Appendix 1: Chronology of Events

*Item 2: Non-accommodation of services WCML South*

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| *Date* | *Event* | *Comments* |
| 11th May 2020 | Congested Infrastructure | NR declared the infrastructure on the WCML South fast lines between Camden South Junction and Ledburn Junction as congested infrastructure (Appendix 7) |
| 7th February 2025 | Submission to the ORR | Network Rail representations for applications affecting the West Coast Main Line (South)  Appendix 9  West Coast Main Line South – Fast Lines Timetable Capacity Assessment Appendix 4 |
| 25th April 2025 | Submission to the ORR | Network Rail General Representation on Complex and/or Competing Applications Interacting on Location West Coast Main Line. Appendix 3 |
| 13th June 2025 | D26 Dec 25 Timetable Publication | Publication letter to AWC showed services non-accommodated due to capacity and performance constraints West Coast Main Line South. Appendix 5 |
| 20th June 2025 | Submissions to the ORR | Network Rail Representations for the 18th Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and First Trenitalia West Coast Limited dated 01 December 2022. Appendix 7  Network Rail Representation for the 3rd Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and First Trenitalia West Coast Rail Limited dated 01 December 2022. Appendix 10.  Network Rail Representations for the 17th Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and First Trenitalia West Coast Rail Limited dated 01 December 2025. Appendix 11. |
| By 27/06/25 | D24 AWC Publication of Response received by NR. | AWC outline position on requesting NR to reconsider decision and include train slots in the offer response at D22. |
| By 11/07/25 | D22 NR share Offer Response | NR advise AWC that the train slots will not be offered at D22. |

*Item 3: Power Supply*

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| *Date* | *Event* | *Comments* |
| 11th May 2020 | Declaration of Congested Infrastructure | Network Rail declared the infrastructure on the WCML South fast lines between Camden South Junction and Ledburn Junction as congested infrastructure. |
| 22nd April 2021 | WCML Power Supply & Dec 2022 Meeting | Meeting held between AWC and NR (Dominic Banham-Hall) to share details of power supply constraints on NW&C ahead of the major Dec ’22 timetable change. The infrastructure limitations at Crewe-Weaver were discussed along with options for how AWC could help to improve the business case and bring forwards the delivery of a Crewe AT enhancement. |
| 15th November 2021 | Jonathan Dunster team meeting (AWC) | Dominic Banham-Hall (NR) provided a guest speaker update to AWC to explain and raise awareness of the power supply risks and issues on NW&C, including the challenges with low voltages in the Crewe-Weaver area. |
| 11th July 2022 | NW&C May 2023 Train Plan Hazard Identification (TP-HAZID) meeting | Bi-annual ‘TCRAG’ timetable change risk assessment meeting. Power supply risks were raised as a concern at Crewe in relation to the proposed WCML uplift in services, and again at the subsequent TP-RAM meeting on 22nd August 2022. |
| 15th February 2023 | NW&C Electric Traction Capability Report for 2023 | Annual power supply status report shared with stakeholders. Provides a summary of the current power supply position on NW&C, the changes to trains services NR can foresee, and what changes are required in the future, funded, enhancement, renewals or aspirational. The report provided a ‘heat map’ of the Crewe-Weaver area and highlighted the challenges with low voltages. |
| 23rd March 2023 | NW&C ‘Open Surgery’ power supply workshop | Meeting held by NR with operators to discuss future operator long-term plans for fleet replacement (in particular increased usage of electric traction) and to discuss / overlay against current power supply problem areas (as described in the Traction Capability Report). Aim was to guide fleet procurement strategy. |
| 7th June 2023 | Joint NR / AWC Power Supply Review meeting | Meeting held in Baskerville House with AWC to go through outputs from most recent power supply analysis, which included a comprehensive 56-page presentation communicating the power supply risks on NW&C. These outputs and conclusions emphasised Network Rail concerns regarding the power supply situation at Crewe and the stance that NR could not accommodate the additional Crewe – Liverpool services in electric. AWC agreed to look at retiming its proposed timetable to examine the feasibility of running in diesel (between Crewe & Liverpool). |
| 9th July 2024 | Network Rail issued “Early Indicator of Likely Congestion” notices in relation to the following sections of the North West & Central network:-  • Acton Lane feeding area  • Washwood Heath / Willenhall feeding area  • Crewe / Weaver feeding area | These ‘Early Indicator’ notices related to the impact of these capability constraints on known or likely applications for electric traction capacity. These notices were published on the Network Rail website and issued to the industry. Appendix 7. |
| 10th December 2024 | NW&C Dec 2025 Train Plan Hazard Identification (TP-HAZID) meeting | Timetable Hazard Identification meeting for the December 2025 timetable change. Operator aspirations for Dec 2025 were reviewed based on ANTC submissions. AWC confirmed its intention to bid for 11/12 additional services (SX) on the Euston-Liverpool route. NR highlighted to constraints at Crewe and confirmed that support would be subject to power supply modelling. Initial results would be expected mid-November 2024. |
| 7th February 2025 | NR Representation Letter | NR will not be able to accommodate all applications seeking capacity on the WCML fast lines for Dec 25 timetable and beyond. |
| March 2025 | Power Assessment completed. | Northwest and Central Power Systems Team May 2025 Timetable Power Assessment completed. |
| 20th March 2025 | NW&C Dec 2025 Train Plan Risk Assessment & Mitigation (TP-RAM) meeting | NR provided an update on the status of the December 2025 power modelling. The final analysis had now been completed (13th March 2025). NR would review the outputs and determine conclusions within 1-2 weeks. |
| 20th March 2025 | NW&C RIRG Special - Power Projects and Update on Regional Capability | Overview provided by NR of current power challenges and enhancement mitigation projects in development. |
| 2nd April 2025 | NR/AWC Liaison Meeting held in Birmingham at Victoria Square. | Power supply, Crewe – Weaver Jn two hours during the day when there is a potential ‘spike’ in power draw.  AWC looking to understand scale of the problem, before looking at making a TT / stock intervention.  805-D SRTs have not been modelled / observed so would be prudent for NR/AWC to look at agreeing values for Crewe – Liverpool in first instance.  AWC to look to supply 805 braking / acceleration data so NR can review Railsys modelling for SRTs. |
| 7th March – 13th June 2025 | D40-D26 | Dec 25 Timetable Production Begins |
| 24th April 2025 | Power Supply – Discussion on options for Liverpool Services AWC and NR. Held in the Quadrant MK with Andrew Bray, Emma Goodman, Ro Taylor and Andy Smith | Meeting to discuss options AWC had to address the emerging issues from the power supply modelling – and agree some next steps. |
| 30th April 2025 | NR/AWC Alliance Board | NR provided an update to joint Exec regarding the outputs from the power supply modelling for Dec 2025 and the conclusions for AWC services (specifically the likely non-accommodation of 4 x SX services) |
| 7th May 2025 | Power Supply Catch Up NR (Andy Bray) / AWC (Rob Taylor and Andy Smith) (with TPRS (Thomas Lees) | Progress update on how AWC were progressing with options to progress. Thomas Lees in attendance to provide guidance around TPRs for diesel. |
| 8th May 2025 | Letter from Gary Walsh to Andy Mellors | Confirmation of the position NR previously outlined at Alliance Board on 30th April, that NR was reaching the conclusion that 4 x services bid by AWC in the December 2025 timetable must operate in diesel mode between Crewe and Liverpool: |
| 15th May 2025 | NR letter to AWC notifying of non-accommodation of train slots in the NWTT Dec 25. | Appendix 5 |
| 20th May 2025 | NR/AWC Liaison meeting held at MK Quadrant. Robert Taylor, Andy Smith, Jamie Tuckwood, Andy Bray, Emma Goodman, Danny Howe and Paul Scott. | AWC shared various options were being considered for re-diagramming to cover services with 805s potentially. NR stated using diagrams bid at D40 for platforming. |
| 11th June 2025 | NR/AWC Power Supply Modelling Meeting. James Carter, Paul Harris, Jade Perry, Chris Winfield, Warren Blewitt, Felix Murphy, Rob Taylor, Andy Smith, Ben Kelly, Sam Storey. | Purpose of the meeting was to go through the Power Supply modelling from Dec24, explaining the methodology and the rationale as to why AWC services were rejected. Minutes included in AWC Appendix 13. |
| 13th June 2025 | D26 Dec 25 Timetable Publication Offer | Publication letter to AWC showed services non-accommodated due to the Power Supply assessment undertaken through the TCRAG process, which identified these services as posing a high risk to passenger safety and railway reliability. |
| 30th June 2025 | Dec 2025 Power Supply HAZID /Risk Review Meeting | Mike Hoptroff Organiser. NR and AWC representatives attended.Bespoke meeting held at Gary Walsh’s request to explore and examine whether there were any immediate operational options that could be implemented at relatively short-notice which could enable the 4 x services (or at least some of the 4 services) to operate in electric north of Crewe for December. |
| 13th July 2025 | Diesel 805 Timing Runs NR and AWC | NR TPRS (Thomas Lees) and AWC (Robert Taylor) Timing Runs for 805 Diesel completed and communicated with AWC on 16th July. |
| 5th August 2025 | Gary Walsh letter sent to AWC | WCML Power Supply and DEC25 Timetable confirming a position of the services has been reached. |
| 11th August 2025 | Andy Mellors responds to Gary Walsh | AWC ask that Network Rail reconsider the position that the two consequential services which cannot operate (either at all, or in full) require temporary relinquishment of their access rights despite the inability of AWC to operate these services being as a direct result of the Restriction of Use; and - That Network Rail confirm that the position as outlined at the meeting on 11 June that renewal of the K11 switchgear will be completed by the end of 2027 and that this will enable the affected services to be operated in electric mode (i.e. the Restriction of Use to be removed). |