

Appendix 2:

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

- December 2022 PDNS entry

512	6V96DB	[FSX]	17:43	DERMGBF	DIDCTTC	01:29	Diap	H03035	J8	51465160	Additional	Rejected	TRAIN HAS FIRM RIGHTS	May 2022 PDNS	No compliant path available 60 mins either side of requested departure time
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- May 2023 PDNS entry

Train ID	Days	Dep	From	To	Air	Stn	UID	Code	TSC	Remarks	RT3673	Time	Trailing length SLU	Ga	RA (trailing)	Formation	Last bid	Validated / Rejected	Comments	
6V96DB	[FSX]	17:43	DERMGBF	DIDCTTC		BI	J8		51465160	Additional	TRAIN HAS FIRM RIGHTS	N/A	60-TR40	51	WS	TY	Various	May 2022 PDNS	Rejected	Multiple clashes, mainly clashing with 5888 at Forest Gate and 48535872 at EA1100 around Stratford which is a pinch point area. Disabled Jason 10/11 Awaiting Feedback

- December 2023 PDNS entry

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6V96DB	[FSX]	17.43	DERMGBF	DIDCTTC	01.29	BI	J8	51465180	Additional. TRAIN HAS FIRM RIGHTS	N/A	60-TR40	61	W6	7	May 2022 PDNS	Rejected	<p>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:</p> <ul style="list-style-type: none"> - Manningtree: Insufficient platform re-occupation of 1/2 minute with preceding 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 preceding 5V39 SX arrives in Witham Platform 1 at 2133 (then depart at 2141 to allow 1P69HA SX to pass platform 2 at 2139), 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 preceding 1N63HD SX departs 3 minutes after 6V96 FSX does with both train departing onto the Up Main, - Chelmsford: Insufficient headway of 1 1/2 minutes with preceding 5V39 SX with minimum three minutes is required, - Shenfield: Only passes platform 2 one minute after 5V39 SX departs platform 2 (where minimum 3 minutes is required), - Shenfield to Ilford: Suspect insufficient headway with preceding 9Y10RM SX of around 1 minutes (where minimum 3 minutes is required) a 6V96 FSX passes Shenfield at 2202 (passing from Up Main 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 22:13:30 - 22:14:00 and 6V96 FSX is booked to pass at 22:13:00). Attempted for 6V96 FSX to run later between Stowmarket and Stratford by departing Stowmarket at 2103 however passes Shenfield at around 2211 however line beyond Shenfield has no path available until 2222 and 6V96 FSX cannot wait on the Up Main as other services are planned to run on the Up Main, - Acton West to Heathrow Airport Loop: Not headway compliant with 2R78DA MSX (6V96 FSX passes at 00:08:00 and 2R78 MSX passes at 00:08:30 where minimum 3 1/2 minutes is required) and 5R95DA MSX (6V96 FSX passes at 00:08:00 and 5R95 MSX passes at 00:10:30 where minimum 3 1/2 minutes is required) and insufficient headway between the two trains to Heathrow Airport Junction with 5R95 MSX booked to overtake 6V96 FSX on the same line (Down Relief) between Heathrow Airport Junction and Slough (at Heathrow Airport Junction 6V96 FSX booked to pass 00:16:30 and 5R95 MSX booked to pass 00:17:00, at Slough 5R95 MSX passes at 00:26:30 and 6V96 FSX booked to pass at 00:31:00). Attempted to re-time schedule with next available path with departure from Dereham UKF 1 hr 47 minutes later at 1930 (with earlier arrival at final location Didcot TC at 0254 instead of 0330 as currently booked) however encountered issues at Camden Road East Junction as the work in progress path has 6V96 FSX depart location at 0052 however runs in same path as 6V17DA MSX / 6V96VA MSX between Camden Road East Junction and Acton TC with little availability for flexing.
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- June 2024 PDNS entry

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6V96DB	FSX	17:43	DERMGBF	DIDC1TC	01:29	BR		LE	01465180	Additional	N/A	50-TR40	51	WS	7	Various	May 2022 PDNS	Rejected	Schedule 6V96 FSX could not be accommodated mainly due to lack of available paths between Lea Junction and Acton Wells Junction. When 6V96 FSX passes Gospel Oak at 2305 would be running in the same path as 4M09FD FSX to Kensal Green Junction. Next available path through Gospel Oak could be at 2327 however there is no path available between Lea Junction and Gospel Oak to allow 6V96 FSX to pass Gospel Oak at 2327. Next available path between Colchester and Acton Main Line is not until 1 hour and 16 minutes later 14/12/2023. Attempted to validate again on 20/12/2023 and 21/12/2023 however deemed not accommodated for the time being. Multiple non-compliant clashes with other schedules. - Manningtree: Insufficient platform re-occupation of 1/2 minute with preceding 5V39IA SX (where minimum 3 minutes is required). 6V96 FSX passes platform 2 at 21:02:00. 5V39 SX arrives at 21:02:30. - Shenfield: Only passes platform 2 one minute after 5V39 SX departs platform 2 (where minimum 3 minutes is required). - Shenfield to Ilford. Suspect insufficient headway with preceding 9Y10RM SX of around 1 minutes (where minimum 3 minutes is required) a 6V96 FSX passes Shenfield at 2202 (passing from Up Main 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 Cidea Park 9Y10 SX calls 22:13:30 - 22:14:00 and 6V96 FSX is booked to pass at 22:13:00). Attempted for 6V96 FSX to run later between Stowmarket and Stratford by departing Stowmarket at 21:03 however passes Shenfield at around 22:11 however line beyond Shenfield has no path available until 22:22 and 6V96 FSX cannot wait on the Up Main as other services are planned to run on the Up Main. - Acton West to Heathrow Airport Loop: Not headway compliant with 2R78DA MSX (6V96 FSX passes at 00:08:00 and 2R78 MSX passes at 00:08:30 where minimum 3 1/2 minutes is required) and 5R95CA MSX (6V96 FSX passes at 00:08:30 and 5R95 MSX passes at 00:10:30 where minimum 3 1/2 minutes is required) and insufficient headway between the two trains to Heathrow Airport Junction with 5R95 MSX booked to overtake 6V96 FSX on the same line (Down Relief) between Heathrow Airport Junction and Slough (at Heathrow Airport Junction 6V96 FSX booked to pass 00:16:30 and 5R95 MSX booked to pass 00:17:00, at Slough 5R95 MSX passes at 00:26:30 and 6V96 FSX booked to pass at 00:31:00). Attempted to re-time schedule with next available path with departure from Dereham UKF 1 hr 47 minutes later at 19:30 (with earlier arrival at final location Didcot TC at 02:54 instead of 03:30 as currently booked) however encountered issues at Camden Road East Junction as the work in progress path has 6V96 FSX depart location at 00:52 however runs in same path as 6V17DA MSX / 6V96VA MSX between Camden Road East Junction and Acton TC with little availability for flexing. 21/12/2023
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December 2024 PDNS entry

6V96DB	FSX	DERMGBF	17:43	DIDC1TC	01:07	52	N/A	50-TR40	Various	Additional: Train has FIRM RIGHTS	Rejected	Non-compliances; 22:15 Shenfield 5G76HA 22:32 Forest Gate, 22:35:30 Stratford , 2F21HD & 1P7DHA 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.
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May 25 PDNS entry

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6V960B	[FSK]	17:43	DERMGBF	DIDCTTC	00:36	BI		JB	51465180	Additional. Train has FIRM RIGHTS	N/A	60-TN40	32	W6	Various	May 2022 PDN	<p>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 6V80 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.</p> <p>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 isn't enough time 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 restricted jct margin due to 4O33/4O34 crossing movement at Reading West Jct.</p>
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- December 2025 PDNS entry

BI			Additional Train has FIRM RIGHTS	6V960B	[FSK]	DERMGBF	17:43	DIDCTTC	00:36	BI	N/A	60-TN40	W6	Various	JB	51465180	7	May 2022 PDNS	01/04/2025	KS	<p>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 6V80 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 isn't enough time 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 restricted jct margin due to 4O33/4O34 crossing movement at Reading West Jct.</p>
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Rejected