham New Street	8B	150	BM5108 to BM6608



## 7.1.4 Extract from the XC Platform Stopping Guide

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### Appendix A: Class 170, 220,221, platform capacity

Class 170, 220/221 – Platform capacity per location

**Quality Control:**

This data has been copied from the files listed in the data sources and has been checked for accuracy as marked in the verification column.

Platforms have not been grouped to combine station platforms of the same length for Selective Door Operation (SDO).

**Please advise any errors or desired corrections to:** *Safety Team, CrossCountry, 5<sup>th</sup> Floor, Cannon House, 18 Priory Queensway, Birmingham. B4 6BS.*

**Acceptable Platform Lengths**

Unit Formation	Overall Length	Minimum Absolute Length	Minimum Platform Length Needed
2 car (170)	46.81m.	36m.	41m.
3 car (170)	70.42m.	59m.	64m.
4 car	93.7 m.	80.5 m.	91 m.
5 car	116.7 m.	103.5 m.	114 m.
6 car	139.7 m.	126.5 m.	137 m.
8 car	187.4 m.	174.2 m.	185 m.
9 car	210.4 m.	197.2 m.	208 m.
10 car	233.4 m.	220.2 m.	231 m.
11 car	246.4 m.	230.0 m.	251 m.
12 car	279.4 m.	253.0 m.	274 m.

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Station Name	Station Code	Plat Description	Max Number of Vehicles	Normal/Exception	Length (metres)	Voyager Restrictions	Anomalies, or Changes from previous record.	Date Verified	Name of Verifier	Order (from Source file)	Source Code
Birmingham New St	BHM	4b	5	N	141		Verified	03/02/2022	NJW	5	SC
Birmingham New St	BHM	4c	4	N	101		Verified	27/09/2004	MW	6	SC
Birmingham New St	BHM	5a	5	N	136.1		Verified	08/03/2022	NJW		
Birmingham New St	BHM	5	10	N	260.4		Verified	08/03/2022	NJW		
Birmingham New St	BHM	5b	4	N	113.3		Verified	19/12/2022	NJW		
Birmingham New St	BHM	6	12	N	312.8		Verified	10/05/2022	MW		
Birmingham New St	BHM	6a	5	N	139.5		Verified	01/05/2022	MW		
Birmingham New St	BHM	6b	6	N	161.7		Verified	10/05/2022	MW		
Birmingham New St	BHM	7	13	N	316.2	10 cars only if routed via crossover from plat 8	Verified	19/12/2022	NJW	7	SC
Birmingham New St	BHM	7a	7	N	189.2	4 cars only from plat 8	Verified	01/06/2022	NJW	7	SC
Birmingham New St	BHM	7b	4	N	116		Verified	01/06/2022	NJW	7	SC
Birmingham New St	BHM	8	13	N	333.2			27/09/2002	DGING	8	SC
Birmingham New St	BHM	8a	6	N	171.4		Verified	19/12/2022	NJW	8	SC
Birmingham New St	BHM	8b	6	N	150.5		Verified	27/09/2004	MW	8	SC
Birmingham New St	BHM	9	13	N	319.8		Verified	10/05/2022	NJW	9	SC
Birmingham New St	BHM	9a	6	N	171.4		Verified	27/09/2004	MW	9	SC
Birmingham New St	BHM	9b	6	N	154.4		Verified	27/09/2004	MW	9	SC
Birmingham New St	BHM	10	13	N	322.7			27/09/2002	DGING	10	SC
Birmingham New St	BHM	10a	7	N	180.1	Between BM6210 & BM5510 (inner mid platform signal)	Verified	19/12/2022	NJW	10	SC
Birmingham New St	BHM	10a	4	N	119.8	Between BM6210 & BM5710 (outer mid platform signal)	Verified	19/12/2022	NJW		



### 7.1.6 13-car 1G71, 1M69 and 5D69 platform length requirement

Figures are quoted in metres

#### Actual Operation Calculations

5 car	8 car	Attach**	Standage	Total required length (actual)
116.7	187.4	nil	10	314.1

\*\* attach gaps between units are momentary whilst coupling process takes place (7.1.5a)

#### Original (conservative) Calculations

5 car	8 car	Attach*	Standage	Total required length (original calc.)
116.7	187.4	1	10	315.1

\* not required in the XC coupling guide (7.1.5a), but included in original calculations. Attach gaps between units are momentary whilst coupling process takes place (7.1.5a)

#### Worst-case (unplanned / hypothetical events) Calculations

5 car	8 car	unexpected gap	Standage	Total required length (unplanned)
116.7	187.4	2	10	316.1

NB: As a reminder, full length platform 7 is quoted at 316.2 (319 TPRs)

### 7.1.7 Example of driver schedule card for 1G71 (first arrival) should this train be assigned platform 7

See '(A)' in Refs column, and '(A)' note highlighted at the bottom of the schedule

**C** LT 14 MTWO 19/05/25 10/12/25 LTP (Valid)

Diagram Print Clipboard View Options Trains Help

Diagram Work																							
Diag:		LT		14		Days:		UMTWHFS		Res:		DVR		On/Off:		18.31		00.23		Tot Hrs:		5:52	
Header Text:																							
	H	S	Act	Locn/Note		Arr	Dep	Train Id	Route	Loco/Unit	Cross	Refs	Tot. Hrs	T									
	N																						
	N																						
	N				BOOK ON & OFF AT PICCADILLY																		
	N																						
	N		MOB																				
					Manchester Piccadilly		19.03	1G71EX	STOKE	VOY			0:32	L									
					Birmingham New Street	20.37						(A)	2:06										
	N		SCU																				
	N		PA		To B END (1M69) by DY30 at 20.48					VOYx2													
	R		RELD		by DY 30 at 20.54					VOYx3													
	N																						
	N		PNB																				
	N																						
			REFRSH		Birmingham New Street		22+09	5D70EB	ABUSH				3:38	L									
	N				(Via Aston & Bescot direct to Bushbury Jn)																		
					Stafford	22+54							4:23										
	N																						
			REFRSH		Stafford		23.04	1M88FX	ALSAG				4:33	L									
	N				(Via Alsager & Styal)																		
					Manchester Piccadilly	00.13							5:42										
	N																						
	▶ N		(A)		Pull down to signal BM6207 (FAR A END) of platform																		
	N																						
	N																						

### 7.1.8 Voyagerplan screenshot showing schedules as bid at Priority Date

The screenshot shows two overlapping windows from the 'Train Editing Utilities' application. The background window is titled 'Train Editing Utilities: Timer MAY25BID [SX]' and has a menu bar with 'Select', 'Train', 'Header', 'Specification', 'Bulk Processing', 'Reports', 'View', 'Stopping Pattern Codes', and 'Help'. Below the menu is a toolbar with various icons. The 'Train Selection' window shows a table with three selected rows:

Train	Spec	Time	From	To	Time	To
1G71EX	[SX]	19.03	MAN	BHM	20.32	BI
1M69EX	[SX]	19.00	BRI	BHM	20.39	BI
5D69EX	[SX]	20+57	BHM	BAR	21+25	BI

Below the table, it says '3 selected trains, 175 unselected trains.' The foreground window is titled 'Train Edit 5D69EX [SX] 20+57 BHM -BAR 21+25 221: Timer MAY25BID [SX]'. It has a menu bar with 'Train', 'View', 'Reports', and 'Help'. Below the menu is a toolbar. The main area contains a table with the following columns: 'Location Description', 'Working Times', 'Specifications', 'Line', 'Advt Chng', 'Plat', '1', '2', '3', and 'M Flags'.

Location Description	Working Times	Specifications	Line	Advt Chng	Plat	1	2	3	M	Flags
Birmingham New Street	20+57	20.57	WL		7					*
Proof House Jn	20/59	/	-							
Grand Jn	20/59½	/								
Landor Street Jn	21/02	(1)/	ML							
Castle Bromwich Jn	21/05½	/								
Water Orton	21/06½	/	-		2					
Kingsbury Jn	21/09	/								
Tamworth High Level	21/13	(1)21/13								
Wichnor Jn	21/18½	(1){1}/								
Barton Under Needwood Sou	21/19½	/								
Barton Under Needwood RSt	21+25	{½}T	----							x

At the bottom of the window, it says 'No train notes exist.'

The screenshot shows two overlapping windows from the 'Train Editing Utilities' application. The background window is titled 'Train Editing Utilities: Timer MAY25BID [SX]' and has a menu bar with 'Select', 'Train', 'Header', 'Specification', 'Bulk Processing', 'Reports', 'View', 'Stopping Pattern Codes', and 'Help'. Below the menu is a toolbar. The 'Train Selection' window shows a table with three selected rows:

Train	Spec	Time	From	To
1G71EX	[SX]	19.03	MAN	BHM
1M69EX	[SX]	19.00	BRI	BHM
5D69EX	[SX]	20+57	BHM	BAR

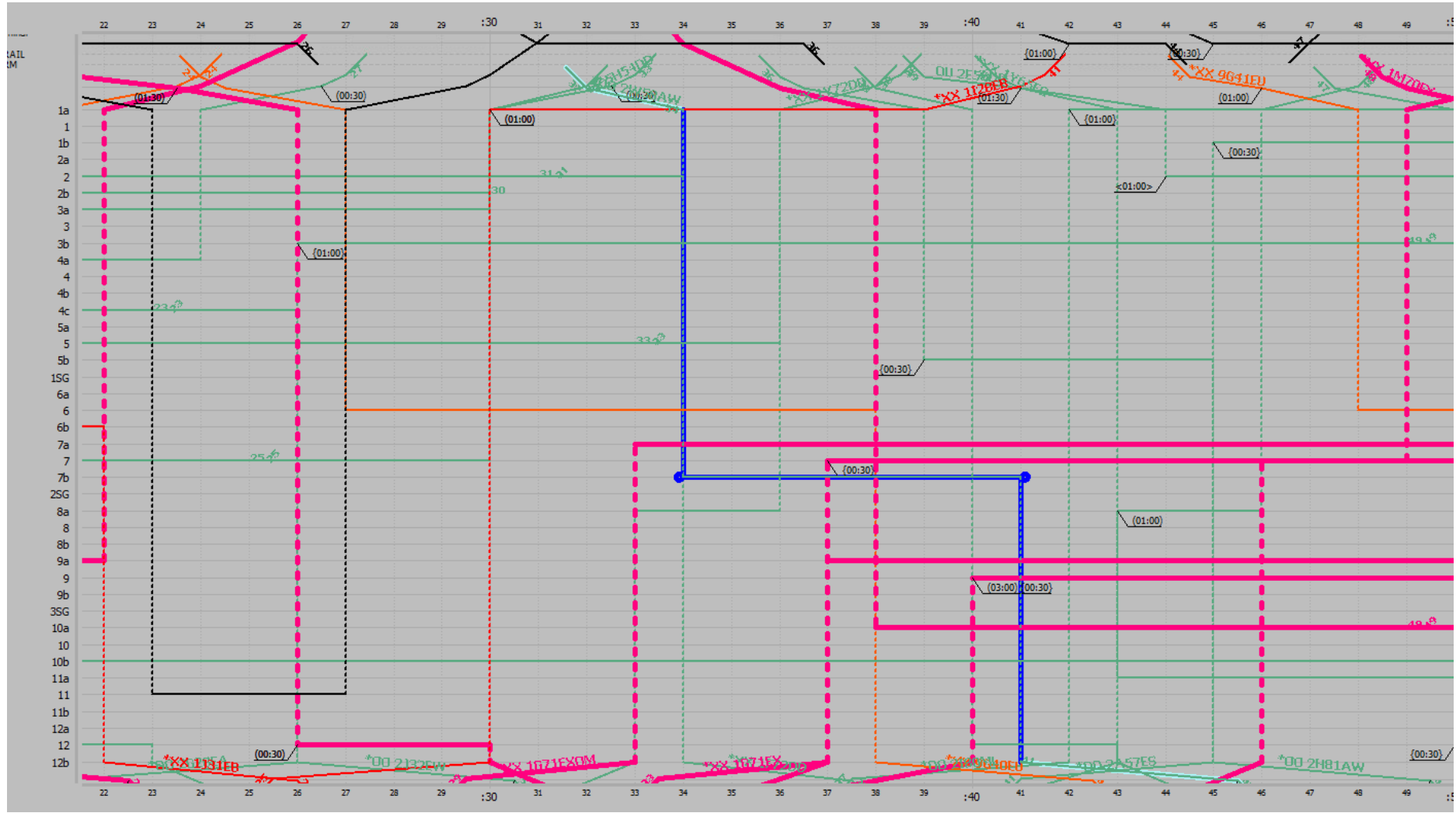
Below the table, it says '3 selected trains, 175 unselected trains.' The foreground window is titled 'Trains at Location BHAMNWS'. It has a menu bar with 'Trains', 'Plat', 'Arr', 'Dep', 'Changed', and 'Platforms'. Below the menu is a toolbar. The main area contains a table with the following columns: 'Trains', 'Plat', 'Arr', 'Dep', and 'Changed'.

Trains	Plat	Arr	Dep	Changed
1G71EX [SX]	7	20.32		
1M69EX [SX]	7M	20.39		
5D69EX [SX]	7		20+57	

On the right side of the window, there is a list of platforms from 1 to 7. Below the list are buttons for 'Print Setup...', 'Print', and 'Print Invalid'. At the bottom of the window, there are buttons for 'All', 'None', 'Invert', 'By Platform', 'OK', and 'Cancel'.

### 7.1.9 TPS graph screenshot (as of 06 February 2025)

NB: Highlighted train is the WMT that would need to move to P4, from P7.



## **7.2 Dispute Item 5.2**

1M69EX (SX) 19.00 Bristol TM - Birmingham NS



### 7.2.1 Comments from shared XC-NR spreadsheet

Headcode	Days	Orig. Time	Orig.	Dest.	Dest. Time	Date Logged	Issue / Action	XC Planner(s)	late/earl/xc	Scotland	LINE	EM	NW/C	Anglia	W & W	Wessex	Part D Stage	Status	Dispute status	NR Comments (Anglia)	XC Comments (W & W)	NR Comments (W & W)
1M69EX	SX	19.00	BRI	BHM	20.39		Departure time & Pathing	MG HC					Y		Y		09 Oct 24	Disputed	Y		[Further comment]: Railtrail comments reviewd. This is an unacceptable flex for a freight that was bid after D40. Schedule <u>will</u> be disputed.  Won't accept a 5min earlier departure, when this train was until recently going 1min later than bid! More annoying is that instead of trying to run the train earlier, pathing time has been put in to go 'back to booked'!  Has this change been caused by the creation of 4L53, that created on 09 August (which is not D40) ?  Please revert to as bid or an earlier variation.	Please see Rail Trail for response
1N69EV	SX	19.27	SSD	BHM	22.38		Departure Time	MG					Y				21/10/2024	Disputed	Y	Emailed GA to discuss - RM		

### 7.2.2 Comments from NR's RailTrail

Network Rail is flexing their rights to accommodate 4L53DA.			
1M69 - Depart 5 minutes earlier. Run UR till Horfield and increase dwell at Bristol Parkway to 3 minutes. Pathing added at Westerleigh Jn			
compliance back to booked.	TMETKAR1	07/11/2024 13:16	EH
compliance Depart 5 minutes earlier. Run UR till Horfield and increase dwell at Bristol Parkway to 3 minutes. Pathing added at westerleigh back to booked	DLOTTER1	07/10/2024 10:33	EH
Moved (0:30) from Bristol East Jn to Cheltenham Spa.	CMURRA26	26/09/2024 16:51	EH
performance Imp n/a (undone change)	CMURRA26	26/09/2024 15:42	EH
compliance Retimed to depart Bristol TM 1 later at 19:01 and added (0:30) at Bristol East Jn for margin with 1F26DA. Removed (1:30) at Gloucester Yard Jn and	CMURRA26	24/09/2024 16:31	EH



## 7.2.3 Audit Trail from NR's TPS system for 4L53DA

Yellow highlights show there is no audit entries for this schedule before 04 November, and no date entries prior to this can be selected.

The screenshot displays the TPS system interface for train J9 4L53DA. At the top, a calendar for November 2024 is shown, with dates 28, 29, 30, and 31 highlighted in yellow. Below the calendar, the audit trail table is visible, showing a list of modifications to the train schedule. The entry for 04/11/2024 is highlighted in yellow, indicating the first date with an audit entry. The table columns are Date, User, Action Type, Previous Value, and Modification.

Date	User	Action Type	Previous Value	Modification
08/01/2025 15:00...	KGomes	Modification	Remark = "May..."	Train J9-4L53DA-DB (18. June) was changed: Attribute Remark from 'May25-PDNS-Additional-AR/TM-31/10' to 'May25-PDNS-Additional-AR/TM-31/10'. Total Train Length- 775m RT3973 - PAD006CON Y paths - 4B48, 4L50 Runs in existing 4B48 path Barry Docks - Wentloog. New path Wentloog to Reading. Runs in existing ...' to 'P2025/3928883'.
08/01/2025 15:00...	KGomes	Modification	Remark = "May..."	Train J9-4L53DA-DB (19. June) was changed: Attribute Remark from 'May25-PDNS-Additional-AR/TM-31/10' to 'May25-PDNS-Additional-AR/TM-31/10'. Total Train Length- 775m RT3973 - PAD006CON Y paths - 4B48, 4L50 Runs in existing 4B48 path Barry Docks - Wentloog. New path Wentloog to Reading. Runs in existing ...' to 'P2025/3928883'.
08/01/2025 15:00...	KGomes	Modification	Bid Reference = ...	Train J9-4L53DA-DB (16. June) was changed: Attribute Bid Reference from 'DBLE25SLT000002' to 'WK12-TW22-KG'.
08/01/2025 15:00...	KGomes	Modification	Bid Reference = ...	Train J9-4L53DA-DB (17. June) was changed: Attribute Bid Reference from 'DBLE25SLT000002' to 'WK12-TW22-KG'.
08/01/2025 15:00...	KGomes	Modification	Bid Reference = ...	Train J9-4L53DA-DB (18. June) was changed: Attribute Bid Reference from 'DBLE25SLT000002' to 'WK12-TW22-KG'.
08/01/2025 15:00...	KGomes	Modification	Bid Reference = ...	Train J9-4L53DA-DB (19. June) was changed: Attribute Bid Reference from 'DBLE25SLT000002' to 'WK12-TW22-KG'.
08/01/2025 15:00...	KGomes	Creation	-	Train J9-4L53DA-DB (19. June) was created.
08/01/2025 15:00...	KGomes	Modification	Operating Day ...	Train J9-4L53DA-DB (Monday - Thursday, not 16 ...) was changed: Attribute Operating Day Template from 'FSX* (16694721)' to 'FSX* (16692206)'. [Info text = Result of split]
08/01/2025 15:00...	KGomes	Creation	-	Train J9-4L53DA-DB (18. June) was created.
08/01/2025 15:00...	KGomes	Modification	Operating Day ...	Train J9-4L53DA-DB (FSX* (16694721)) was changed: Attribute Operating Day Template from 'FSX* (16694720)' to 'FSX* (16694721)'. [Info text = Result of split]
08/01/2025 15:00...	KGomes	Creation	-	Train J9-4L53DA-DB (17. June) was created.
08/01/2025 15:00...	KGomes	Modification	Operating Day ...	Train J9-4L53DA-DB (FSX* (16694720)) was changed: Attribute Operating Day Template from 'FSX* (16694660)' to 'FSX* (16694720)'. [Info text = Result of split]
08/01/2025 15:00...	KGomes	Creation	-	Train J9-4L53DA-DB (16. June) was created.
08/01/2025 15:00...	KGomes	Modification	Operating Day ...	Train J9-4L53DA-DB (FSX* (16694660)) was changed: Attribute Operating Day Template from 'FSX (15972061)' to 'FSX* (16694660)'. [Info text = Result of split]
03/12/2024 15:00...	APapado1	Creation	-	Train J9-4L53DAWP-DB (Monday - Thursday) was copied from Train J9-4L53DA-DB (Monday - Thursday). Train J9-4L53DA-DB (Monday - Thursday) was changed: Attribute Remark from 'May25-PDNS-Additional-AR/TM-31/10' to 'May25-PDNS-Additional-AR/TM-31/10'. Total Train Length- 775m RT3973 - PAD006CON Y paths - 4B48, 4L50 Runs in existing 4B48 path Barry Docks - Wentloog. New path Wentloog to Reading. Runs in existing ...' to 'May25-PDNS-Additional-AR/TM-31/10'.
28/11/2024 11:50...	ARosierNONQ	Modification	Remark = "May..."	Train J9-4L53DA-DB (Monday - Thursday) was changed: Attribute Remark from 'May25-PDNS-Additional-AR/TM-31/10' to 'May25-PDNS-Additional-AR/TM-31/10'. Total Train Length- 775m RT3973 - PAD006CON Y paths - 4B48, 4L50 Runs in existing 4B48 path Barry Docks - Wentloog. New path Wentloog to Reading. Runs in existing ...' to 'May25-PDNS-Additional-AR/TM-31/10'.
04/11/2024 14:40...	TMetkar1	Modification	Coach Length ...	Train J9-4L53DA-DB (Monday - Thursday): Train planning location BARRDCG (70) (at index 1) was changed: Attribute Coach Length from '-' to '754'.

### 7.2.4 Extract from NR's TPS system for 1M69 (for comparison)

This shows that when the schedule was created, there is an entry identifying this.

10 CHARFIELD

message List

All Messages (0) Conflicts (0) Conflicts of current Restriction (0) Conflicts of current Train (0) Infrastructure (0) Simulation (0)

From: 9.8.2024 To: 6.2.2025

Date	User	Action Type	Previous Value	Modification
09/08/2024 20:5...	RGamaralNONQ	Creation	-	Train XX-1M69EX-EH (Monday - Friday) was created.
09/08/2024 20:5...	RGamaralNONQ	Creation	-	Train XX-1M69EX-EH (Monday - Friday) was created.



7.2.6a Trust screenshot and Freightliner Ltd Access Rights for 4L50 and 4B49.

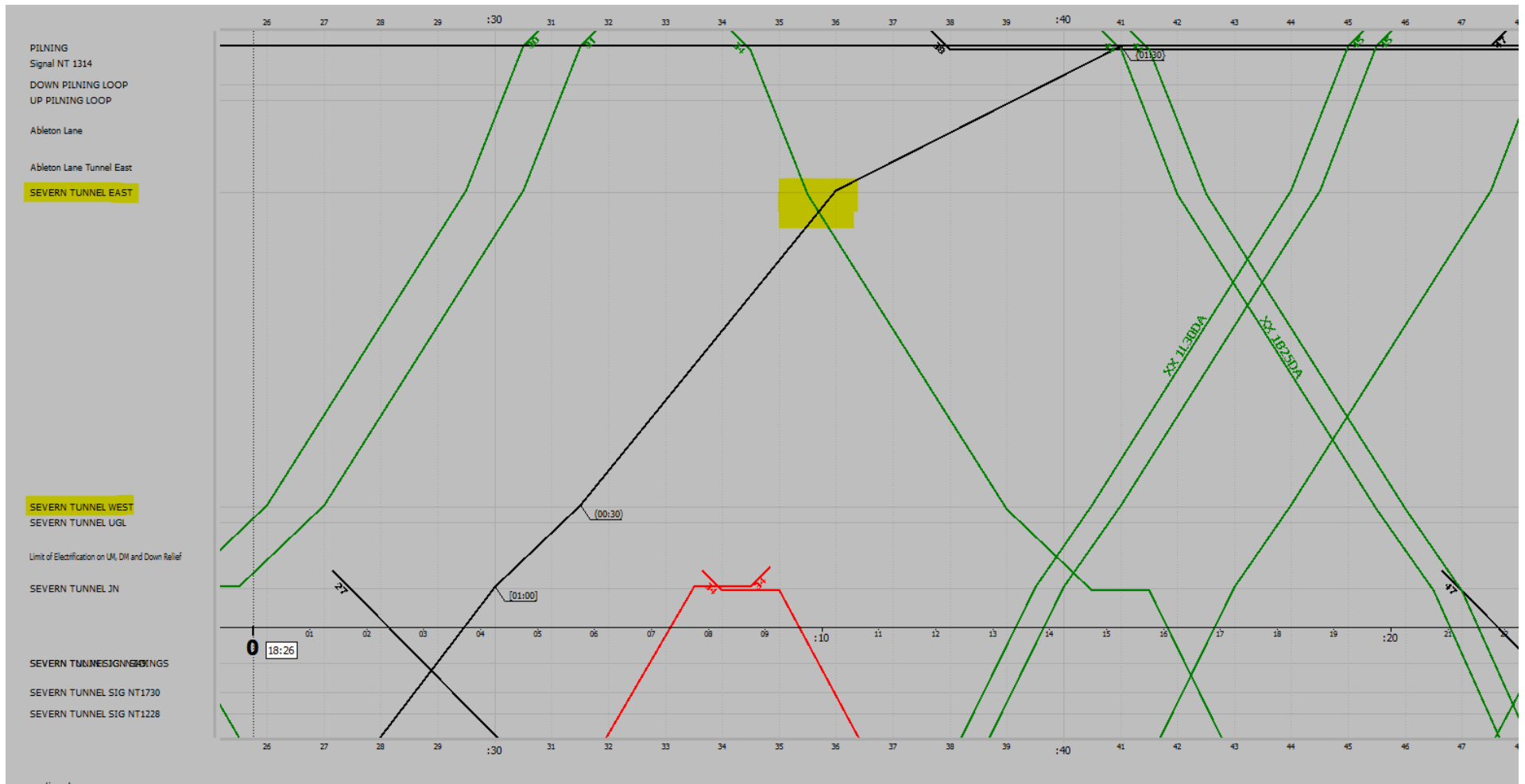
```

Trains at WENTLOOG
All trains from 15:00 to 17:00 on 20/05/25
Lc Arr Dep Wttid Origin Destination Typ Days From To TC
15:46 18:18 4L53 BARYDKFLT 14:42 TILBURYFL 23:38 WTT FSX 190525 111225 J9
15:48 16:27 4L50 BARYDKFLT 14:42 TILBURYFL 23:38 WTT FSX 190525 111225 J9
15:48 17:31 4O71 BARYDKFLT 14:42 SOTON M T 20:47 WTT TTHO 200525 111225 J9
    
```

6060		4B49		FSX	14:15	15:15	BARRY DOCK FL	78809	WENTLOOG (FREIGHTLINERS)	15:20	16:20	77085						75C66S06	84SLU	8	W8	13
Non Contractual Comments:										Suggested Routing: Cardiff												

6060		4L50		FSX	16:00	17:00	WENTLOOG (FREIGHTLINERS)	77085	TILBURY LCT (FLT)	23:10	00:10	51211			READING SEABROOKS SIDINGS	2	20	Train Crew Relief Run Round	75C66S14	84 SLU	8	W8	178
Non Contractual Comments:										Suggested Routing: Box, T&H													

### 7.2.6b TPS screenshot showing 4L53 within Severn Tunnel with passenger service 2U26



## 7.2.7 Response to XC's dispute status update.

From: Lucy E  
Sent: 22 January 2025 14:37  
To: Michael G David F Leon F Josh W  
Cc: Mark J paul.M  
Subject: FW: Cross Country Principal Disputed Items- PLEASE RESPOND

OFFICIAL

Hi Michael

Feedback on principal disputed items as below, As per my previous email I have annotated your original email at the bottom of this chain.

Please let me know if there are any queries or questions.

Many Thanks

Lucy E

---

From: Michael G  
Sent: Wednesday, January 15, 2025 3:27 PM  
To: Lucy E  
Subject: may 25 Issues

Principal Disputed Items

[MG comment]

W&W, and NW&C in conjunction with above train 1M69EX            SX        19.00    BRI        BHM        20.39  
Summary: Principal issue: Being departed 5mins earlier for a freight train, additionally, that I believe was not bid at D40.

[NR Comment]

- W&W- FLIM did bid 4L53 at D40 – W&W have checked FLIM's bid docs/PEX.
- T

he freight team applied the initial retiming of 1M69 between BTM & Westerleigh Jn to secure a path for FLIM's 4L53 through the Bristol Parkway area. This was a VFT item.

- **The as is state was the only solution explored for securing a compliant slot for the FLIM path during PDNS.**
- **W&W will continue a review of this scenario this week to assess whether there are any other retiming options to limit the journey time increase for XC.**

### **7.3 Dispute Item 5.3**

1N69EV (SX) 19.27 Stansted Airport – Birmingham NS

Note: Due to the emails containing information not relevant to the dispute item, this information has been removed, leaving only the relevant parts as evidence.

Note: A summarised chronological version of email events covering items 7.3.1a-f is available as an alternative appendix, 7.3.1g.

### 7.3.1a Initial email from NR about 'issues' with XC May 25 Priority Bid

**From:** Rebecca M <>  
**Sent:** Thursday, October 3, 2024 3:19 PM  
**To:** Richard S <>; Michael G (XC) <>; Leon F <>; Hazel C <>; J M <>; Colin L <>; Huw R <>  
**Cc:** Andrew J <>; Shanna J <>; Anglia Programme <>  
**Subject:** May 25 Cambridge/Stansted area issues

OFFICIAL Good afternoon all, Through validation of the May25 timetable, we have identified some issues in the Cambridge and Stansted area with some of the Stansted extensions bid by XC and how they are interacting against trains in the current

OFFICIAL

Good afternoon all,

Through validation of the May25 timetable, we have identified some issues in the Cambridge and Stansted area with some of the Stansted extensions bid by XC and how they are interacting against trains in the current timetable. Due to the complex nature of this area, I would appreciate if we were able to discuss these issues and potential options to resolve them as a group. I understand that the timetable has changed slightly since these services were removed pre-pandemic so I would welcome any information you have about how this was crafted previously to at least use as a starting point to help us resolve issues and find suitable solutions for all timetable participants.

As such, I propose opening the discussions via email (the most complicated issues are shown below though there will be some platforming alterations at Cambridge to resolve other issues – details to follow later) and following up via a Teams meeting if necessary the week commencing 14<sup>th</sup> October (proposed date/time being Thursday 17<sup>th</sup> 11.15 after the Anglia 11am call) which should avoid non-working days and Annual Leave. This should also give time for items to be investigated and to share information about how we have tackled some of these items before. If we still have items to resolve by Thursday 17<sup>th</sup> October, please be prepared to join the meeting with any relevant information to help us achieve a solution.

I will put a meeting invitation in once I have confirmation of the date/time being suitable for all required.

Due to annual leave, I have copied several additional people in this email so if this is not applicable to you, please ignore or forward as necessary. I will be on leave tomorrow (Friday 4<sup>th</sup> October) but will be back in the office on Monday. Please do not let my absence dissuade you from sharing information immediately. We look forward to working with you to resolve these issues.

SX

1N69EV SX (15971858)  
1min between 1N69 and 1B12 at Coopers Lane Jn. 1B11 is headway (3min) behind. Also platforming issues at Cambridge

Many thanks,

Rebecca M  
Operational Planning Specialist – Anglia



### **7.3.1b Response from XC regarding issues raised with 1N69 in 7.3.1a.**

**From:** David F  
**Sent:** 08 October 2024 10:38  
**To:** Rebecca M  
**Cc:** Michael G (XC) ; Leon F ; Hazel C  
**Subject:** RE: May 25 Cambridge/Stansted area issues

Hi Rebecca,

Michael has asked me to have a look at the list of issues you've raised. My initial assessment is as follows (my comments in red).

[NR Extract] 1N69EV            SX (15971858)  
1min between 1N69 and 1B12 at Coopers Lane Jn. 1B11 is headway (3min) behind. Also platforming issues at Cambridge  
[DF Response] Probably needs to run as per Dec 19 – depart Stansted 1921, with (3) approaching Stansted East Jn. Needs to be as booked by Shepreth Branch Jn to avoid 1T57 & 2C52

I realise some of these involve tweaking GA or GTR trains and that engagement with them might be needed.

Regards,

**David F**, Timetable Performance Manager, CrossCountry

### 7.3.1c Response from GA regarding issue raised with 1N69 in 7.3.1a.

**From:** Richard S  
**Sent:** 09 October 2024 17:12  
**To:** Rebecca M <>; Michael G (XC) Leon F ; Hazel C ; J M Colin L Huw R  
**Cc:** Andrew J Shanna J Anglia Programme <  
**Subject:** RE: May 25 Cambridge/Stansted area issues

Hello everyone,

I've had a look at the conflicts in the Stansted area and propose the following solutions, incorporating flexes to some GA and XC services, to path all the trains in:

- 1N69EV – in effect reverts to pre-curtilment path
  - 1N69 Stansted Airport p2 DL 19:21 , Coopers Lane Jn 19/22 ½ , Tye Green Jn 19/24, Stansted East Jn 19/26 ½
  - 1B12 Stansted East Jn 19/25, Tye Green Jn 19/26, Coopers Lane Jn 19/27 ½ , Stansted Airport p1 DL 19:30
  - 1B11 Stansted Airport p3 AL 19:30, Coopers Lane Jn 19/31 ½ , Tye Green Jn 19/33

In view of subsequent comments around the paths for 1L30 and 1T19, the conflicts involving the former in the Stansted area would seem to be resolved.

I intend to try and look at the Cambridge platform issues in due course.

Regards,

Richard

**Richard S**

Permanent Train Planner

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### 7.3.1d Email from NR adopting GA's proposals for 1N69

**From:** Rebecca M  
**Sent:** 15 October 2024 16:06  
**To:** David F Richard S Michael G (XC) Leon F ; Hazel C ; J M Colin L Huw R  
**Cc:** Andrew J Shanna J Anglia Programme <  
**Subject:** RE: May 25 Cambridge/Stansted area issues

OFFICIAL

Good afternoon all,

Apologies for not responding to this sooner. We've had some technical issues this morning so I've not been able to look through as much of this as thoroughly as I'd have liked to.

I've compiled the comments and suggestions from you all and added these to the list below (apologies, this is now the full list not split out into SX and SO) and the comments are colour coordinated based on how difficult I deem the current status to be of the trains – I have left the original train colours on there which is how I determined how disruptive the issues would be. I also only shared the red/orange schedules initially as these were deemed to be the most complicated items.

I will endeavour to test out some solutions tomorrow but as per the original email, will send out a meeting invitation to go through items on this list on Thursday after the 11am Anglia call.

Please be prepared to work through these items together to resolve some more of the issues – I'm expecting the orange items to be discussed on Thursday and hopefully share that some of the other items have now got a proposed fix.

1N69EV SX

1min between 1N69 and 1B12 at Coopers Lane Jn. 1B11 is headway (3min) behind. Also platforming issues at Cambridge **timings provided by GA to retime 1N69 into pre-curtailment path work in Stansted area.** XC to choose options into Cambridge. Could possibly run earlier and be in front of 2C52 but this would require 2min being put in 2C52 at SBJ. Cannot run 1N69 any earlier due to no time in 6M06. Running behind 2C52 requires additional pathing to be added to schedule (c.4.5min) so could have AUD stop added back potential path into 1921 path matching path of 1N67 from Stansted a possibility. RM/SJ to make sure this is input as a starting point and reinvestigate once in.

### 7.3.1e Email exchange between NR, GA and XC responding to proposals to improve schedules including 1N69

*From: Leon F*

**Sent: 13 December 2024 11:38**

*To: Rebecca M ben.B Richard S Train Planning - LTP*

*Cc: Anglia Programme Andrew J*

*Subject: RE: May 25 Stansted extensions Part 3*

*Morning Rebecca, Ben*

*Cross Country are disappointed at this current outcome, given NR are still able to apply flexing rights, a 6 minute journey time saving for our service compared to the suite of 1 minute changes to GA services with no (?) journey time impact would appear to be better solution for the industry, i.e. passenger as a whole.*

*This appears to be an improved outcome compared to the 2019 timetable. If there are performance concerns we would be happy to review those, but worth bearing in mind the performance/spad issues for 1N69 with 6 minutes of pathing between Stansted and Cambridge as well.*

*Also worth noting we have agreed to depart Stansted at xx:25 from Dec 25 to accommodate the WAML recast, so are not averse to flexing where needed, but moving this service back to xx:27 at least is closer to this position.*

*Thanks*

*Leon*

*From: Rebecca M*

**Sent: 13 December 2024 10:29**

*To: ben.B Leon F ; Richard S Train Planning - LTP*

*Cc: Anglia Programme Andrew J*

*Subject: RE: May 25 Stansted extensions Part 3*

OFFICIAL

*Good morning all,*

*Thank you for the response, Ben. As a result of this, I will leave 1N65 and its consequential amendments as per the train prints sent on 9<sup>th</sup> Dec and please find attached train prints to revert 1N69 and consequential amendments back to the previously offered.*

*Many thanks,*

*Rebecca M*

*Operational Planning Specialist – Anglia*

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*From: ben.B*

**Sent: 12 December 2024 08:55**

*To: Rebecca M ; Leon F ; Richard S; Train Planning GA*

*Cc: Anglia Programme*

*Subject: Re: May 25 Stansted extensions Part 3*

*Morning Rebecca,*

*We are happy to accept the flexes to accommodate 1N65.*

*However, we feel the flexes to put 1N69 into a standard hour slot, that it didn't have in XC's pre-covid timetable, will adversely affect performance on the south of the route. Therefore, I'm afraid we cannot accept them.*

*Kind Regards*

**Ben B**

*Train Planning Manager*

*Greater Anglia*

*The Hub*

*Colchester North Station*

*Colchester*

*CO1 1JS*

United Kingdom

---

**From:** Rebecca M

**Sent:** 09 December 2024 15:05

**To:** Leon F ; Train Planning - LTP ; Richard S

**Cc:** Anglia Programme

**Subject:** RE: May 25 Stansted extensions Part 3

OFFICIAL

Hi all,

I have revisited these schedules and would be prepared to offer the attached for you both if you are both in agreement.

GA you have 7 schedules amended and XC you have 4 (5 inc day splits to 1N69) to resolve the issues flagged by XC in 1N65 and 1N69.

1N69

1B12 to run through Coopers Lane at 17:27 ½ but add 1min pathing at Stansted to maintain 4min margin with 1N69.

1L48 needs 30sec added at Stansted North Jn to account for 1N69 running later and 30sec at Stansted to arrive on a full minute. Arrives at 17:42 now.

1B11 retimed to depart 1min later with pathing from Broxbourne and Cheshunt reduced to be back to booked at Cheshunt.

2O07 moved 1min pathing from Bethnal Green to Broxbourne Jn to allow for junction margins with 1B11 running 1min later.

1B13 moved 1min pathing from Bethnal Green to Tottenham Hale to maintain headway with 2O07.

1N69 depart at 19:27 with 1min pathing at Coopers Lane to allow the 2min margin at Coopers Lane and the 4min margin with 1B12 arriving p1. 1N69 to run AL and 1B12 DL to avoid additional crossing moves. 1N69 to have pathing removed approaching Cambridge to maintain current booked time arriving at Cambridge.

Please let me know your thoughts on the above.

Many thanks,

**Rebecca M**

**Operational Planning Specialist – Anglia**

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**From:** Leon F

**Sent:** Monday, December 9, 2024 9:28 AM

**To:** Rebecca M ; Train Planning - LTP ; Richard S

**Cc:** Anglia Programme

**Subject:** RE: May 25 Stansted extensions Part 3

OFFICIAL

Hi Rebecca,

Happy with either, but 17.27 is "on pattern"

Thanks

Leon

---

**From:** Rebecca M

**Sent:** 06 December 2024 15:27

**To:** Leon F ; Train Planning - LTP ; Richard S

**Cc:** Anglia Programme

**Subject:** RE: May 25 Stansted extensions Part 3

OFFICIAL

Hi Leon,

I will have a second look at the 1N69 issues.

In the meantime, can you confirm which option of 1N65 (below) you would prefer so that I can send complete train prints to GA to investigate?

Many thanks,

**Rebecca M**  
**Operational Planning Specialist – Anglia**

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**From:** Leon F  
**Sent:** Friday, December 6, 2024 2:47 PM  
**To:** Rebecca M ; Train Planning - LTP ; Richard S  
**Cc:** Anglia Programme  
**Subject:** RE: May 25 Stansted extensions Part 3

OFFICIAL

Hi Rebecca,

1N65: Yes, we can run on the AL

1N69: Issues noted, however I don't think 6M05 needs to be later from Broxbourne reception as 1B13 does not need to be later at this point, only at Tottenham Hale (as noted).

So hopefully no need to flex these trains listed after 6M05, as still 3 min headway at Tottenham South Jn with the retiming to 1B13.

Therefore think the changes are a 1 min journey time saving for 1B11, and hopefully no journey time extension for 2O07 and 1B13 as they have pathing before Liverpool Street?

We then save 6 minutes on 1N69?

Thanks  
Leon

---

**From:** Rebecca M  
**Sent:** 06 December 2024 07:46  
**To:** Train Planning - LTP ; Leon F ; Richard S  
**Cc:** Anglia Programme  
**Subject:** RE: May 25 Stansted extensions Part 3

OFFICIAL

Hi Richard,

Please find train prints attached for the services linked to 1N65 and 1N67. I have added commentary below:

**1N65**

1K83 arrives earlier due to removal of dwell at signals outside Stansted.

1B96 remove pathing to run through Coopers Lane at 17:27 ½ but add 1min pathing at Stansted to maintain 4min margin with 1N65\*

1L44 needs 30sec added at Stansted North Jn to account for 1N65 running later and 30sec at Stansted to arrive on a full minute. Arrives at 17:42 now.

1B95 retimed to depart 1min later with pathing from Broxbourne and Cheshunt reduced to be back to booked at Cheshunt.

**1N65 could have one of two options.**

**1: It could depart at 17:27** with 1min pathing at Coopers Lane to allow the 4min margin with 1B96 arriving p1. 1B96 would have to run AL and then cross down to p1. This adds an element of risk to 1B95 departing p3 at 17:31 so I'd prefer to run 1N65 AL and 1B96 DL to avoid additional crossing moves.

**2: 1B65 could also depart at 17:28** with no pathing at Coopers Lane but MUST run via the AL with 1B96 running DL to avoid interacting with 1B95 departing p3. 1B69 would also have to arrive 1 min later at 17:32 to account for the 4 minute margin with 1N65.

@Leon F is it possible to run via AL as I don't think any of the XC services currently run via the AL, only DL? @Richard X. S I am aware that I have not corrected the route for 1B69 in the train print as this can be confirmed with a new train print once the route for 1B65 is confirmed.

**1N69**

**Although the Stansted area would work with a plan similar to the above,** I don't think it is a viable option for 1B11 to run later. This is due to 2O07 running through Broxbourne Jn at 19:51 compared to 2O49 which runs through at 17:53 ½ (against 1B95 in the above example). Running 1B11 later will require running 2O07 later from Broxbourne Jn which will then require running 1B13 later from Tottenham Hale. This will cause 6M05 to run later from Broxbourne Reception and knock on to 2O73 which will then knock on to 2H59, 1B15, 2T23 and 2U81 before we get to Liverpool Street.

Many thanks,

Rebecca M  
Operational Planning Specialist – Anglia

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From: Rebecca M

**Sent: 03 December 2024 13:24**

To: Train Planning - LTP ; Leon F

Subject: FW: May 25 Stansted extensions Part 3

OFFICIAL Good afternoon, As noted in the email chain prior to offer, we are investigating the proposals from XC (copied below) to see if we can improve paths around the Stansted area. Could you let me know your thoughts on the proposals or any

OFFICIAL

Good afternoon,

As noted in the email chain prior to offer, we are investigating the proposals from XC (copied below) to see if we can improve paths around the Stansted area.

Could you let me know your thoughts on the proposals or any alternative thoughts you have which may assist us in resolving these items?

1N65 SX:

Restoring 1N65 to a 17.27 departure allows the 'A' stop in 1K83 to be removed so it can arrive at least 2 minutes earlier.

1N65 passes Coopers Lane Jn at 17/28½. Therefore 1B96 must pass 17/26½.

We can achieve 17/27½ by removing the (1) currently shown.

This would mean 1N65 needs to depart 17.28 and pass Coopers Lane 17/29½.

1B95 would therefore need to depart 17.31 with pathing approaching Cheshunt removed.

**1N69 SX:**

**Similar to above, 1N69 to depart 19.28 to pass Coopers Lane at 19/29½,** after 1B12 passes 19/27½.

1B11 to therefore depart 19.31 and have pathing approaching Cheshunt.

Many thanks,

Rebecca M  
Operational Planning Specialist – Anglia

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From: Rebecca M

**Sent: Thursday, November 14, 2024 2:28 PM**

To: Leon F ; Richard S ; David F ; J M; Michael G (XC)

Cc: Andrew J ; Shanna J ; Emma S ; Phil W

Subject: RE: May 25 Stansted extensions Part 3

Good afternoon Leon,

Thank you very much for the below email. Regarding the departure times from Stansted being on a standard hour, and as mentioned in previous meetings (including our Teams meeting on Thursday 17<sup>th</sup> October), this has not been the case for several years. The schedules that were removed during the previous timetable reduction included departures that have been historically off-pattern. We have used our current decision-making process to try and give you more consistent departure times from Stansted. Options included example departures at xx:21, xx:22, xx:27 so to achieve better consistency we have made a choice to offer xx:21 & xx:27 at this time. We are more than happy to work with yourselves in the offer response period to find a resolution that works for all stakeholders.

As per our Teams meeting and follow up email, the options for 1N65 and 1N69 following the pattern of 1N67 were suggested as a starting point and it was agreed this would be input and reinvestigated later as appropriate.

1N69EV	SO (15971835)			1N69EV	SO (15971835)	no issues
1N69EV	SX (15971858)			1min between 1N69 and 1B12 at Coopers Lane Jn. 1B11 is headway (3min) behind. Also platforming issues at Cambridge		timings provided by GA to retime 1N69 into pre-curtailment path work in Stansted area. XC to choose options into Cambridge. Could possibly run earlier and be in front of 2C52 but this would require 2min being put in 2C52 at SBJ. Cannot run 1N69 any earlier due to no time in 6M06. Running behind 2C52 requires additional pathing to be added to schedule (c.4.5min) so could have AUD stop added back
1N69EV	SO (15971835)					no issues

potential path into 1921 path matching path of 1N67 from Stansted a possibility. RM/SJ to make sure this is input as a starting point and reinvestigate once in

Best wishes,

Rebecca M  
Operational Planning Specialist – Anglia

From: Leon F

**Sent: Tuesday, November 12, 2024 2:46 PM**

To: Richard S ; Rebecca M ; David F ; J M; Michael G (XC)  
Cc: Andrew J ; Shanna J ; Emma S ; Phil W  
Subject: RE: May 25 Stansted extensions Part 3

OFFICIAL

Rebecca, All,

Having checked TPS, I am concerned we now appear to be in a position where xx21 is becoming the default XC departure time from Stansted Airport rather than the current, and historic, standard departure time of xx27.

We have reluctantly accepted that 1N61 has to depart 15.22 vice 15.27 in the forthcoming May 25 offer due to 1K79 arriving SSD ahead of 1B80 and having to use platform 2. As per message from Richard below, this is on the understanding that in Dec 25, we will be able to depart at 15.27 once more as 1K79 can use platform 1 once more.

However, I don't think we reached an agreed position with 1N65 and 1N69 and I have noticed these two services also depart SSD several minutes earlier than pattern, only to have significant pathing time between SSD and CBG. This is in order to fix a one minute non-compliance, driven by other services that are "off-pattern", it feels like there must be a more palatable solution that is less impactful on one service group.

My suggestion is:

**1N65 SX:**

Restoring 1N65 to a 17.27 departure allows the 'A' stop in 1K83 to be removed so it can arrive at least 2 minutes earlier.

1N65 passes Coopers Lane Jn at 17/28½. Therefore 1B96 must pass 17/26½.

We can achieve 17/27½ by removing the (1) currently shown.

This would mean 1N65 needs to depart 17.28 and pass Coopers Lane 17/29½.

1B95 would therefore need to depart 17.31 with pathing approaching Cheshunt removed.

**1N69 SX:**

**Similar to above, 1N69 to depart 19.28 to pass Coopers Lane at 19/29½, after 1B12 passes 19/27½.**

1B11 to therefore depart 19.31 and have pathing approaching Cheshunt.

Thanks  
Leon



### 7.3.1f Email exchange between NR and XC responding to a summary of and status of disputed items

**From:** Lucy E  
**Sent:** 22 January 2025 14:37  
**To:** Michael G (XC) ; David F ; Leon F ; Josh W  
**Cc:** Mark J ; paul.Me  
**Subject:** FW: Cross Country Principal Disputed Items- PLEASE RESPOND

OFFICIAL

Hi Michael

Feedback on principal disputed items as below. As per my previous email I have annotated your original email at the bottom of this chain.

Please let me know if there are any queries or questions.

Many Thanks  
**Lucy E**  
**Operational Planning Manager**

#### Anglia

[Michael G] 1N69EV            SX        19.27    SSD        BHM    22.38            Summary: Bid at 19.27. Offered 19.21.  
Refreshed 19.27. Subsequently changed to 19.21.

[Anglia Response] 1N69 is one of the trains that was bid with the Stansted extension but was not able to be offered in the bid path. This was offered in an earlier path but during offer response, an alternative path was investigated but required additional amendments being made to GA services. While this was being investigated by GA, the Refresh Offer files were taken and the amended times were included but the amendments were rejected by GA and the schedules were reverted to the bid times.

While nothing was rejected, XC objected to not getting the 'standard hour' paths they bid for which, when investigated, were not what they had had when they previously had rights for these services.



### 7.3.4 1N69 Post-Refresh PIF change Audit Trail

Date	User	Action Type	Previous Value	Modification
13/12/2024 10:12:26	RMorris6	Modification	Departure Time...	Train XX-1N69EV-EH (Friday): Train planning location STANAIR (70) (at index 1) was changed: Attribute Departure Time from '19:22:00' to '19:21:00'.
13/12/2024 10:11:58	RMorris6	Modification	Pathing Allowa...	Train XX-1N69EV-EH (Friday): Train planning location STANCLJ (70) (at index 2) was changed: Attribute Pathing Allowance from '00:01:00' to '00:00:00'.
13/12/2024 10:10:56	RMorris6	Modification	Pathing Allowa...	Train XX-1N69EV-EH (Friday): Train planning location AUDLEYE (70) (at index 6) was changed: Attribute Pathing Allowance from '00:00:00' to '00:04:00'.
13/12/2024 10:10:44	RMorris6	Modification	Departure Time...	Train XX-1N69EV-EH (Friday): Train planning location STANAIR (70) (at index 1) was changed: Attribute Departure Time from '19:27:00' to '19:22:00'.

### 7.3.1g Summarised timeline version of 7.3.1a-f above.

**email 1: Email from Rebecca M (RM) 02/10/24 to Cross Country Only**

"we have identified some issues with some of the Stansted extensions in your bid..."

1N69EV SX (15971858) 1min between 1N69 and 1B12 at Coopers Lane Jn. 1B11 is headway (3min) behind. Also platforming issues at Cambridge

**email 1: Response from Leon F to RM 02/10/24**

"Happy to attend a call with other TOCs to discuss these issues"

Attached email 2: Further email from RM to Cross Country + other TOCs ref further meeting 03/10/24

Includes same table with 1N69EV as quoted above.

**email 2: Reply from David F (DF) to RM 08/10/24 (as LF on leave)**

My initial assessment is as follows:

Probably needs to run as per Dec 19 – depart Stansted 1921, with (3) approaching Stansted East Jn. Needs to be as booked by Shepreth Branch Jn to avoid 1T57 & 2C52

**Email 3: from Richard S (RS) Greater Anglia to recipients of RM email 09/10/24**

- 1N69EV – in effect reverts to pre-curtailment path
- o 1N69 Stansted Airport p2 DL 19:21 , Coopers Lane Jn 19/22 ½ , Tye Green Jn 19/24, Stansted East Jn 19/26 ½
- o 1B12 Stansted East Jn 19/25, Tye Green Jn 19/26, Coopers Lane Jn 19/27 ½ , Stansted Airport p1 DL 19:30
- o 1B11 Stansted Airport p3 AL 19:30, Coopers Lane Jn 19/31 ½ , Tye Green Jn 19/33

**email 4: Email from RM to all concerned 15/10/24**

(In relation to 1N69) investigate solution suggested by GA

Call held 17/10/24 to discuss Stansted area conflicts

**email 5: Post meeting notes from RM to all 17/10/24**

1min between 1N69 and 1B12 at Coopers Lane Jn. 1B11 is headway (3min) behind. Also platforming issues at Cambridge timings provided by GA to retime 1N69 into pre-curtailment path work in Stansted area. XC to choose options into Cambridge. Could possibly run earlier and be in front of 2C52 but this would require 2min being put in 2C52 at SBJ. Cannot run 1N69 any earlier due to no time in 6M06. Running behind 2C52 requires additional pathing to be added to schedule (c.4.5min) so could have AUD stop added back potential path into 1921 path matching path of 1N67 from Stansted a possibility. RM/SJ to make sure this is input as a starting point and reinvestigate once in

(Can't find any emails quoting 1N69 after this that confirm (or otherwise) the actions in the right hand column were taken)

**email 6: Email from LF to all concerned 12/11/24**

However, I don't think we reached an agreed position with 1N65 and 1N69 and I have noticed these two services also depart SSD several minutes earlier than pattern, only to have significant pathing time between SSD and CBG. This is in order to fix a one minute non-compliance, driven by other services that are "off-pattern", it feels like there must be a more palatable solution that is less impactful on one service group.

My suggestion is:

1N65 SX:

Restoring 1N65 to a 17.27 departure allows the 'A' stop in 1K83 to be removed so it can arrive at least 2 minutes earlier.

1N65 passes Coopers Lane Jn at 17/28½. Therefore 1B96 must pass 17/26½.

We can achieve 17/27½ by removing the (1) currently shown.

This would mean 1N65 needs to depart 17.28 and pass Coopers Lane 17/29½.

1B95 would therefore need to depart 17.31 with pathing approaching Cheshunt removed.

1N69 SX:

Similar to above, 1N69 to depart 19.28 to pass Coopers Lane at 19/29½, after 1B12 passes 19/27½.

1B11 to therefore depart 19.31 and have pathing approaching Cheshunt.

**email 6: Email from RM to all 14/11/24 in response to LF email**

Good afternoon Leon,

Thank you very much for the below email. Regarding the departure times from Stansted being on a standard hour, and as mentioned in previous meetings (including our Teams meeting on Thursday 17th October), this has not been the case for several years. The schedules that were removed during the previous timetable reduction included departures that have been historically off-pattern. We have used our current decision-making process to try and give you more consistent departure times from Stansted. Options included example departures at xx:21, xx:22, xx:27 so to achieve better consistency we have made a choice to offer xx:21 & xx:27 at this time. We are more than happy to work with yourselves in the offer response period to find a resolution that works for all stakeholders.

As per our Teams meeting and follow up email, the options for 1N65 and 1N69 following the pattern of 1N67 were suggested as a starting point and it was agreed this would be input and reinvestigated later as appropriate.

**email 6: Email from RM to LF and Greater Anglia Train Planning Inbox 03/12/24**

Good afternoon,

As noted in the email chain prior to offer, we are investigating the proposals from XC (copied below) to see if we can improve paths around the Stansted area.

Could you let me know your thoughts on the proposals or any alternative thoughts you have which may assist us in resolving these items?

(Detail of LF email of 12/11 r.e. 1N69 then quoted)

**email 6: Richard S (RS) to RM 04/12/24**

Rebecca,

Please can you supply us with validated train prints for any alterations you wish us to consider.

**email 6: Email from RM to LF and RS 06/12/24**

1N69

Although the Stansted area would work with a plan similar to the above, I don't think it is a viable option for 1B11 to run later. This is due to 2O07 running through Broxbourne Jn at 19:51 compared to 2O49 which runs through at 17:53 ½ (against 1B95 in the above example). Running 1B11 later will require running 2O07 later from Broxbourne Jn which will then require running 1B13 later from Tottenham Hale. This will cause 6M05 to run later from Broxbourne Reception and knock on to 2O73 which will then knock on to 2H59, 1B15, 2T23 and 2U81 before we get to Liverpool Street.

**email 6: Reply from LF, also 06/12/24**

1N69: Issues noted, however I don't think 6M05 needs to be later from Broxbourne reception as 1B13 does not need to be later at this point, only at Tottenham Hale (as noted).

So hopefully no need to flex these trains listed after 6M05, as still 3 min headway at Tottenham South Jn with the retiming to 1B13.

Therefore think the changes are a 1 min journey time saving for 1B11, and hopefully no journey time extension for 2O07 and 1B13 as they have pathing before Liverpool Street?

We then save 6 minutes on 1N69?

RM reply also 06/12/24

I will have a second look at the 1N69 issues.

**email 6: Email from RM to LF and RS 09/12/24 (including train prints)**

Hi all,

I have revisited these schedules and would be prepared to offer the attached for you both if you are both in agreement.

GA you have 7 schedules amended and XC you have 4 (5 inc day splits to 1N69) to resolve the issues flagged by XC in 1N65 and 1N69.

1N69

1B12 to run through Coopers Lane at 17:27 ½ but add 1min pathing at Stansted to maintain 4min margin with 1N69.

1L48 needs 30sec added at Stansted North Jn to account for 1N69 running later and 30sec at Stansted to arrive on a full minute. Arrives at 17:42 now.

1B11 retimed to depart 1min later with pathing from Broxbourne and Cheshunt reduced to be back to booked at Cheshunt.

2O07 moved 1min pathing from Bethnal Green to Broxbourne Jn to allow for junction margins with 1B11 running 1min later.

1B13 moved 1min pathing from Bethnal Green to Tottenham Hale to maintain headway with 2O07.

1N69 depart at 19:27 with 1min pathing at Coopers Lane to allow the 2min margin at Coopers Lane and the 4min margin with 1B12 arriving p1. 1N69 to run AL and 1B12 DL to avoid additional crossing moves. 1N69 to have pathing removed approaching Cambridge to maintain current booked time arriving at Cambridge.

Please let me know your thoughts on the above.

**email 6: Response from Ben B (BB) 12/12/24**

Morning Rebecca,

We are happy to accept the flexes to accommodate 1N65.

However, we feel the flexes to put 1N69 into a standard hour slot, that it didn't have in XC's pre-covid timetable, will adversely affect performance on the south of the route. Therefore, I'm afraid we cannot accept them.

Response from RM 13/12/24

Good morning all,

Thank you for the response, Ben. As a result of this, I will leave 1N65 and its consequential amendments as per the train prints sent on 9th Dec and please find attached train prints to revert 1N69 and consequential amendments back to the previously offered.

**email 6: Response from LF to RM and BB**

Morning Rebecca, Ben

Cross Country are disappointed at this current outcome, given NR are still able to apply flexing rights, a 6 minute journey time saving for our service compared to the suite of 1 minute changes to GA services with no (?) journey time impact would appear to be better solution for the industry, i.e. passenger as a whole.

This appears to be an improved outcome compared to the 2019 timetable. If there are performance concerns we would be happy to review those, but worth bearing in mind the performance/spad issues for 1N69 with 6 minutes of pathing between Stansted and Cambridge as well.

Also worth noting we have agreed to depart Stansted at xx:25 from Dec 25 to accommodate the WAML recast, so are not averse to flexing where needed, but moving this service back to xx:27 at least is closer to this position.

**email 7: Email From RM to LF, Michael G 17/12/24**

Good morning Michael,

*Due to performance issues on the South end of the route, GA have not agreed to the additional consequential retimings required for 1N69 so this has been reverted back to offered state. Unfortunately, it seems I managed to overlook the reverting of 1L48 back to its offered path and have now corrected this which is attached.*

**7.4 Dispute Item 5.4:**

1G22EH (SO) 10.41 Nottingham - Birmingham NS



## 7.4.1a Email from XC to NR EM region.

**From:** Michael G (XC)  
**Sent:** 13 January 2025 13:13  
**To:** George R  
**Subject:** XC May 25 1G22 (SO) Disputed Item

Hi George

Please see further comments below from David. This may help unlock this item and get it off the spreadsheet.

Thanks

*I have dug a bit further into 1G22 SO.*

*The comment about 4M14 is interesting, as it refers to the Loughborough 'A' stop being instead of (11) approaching Ratcliffe Jn. Looking at the graph, it is timed at Ratcliffe Jn to follow "3Q05FOBA", which is a 'BA' status test path. I believe that we were told by MK that BA paths are test trains that will only run a couple of times per timetable, and they are planned STP but the BA paths are there as guidance, therefore they should not be planned around in the LTP.*

*i.e., if 3Q05FOBA was ignored or reprioritised, 4M14 could run earlier through Sheet Stores Jn and our 1G22 would not have to be retimed earlier from Nottingham to avoid it.*

**Michael G,**  
**Timetable Strategy Manager, CrossCountry**

## 7.4.1b Initial email response from NR EM region to XC.

**From:** George R  
**Sent:** 20 January 2025 13:35  
**To:** Michael G (XC) ; David F  
**Cc:** LNE-EM LTP  
**Subject:** XC Further response to Offer response items

OFFICIAL

Good afternoon,

I've amended 1S37, 1V60, 1V66 and 1V68 accordingly. I've also attached the emails I'm referring to as to not get lost on what's been responded to and looked at etc,

I hope this ticks off a few outstanding items from your list,

In regards to the 1G22, I've been advised during the development of the timetable to treat the BA paths as normal runners. Though it's true they won't be running the entire timetable. They've been planned in such a way to reserve that path for the times it does run, so we don't have any issues on the day of running. I know there seems to be constant confusion with these paths from both sides, if you need any more info on these, I'd get in touch with Kieran as he knows who to contact and might know a little more around these services,

Please let me know if you have any issues with the attached F3 prints!

Many thanks,

**George R**  
**Operational Planner LTP**

## 7.4.2 Email from Martin S stating the reason for this 3Q05FOBA path.

----- Original message -----

From: "Martin S (He/Him/His)"

Date: 24/01/2025 11:22 (GMT+01:00)

To: Lucy E , David F , "Michael G (XC)" , Leon F

Cc: George R , Josh W , Mark J , "Martin S (He/Him/His)"

Subject: RE: May 25 Dispute Update

OFFICIAL

Lucy / Leon

*What is the actual issue here?*

*If people involve DCS the we can review the request and provide any help required.*

*During timetable validation BA paths are to be considered as runners because we need a valid path to be converted into BI STP path for the actual days they run on.*

*We need a BI path for Week 19 TO 19/08/2025 so any other dates can be classed as white space, this UTU is transit section back to Derby so I'm sure we can sort it out.*

*Look other train operators I have to think of traincrew hours of our on board staff.*

*I've been trying to list all the measurement trians in the national TPS to showing running dates but again this got rejected because of a certain freight company dispute against IM 16 and 24 weekly path being in the WTT.*

*I have taken time to produce the information but System Operator don't publish it were it need to be published.*

*The BA/BI process was a way to keep all the the paths that run less than 13 weekly in the timetable to given other industry users an idea of what the times could be when planning possessions and when producing advanced timetable work, after a dispute with the same freight company.*

*The BA path is a baseline path that should have all the recording covered that we can keep sitting in the background we have over 250 schedules that fit into this process just try ti image build and time a IM recording schedule from scratch every time it runs getting all the recording sections right .*

*If we don't have these paths then compliance and safety on the will be at risk also speed restrictions will go on affecting the timetable and the travelling public and freight so the whole timetable performance is at risk.*

*It feels like somethimes when it's the start of the timetable process I have to bid and act like a TOC/FOC to make sure I'm compliant and then at other times I'm seen as Network Rail and these trains are just in the way.*

*RHTT services seem to have more rights then IM as they are seen as a direct bennerfit to all.*

*I'm working through a list of 500+ STP sections caused by missed recording it seems like some of the sections are missed due to stabled units in platforms overnight if I asked for them to be moved I get told NO we can't as it will affect our drivers diagrams and maybe be add an addition cost thats someone will have to pick up.*

*Sorry but we go over the same stuff every year but it's all don't to the same thing people don't really understand IM unless you work very closely with it.*

Regards,  
**Martin S**

**(Pronouns: He/Him/His)**

Planning & Logistics Specialist WTT (Infrastructure Monitoring)

### 7.4.3 NWC approach for STP interventions with 3Qxx services

Hi Liam,

Thanks for letting me know. We would prefer to make the amendments when required STP, especially if the test trains are only projected to run twice in May25 and have a much more optimal path in the LTP.

Thanks,

Hazel

Hazel C

---

From: Liam W  
Sent: Thursday, November 7, 2024 2:31 PM  
To: Hazel C  
Subject: RE: 1M88 20:42 RDG - MAN [SX]

OFFICIAL

Hi Hazel,

Sorry yes was meant to get back to you. I couldn't see a permanent flex to run the Test Trains in a separate path later (primarily due to the later path clashing with 1R98 routing bi-di into P14). The other option was for the test train to be later departing Crewe CS\* but given the route it is recording is going to be difficult to get back to its booked path. Either 1M88 should remain with the later arrival, or 1M88 to be flexed (4) at Slade Lane on the STP days the test train runs.

Probably the latter makes the best use of capacity. Currently 3Q38 is projected a run on 12/08/25 and 3Q52 is 14/08/25 in the May timetable. If you feel your STP team would be comfortable with the later arrival for those two days then I'm happy to go with that and then replicate that each timetable in the STP process.

\*I think the Test Trains lost the ability to stable at Crewe CS so this would actually come off Longsight Depot, but don't think that would make a difference.

Kind regards,

Liam W  
Operational Planning Specialist (NW&C)

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From: Hazel C  
Sent: Thursday, November 7, 2024 1:40 PM  
To: Liam W  
Subject: 1M88 20:42 RDG - MAN [SX]

Hi Liam

When I was in a couple of weeks ago we briefly spoke about 1M88 (which then had the headcode 1M76) and its path into Manchester Piccadilly. It currently has 7 mins pathing between Heald Green South Jn and Manchester Piccadilly. When we spoke you mentioned that you could look at bringing it into Picc earlier, if platforming allowed it. Have you had chance to review?

Thanks,

Hazel

Hazel C Modelling Manager (Timing and Rolling Stock), CrossCountry

## 7.4.4 TTP1069 extract (4.3.1)

### 4.3 In Dispute TTP1069 (Part 1) from GBRf: Network Services trains

- 4.3.1 This was another issue brought forward from an earlier dispute, in which GBRf claimed that Network Rail had failed to comply with an earlier agreement between Dispute Parties. Following discussion in this case between the Dispute Parties (GBRf and Network Rail) and exercise of editorial rights by me, I record the following agreement:

Network Rail will, from the commencement of the December 2017 WTT, show all Network Services trains (1Qxx, 1Zxx, 3Qxx, 3Zxx headcodes) as dated services for the actual dates of operation, as understood on the date of publication. The exact method of how this is achieved will be agreed between the Parties, but this will enable other Access Beneficiaries to bid to use the capacity on other dates in the WTT on an ongoing basis. The start dates for each service will be shown in the National TPRs and updated annually where Train Slots are rolled forward to the next year.

Network Rail will withdraw from the National TPRs and the WTT any Network Service that is planned to run with a frequency of less than every 13 weeks.

The rationale for any future changes to the National TPRs in respect of Network Services trains will be explained in commentary for the relevant version of the National TPRs following consultation as outlined in Part D of the Network Code.

## 7.5 General communication with NR

## 7.5.1 Email exchange between XC and NR

Hi Sophie,

*I have asked the questions below of Michael and will get back to you as soon as I can. Out of curiosity, can I kindly ask why it would matter if the items were received in TOVRs after D40 please?*

*We provisionally pencilled the 29<sup>th</sup> Jan AM for a meeting if that would work please? Hopefully by that point we will have reduced the list even further and may only be left with a handful of items. Michael is on leave all of next week, so would like to do it when he's back please.*

*Please offer my thanks to Mark for agreeing to take another look at the list provided by Michael.*

Kind regards,

**Josh W,**  
**Senior Timetable Program and Development Manager, CrossCountry**

---

**From:** Sophie G (she/her)  
**Sent:** 14 January 2025 15:54  
**To:** Josh W ; Steve L  
**Subject:** Re: TT Disputes

OFFICIAL

Hi Josh

*As mentioned below, the team have spent a long time trying to accommodate these requests - Mark has offered to review these again and I have forwarded on the list you attached.*

*I would highlight that the attached email chain from Michael indicates that regardless, he would be looking to go to dispute for at least 6 items. Ideally, we would reach a stage where we can discuss these pragmatically, with a dispute being a last resort - I appreciate this is something that you have both echoed, so it would be great to establish a way forward with this. Happy to arrange a meeting with yourselves and Mark next week if this would be useful?*

*Just to reiterate, the paths offered were already considered TPR compliant in line with the Network Code criteria, and no paths were rejected. The paths also ensured that other operators' TTs were accommodated in compliance, which wouldn't necessarily be the case should the requests be applied.*

*So we can fully review these again, please can you advise further on what the flagged 6 items are? Further to this, please can you advise whether all 15 items listed were all part of the PDNS submission and not part of any of the TOVRs received after D40 that NR received.*

Thanks

Sophie

**Sophie G**  
**Customer Manager- CrossCountry and Caledonian Sleeper**

---

Hi Sophie,

*Please see email from Michael [see below] with some helpful additional context. Note the number is reducing further, which is positive.*

*If we could endeavour to keep Michael in the loop, that would be great please. Part of the issue is that he feels like the shutters have been pulled down. I don't know the ins and outs in detail, but I am sure if we can ask Mark and Lucy to target some of the items on the list, it would be very much appreciated please.*

Many thanks,

Kind regards,

**Josh W,**  
**Senior Timetable Program and Development Manager, CrossCountry**

---

**From:** Sophie G (she/her)  
**Sent:** 14 January 2025 11:08  
**To:** Steve L ; Josh W  
**Subject:** TT Disputes

OFFICIAL

Hi Both

Following our recent discussions, I've spoken with Mark to get a clearer understanding of the outstanding 15 items.

As you're aware, Michael had a conversation with the team on Friday, during which it was indicated that NR were not planning to take further action on the outstanding requests. This followed several attempts to review the points raised and a significant amount of time spent trying to accommodate the requests.

Whilst the team has worked hard to address these concerns, it's important to note that the paths offered were already considered TPR compliant in line with the Network Code criteria, and no paths were rejected. The paths also ensured that other operators' TTs were accommodated in compliance.

To help us move forward, it would be helpful if you could send myself and Mark an email (rather than updating the spreadsheet) with further details and context about the 15 items still outstanding. It would also be great if you could confirm that these items were raised before D24 - the team have noticed some items added to the spreadsheet after the deadline, which they have still done their best to accommodate.

While we cannot guarantee action on these items, providing more context will help us determine next steps.

Thanks,

Sophie

**Sophie G**  
**Customer Manager– CrossCountry and Caledonian Sleeper**

---

Attached email (referenced by Josh in email above)

Note: if NR resolve the items below, it brings the list down to 6 nasty items that will need an ADC hearing.

**Michael G,**  
**Timetable Strategy Manager, CrossCountry**

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**From:** Michael G (XC)  
**Sent:** 14 January 2025 10:31  
**To:** Josh W  
**Cc:** David F ; Leon F ; Lucy E  
**Subject:** May 25 Dispute Update

Hi Josh

A quick update on the disputed items for May 25. David and I have worked through the remaining items. We have deferred a lot of issues that were unsatisfactory, meaning the list now stands at 12.

Of those 12, there are some items that could be easily resolved and removed from the list, bring the outstanding items down considerably further:

**W&W**

1V41 (SX) reviewing the TPRs and applying them to this scenario at Taunton, would resolve this issue. The initial comments from NR do not seem to understand the train interactions and how to apply the TPRs. Email sent to W&W Inbox to look at Tracker comments.

1V47 (SX) I would like to have this train departing later and pathing time removed. To be reasonable, I will not ask to be departed back to as bid (2min later) but will accept 1min later and pathing removed from Worle Jn. Email sent to W&W Inbox to look at Tracker comments.

1V87 (SO) - an issue at Oxford with where a freight train is being looped. Moving the freight elsewhere to be looped would resolve this. Email sent to W&W Inbox to look at Tracker comments.



**NWC**

1M69 and 1G71 (SX) arriving earlier and into P7 (that can accommodate a 13-car attach in the same direction and departing on COV / WL lines, which it does), that should resolve this item. Email sent to Kamen Bennet, Oliwia M, Mark Nicholls and Richard Bennett. This is a chasing email to one I sent in December to which I received no reply.

**LNE**

1V66 (SO) Easy fix to a Northern train to arrive earlier in Leeds, so we can arrive earlier. Email sent to George R  
1V68 (Su) Possible solution proposed that may help out the non-compliant headway issue. Email sent to George R

**EM**

1G22 (SO) If the BA path for 3Q05FOBA was ignored, then David F's proposal should resolve this item. Email sent to George R

*I have listed the items that David and I believe are fixable using 'flex by consent'. Other items would probably only be determined by the outcome of an ADC Hearing Panel.*

*However, it is now over to NR to action these items to see what very difficult items are remaining.*

Thanks

**Michael G,**  
**Timetable Strategy Manager, CrossCountry**