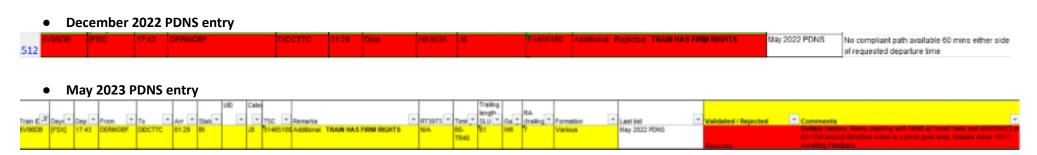
Appendix 2:

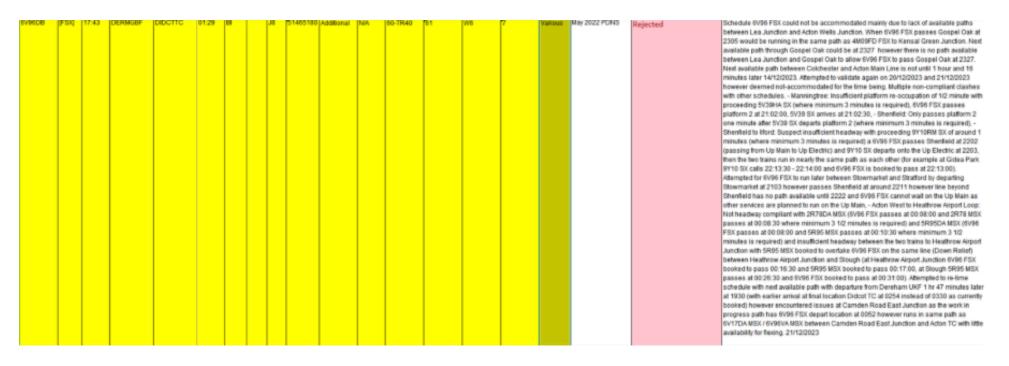
PDNS non-accommodations of 6V96 dating back to the December 2022 WTT



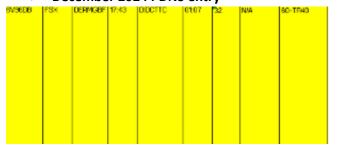
• December 2023 PDNS entry

eveede lesxd	11/40	DERNIGOT	DIBOTTO	0129		Jo	31403160	Additional. TRAIN HAS FIRM RIGHTS	NA	60-TR40		wo	,	May 2022 PDNS	Rejected	The schedule was found to contain numerous issues: 1) Too long for loop at Trowse: The booked trailing length of the train is stated as 61 SLUS (1281 feet, 391m) therefore the total length of the train would be 412m.Length of the loop of Trowse Down and Up Loop has length 285m which would be too short for the run-round operation, 2) Multiple non-compliant clashes with other schedules along Line of Routes EA1011 and EA1012: - Manningtree: Insufficient platform re-occupation of 1/2 minute with proceeding 5V39HA SX (where minimum 3 minutes is required), 6V96 FSX passes platform 2 at 21:02:00, 5V39 SX arrives at 21:02:30, - Witham: 6V96 FSX scheduled to arrive into the Up Passenger Loop at 21:30:30 (then depart at 2140), while proceeding 5V39 SX arrives in Witham Platform 1 at 2133 (then depart at 2141 to allow 1P69HA SX to pass platform 2 at 21:39), both trains cannot dwell at Witham (with the current arrangements) as the Up Passenger Loop alone is only 263m long and as the trailing length of 6V96 FSX is 391m long, 6V96 FSX has to dwell on both Up Passenger Loop and platform 1 (using both locations is 727m long), also both 5V39 SX and 6V96 FSX are not headway compliant upon departure as 5V39 SX departs at 2141 and 6V96 FSX departs at 2142 (where minimum 2 minutes is required) (6V96 FSX cannot depart later as proceeding 1N63HD SX departs 3 minutes after 6V96 FSX does with both train departurg onto the Up Main, - Chelmsford Insufficient headway of 112 minutes with preceding 5V39 SX with minimum 4 minutes is required, - Shenfield: Only passes platform 2 one minute after 5V39 SX departs platform 2 (where minimum 3 minutes is required), - Shenfield to liford: Suspect insufficient headway with proceeding 9Y10RM SX of around 1 minutes (where minimum 3 minutes is required) a 6V96 FSX passes Shenfield at 2202 (passing from Umain to Up Electric) and 9Y10 SX departs onto the Up Electric at 2203, then the two trains run in nearly the same path as each other (for example at Gidea Park 9Y10 SX calls 22:1330 - 22:14:00 and 6V96
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• June 2024 PDNS entry



December 2024 PDNS entry





Non compliances; 22:15 Shenfield 5G76HA

22:32 Forest Gate, 22:35:30 Stratford, 2F21HD & 1P70HA

23:12 Camdem 5L71HE 23:14 2N71ML 23:15 5C10AL

23:23 Willesden W London 5C10AL

23:49 Southall - 00:19:30 Twyford 6V63DA Reading 00:32

00:31 Reading - Kennet Bridge 1C50DA/DQ 2J86DB

00:39 Reading - 01:03 5L56DC Didcot E

Have looked at adding/removing dwell times, earlier start from destination, later start from

destination (+1.5hr/-1.5hr) unable to find a suitable path.

Have looked at flexing other services, moving pathing, +/- dwell times - Unable to find fixes that

would work.

May 25 PDNS entry

6V96D8	[FSX]	1 12:43	DERMGBF DIDCTTC	00:36	61	據	51465180	Additional. Train has FIRM RIGHTS	N/A	60-TR40	32	ws	Various	May 2022 PDN	Firstly, there is restricted capacity at Kensal Green 3ct. 6V96 clashes with 5N20 that passes Kensal Green 3ct at 22:50:30. There is potential for the dwell/RM of 5N20 at Kensal Green 1ct at 22:50:30. There is potential for the dwell/RM of 5N20 at Kensal Green 1ct to be reduced. I have looked at this option against flexing 4O26 passing Kensal Green 1ct from the North London Line. However, headway is restricted by the stopping services of 2Y29 and 2N29.5econdly, 6V96 needs to run after 6V80 but before 1D46 on the GWMI, towards West Drayton. To do this it requires a recess at West Drayton Loop. However Freightliners Mendip schedules 7A90/6A90 occupy West Drayton Loop from approximately 2315 to 2355 when 6V96 would need to utilise it. I have looked at flexing 7A90/6A90 but this is not a solution. Thirdly, there is a junction margin issue at Reading West 3ct with 4O63/4O64 crossing main line towards Reading West. 4O63/4O64 has to run after 1D46 which passes Reading West 3ct at 00.08:30 after departing Reading. I have looked at flexing 1D46, 1C38 and 4O31 respectively to accommodate but there isn't enough time in 4O31 schedule to be accommodated plus the required headway with 1A40 from Diddoct. Running 6V96 later would mean pushing 4M78 and 4M79 paths later or running after 4M79 path but again there is restricted jct margin due to 4O33/4O34 crossing movement at Reading West 3ct.
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• December 2025 PDNS entry

	- 1	Train has FIRM RIGHTS.	649600	k 94	COPPLOR	1043	DOCTIC	00.36	346	Na.	60-1HHU	*6	Various	30	SHISSISS	Play 2022 PUNO				
																		01/04/2025	KS	Firstly, there is restricted capacity at Kensal Green Jct. 6V96 clashes with 5N20 that passes Kensal Green Jct at 22:50:30. There is potential for the dwell/RM of 5N20 at Kensal Green Turnback to be extended and the dwell/RM at Willesden Jct Low Level to be reduced. I have looked at this option against flexing 4O26 passing Kensal Green Jct from the North London Line. However, headway is restricted by the stopping services of 2Y29 and 2N29. Secondly, 6V96 needs to run after 6V86 but before 1D46 on the GWML towards West Drayton. To do this it requires a recess at West Drayton Loop. However Freightliners Mendip schedules 7A90/6A90 occupy West Drayton Loop from approximately 2315 to 2355 when 6V96 would need to utilise it. I have looked at flexing 7A90/6A90 but this is not a solution. Thirdly, there is a junction margin issue at Reading West Jct with 4O63/4O64 crossing main line towards Reading West. 4O63/4O64 has to run after 1D46 which passes Reading West Jct at 00:08:30 after departing Reading. I have looked at flexing 1D46, 1C38 and 4O31 respectively to accommodate but there is not a feel in 4O31 schedule to be accommodated plus the required headway with 1A40 from Didcot. Running 6V96 later would mean pushing 4M78 and 4M79 paths later or running after 4M79 path but again there is
L																	Rejected			restricted jct margin due to 4033/4034 crossing movement at Reading West Jct.