

The Appendices

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Appendix 1

The Train Slots in Dispute

Days	From	To	Work Dep	Origin	Destination	Work Arr	TW Bid	Network Rail Offer	Difference	Impact on TWRL
SX	14/12/2026	14/05/2027	15:08:00	Birmingham International	Llandudno Junction	18:14:00	Shrewsbury Platform 4: 1619-1627 (Mon - Fri)	Shrewsbury P3 1619-1627 (Wednesday Only). P4 1619-1627 (Wednesday Excepted)	Platform 3 vice Platform 4 Wednesday Only.	Customer & Staff inconsistencies. Reduced connection time for some customers especially those with lots of luggage & families.
SX	14/12/2026	14/05/2027	06:08:00	Birmingham International	Aberystwyth	11:20:00	Machynlleth: Platform 2: 1044-1050 (Mon - Fri)	Machynlleth: Platform 1: 1044-1050 (Wednesday Only). P2 1044-1050 (Wednesday Excepted)	Platform 1 vice Platform 2 Wednesday Only.	Customer & Staff inconsistencies. Platform is over the bridge vice being on the side of the Booking Office. Longer for Traws Cymru Bus Connections
SX	14/12/2026	14/05/2027	12:08:00	Birmingham International	Aberystwyth	15:19:00	Machynlleth: 1443-1449 P2 (Mon - Fri)	Machynlleth: Platform 1: 1443-1449 (Wednesday Only). P2 1443-1449 (Wednesday Excepted)	Platform 1 vice Platform 2 Wednesday Only.	Customer & Staff inconsistencies. Platform is over the bridge vice being on the side of the Booking Office. Longer for Traws Cymru Bus Connections
SX	14/12/2026	14/05/2027	16:30:00	Shrewsbury	Aberystwyth	18:19:00	Machynlleth P2 1740-1742 (Mon - Fri)	Machynlleth: Platform 1: 1740-1742 (Tuesday Only). P2 1740-1742 (Tuesday Excepted)	Platform 1 vice Platform 2 Tuesday Only.	Customer & Staff inconsistencies. Platform is over the bridge vice being on the side of the Booking Office. Longer for Traws Cymru Bus Connections
SX	14/12/2026	14/05/2027	06:29:00	Pwllheli	Machynlleth	08:45:00	Tywyn: P1 0816-0817 (Mon - Fri)	Tywyn: Platform 2: 0816-0817 (Wednesday Only). P1 0816-0817 (Wednesday Excepted)	Platform 2 vice Platform 1 Wednesday Only.	Customer & Staff consistency. Single Line Platform. Heavily used by tourists - (Talylyn Railway)
SX	14/12/2026	14/05/2027	10:55:00	Machynlleth	Pwllheli	13:14:00	Machynlleth: Platform 2: 1044-1055 (Mon - Fri) (Detaches off 107EB)	Machynlleth: Platform 1: 1044-1055 (Wednesday Only). P2 1044-1055 (Wednesday Excepted)	Platform 1 vice Platform 2 Wednesday Only.	Customer & Staff inconsistencies. Platform is over the bridge vice being on the side of the Booking Office. Longer for Traws Cymru Bus Connections
SX	14/12/2026	14/05/2027	14:56:00	Machynlleth	Pwllheli	17:15:00	Machynlleth: 1443-1456 P2 (Mon - Fri) (Detaches off 107EB)	Machynlleth: Platform 1: 1443-1456 (Wednesday Only). P2 1443-1456 (Wednesday Excepted)	Platform 1 vice Platform 2 Wednesday Only.	Customer & Staff inconsistencies. Platform is over the bridge vice being on the side of the Booking Office. Longer for Traws Cymru Bus Connections

Appendix 2

Email correspondence between Network Rail and TfWRL, July 2026

(In reverse chronological order)

From: Chris Dellard [redacted] >

Sent: 27 July 2026 09:40

To: David Clark [redacted] >; Keely Eaton [redacted] >; Steve Whitley ([redacted] >; Ryan Gerrish [redacted] >; Nathan Doe [redacted] >; Adam Terry [redacted] >

Cc: Mark Judd <[redacted]>; Paul Singleton <[redacted]>

Subject: RE: Dec 26 offer response - Cambrian/Shrewsbury TT changes relating to Belmond Britannic paths - Dispute resolution

Hi Keely,

This does not close out this disputed item.

We are always happy to look for practical solutions as you know – but in this case we have already gone far beyond what we are required to do to help accommodate these charter paths, that Network Rail is choosing to include in the WTT.

I will write to the Disputes Secretary today to request a Timetable Hearing, which hopefully can be held in the next few weeks.

I have followed this issue with some interest and even now I am unclear about what legal entitlements Network Rail believes it has in accordance with our (and GBRf's) track access contracts and the Network Code. To us it looks like either:

- a. Network Rail must be relying on some sort of entitlement under Part D to flex our LTP paths (despite our paths having Priority 1 status in the construction of the NWTT) to make way for an LTP charter path; or

- b. Network Rail is taking a pragmatic approach by asking us for a favour, to make it easier to accommodate the charter *if* GBRf seek to operate it on any given Wednesday.

I have found nothing to suggest that it can be 'a' above, either in GBRf's charter track access agreement or in Part D. I am sure that everyone is aware that Charter operators only have TOVR entitlements.

Clarification on Network Rail's position will greatly assist all of us as we begin to think about writing submission papers and preparing for a hearing.

Regards,

Chris

From: David Clark [redacted] >

Sent: 27 July 2026 07:06

To: Keely Eaton [redacted]; Steve Whitley [redacted]; Ryan Gerrish ([redacted]; Nathan Doe [redacted]; Adam Terry [redacted]

Cc: Chris Dellard ([redacted] >; Mark Judd [redacted]; Paul Singleton [redacted]

Subject: RE: Dec 26 offer response - Cambrian/Shrewsbury TT changes relating to Belmond Britannic paths - Dispute resolution

Hi Keely.

Steve is away on leave now.

@Adam Terry [redacted] is covering for Steve.

Thank you / Diolch Yn Fawr, David.

Advanced Warning of Forthcoming Leave (Subject to change):**

[redacted]

Please note:

My working hours are

[redacted]

[redacted]

I do not expect a instant reply if I contact you outside of business hours.

LTP Motto:

“Making lives better in a quiet way”

Work Telephone: [redacted] **(This also works on teams)**



From: Keely Eaton [redacted] >

Sent: 26 July 2026 08:29

To: Steve Whitley [redacted] Ryan Gerrish [redacted] >; Nathan Doe [redacted]

Cc: Chris Dellard [redacted]; Mark Judd <[redacted] David Clark ([redacted] Paul Singleton [redacted] >; Keely Eaton ([redacted]

Subject: RE: Dec 26 offer response - Cambrian/Shrewsbury TT changes relating to Belmond Britannic paths - Dispute resolution

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OFFICIAL

Hi Steve/Nathan,

After further investigation yes we are asking TfW to flex every Tuesday and Wednesday after the 19/3.

To move this forward we cannot plan to IF the Belmond operates or not on the day, but I will try to speak to the LOM at Shrewsbury to see if anything can be done on a day to day basis but there is no guarantee in reality this will happen.

What are our next steps?

Looking forward to hearing from you.

?



Keely Eaton

[redacted]

[redacted]

Capacity Planning, System Operator

[redacted]

[redacted]

The Quadrant: MK Elder Gate Milton Keynes MK9 1EN



System Operator

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From: Steve Whitley [redacted] >

Sent: 23 July 2026 15:02

To: Keely Eaton [redacted] >; Ryan Gerrish [redacted] Nathan Doe [redacted] >

Cc: EXTL: Dellard Chris (TFW Rail) [redacted] >; Mark Judd [redacted]; David Clark [redacted]; Paul Singleton [redacted]

Subject: RE: Dec 26 offer response - Cambrian/Shrewsbury TT changes relating to Belmond Britannic paths - Dispute resolution

Keely,

My understanding is different – i.e. that you are asking TfW to flex/re-platform on every Tuesday and Wednesday after 19/3, regardless of whether Belmond operate?

Could you confirm please?

From: Keely Eaton ([redacted])

Sent: 23 July 2026 14:59

To: Ryan Gerrish ([redacted] [redacted]); Nathan Doe ([redacted] >; Steve Whitley ([redacted])

Cc: Chris Dellard [redacted] <[redacted]>; Mark Judd [redacted]; David Clark ([redacted]; Paul Singleton [redacted] >; Keely Eaton [redacted]

Subject: RE: Dec 26 offer response - Cambrian/Shrewsbury TT changes relating to Belmond Britannic paths - Dispute resolution

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OFFICIAL

Hi Nathan/Steve,

I am disappointed that we appear to be continuing to dispute this issue. As I understand it, GBrF (Belmond Britannic Pullman) will only be flexed on the dates that it operates, and therefore you would only be required to flex on those specific days.

Could you please review your decision on this matter and let me know the outcome? My understanding is that Ryan and Paul, who are currently on leave, have already agreed to this arrangement verbally, so this may simply be a misunderstanding or miscommunication.

I look forward to hearing from you.

?



Keely Eaton

[redacted]

[redacted]

Capacity Planning, System Operator

Mobile: [redacted]

[redacted]

The Quadrant: MK Elder Gate Milton Keynes MK9 1EN



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From: Paul Singleton <[redacted]>

Sent: 16 July 2026 13:53

To: Ryan Gerrish [redacted]

Cc: Steve Whitley <[redacted]>; EXTL: Dellard Chris (TFW Rail) <[redacted]>; Mark Judd [redacted] David Clark [redacted]; Keely Eaton (She/Her/Hers) <[redacted]>

Subject: Dec 26 offer response - Cambrian/Shrewsbury TT changes relating to Belmond Britannic paths - Dispute resolution

OFFICIAL

Hi Ryan,

As discussed, we have now received confirmation from GBRf/Belmond that they are content for the Britannic Explorer (BEX) schedules that interact with the TfW services listed below to be amended to commence from **Monday 22 March 2027**.

The affected TFW schedules are as follows...

2

1D15DL 15:08 BHI - 18:14 LLJ WSX / 1D15DL 15:08 BHI - 18:14 LLJ WO	1D15DL 15:08 BHI - 18:14 LLJ SX	Potentially Disputed: TFW Cannot accept days run split for Britannic Explorer.
1J07EL 08:08 BHI - 11:20 AYW WSX / 1J07EL 08:08 BHI - 11:20 AYW WO	1J07EL 08:08 BHI - 11:20 AYW SX	Potentially Disputed: TFW will not accept day run splits for the Britannic Explorer
1J15EB 12:08 BHI - 15:19 AYW WSX	1J15EB 12:08 BHI - 15:19 AYW SX / 1J15EB 12:08 BHI - 15:19 AYW WO	Potentially Disputed: TFW will not accept day run splits for the Britannic Explorer
1J21EB 16:30 SHR - 18:19 AYW TSX	1J21EB 16:30 SHR - 18:19 AYW SX / 1J21EB 16:30 SHR - 18:19 AYW TO	Potentially Disputed: TFW will not accept day run splits for the Britannic Explorer
1W95FL 13:23 CDF - 18:12 HHD TSX / 1W95FL 13:23 CDF - 18:12 HHD TO	1W95FL 13:23 CDF - 18:12 HHD SX	Potentially Disputed: TFW will not accept day run splits for the Britannic Explorer
2G20EB 06:29 PWL - 08:45 MCN WSX / 2G20EB 06:29 PWL - 08:45 MCN WO	2G20EB 06:29 PWL - 08:45 MCN SX	Potentially Disputed: TFW will not accept day run splits for the Britannic Explorer
2J07EL 10:55 MCN - 13:14 PWL WSX / 2J07EL 10:55 MCN - 13:14 PWL WO	2J07EL 10:55 MCN - 13:14 PWL SX	Potentially Disputed: TFW will not accept day run splits for the Britannic Explorer
2J15EB 14:56 MCN - 17:15 PWL WSX / 2J15EB 14:56 MCN - 17:15 PWL WO	2J15EB 14:56 MCN - 17:15 PWL SX	Potentially Disputed: TFW will not accept day run splits for the Britannic Explorer

Our proposed approach is as follows:

1. Amend the BEX schedules to commence from **22 March 2027**.
2. Amend the affected TfW schedules to operate **as bid at D40** (SX instead of TSX/TO/WSX/WO and in the preferred platforms) from the start of the Dec 26 timetable until **Friday 19 March 2027**.
3. Retain the TfW schedules from **22 March 2027 onwards** as date-split and in the alternative platforms to remain TPR compliant with the BEX schedules.

This approach would partly resolve the current concerns regarding day-run splits whilst maintaining compliance once the Britannic Explorer services commence.

Could you please confirm whether TfW are supportive of this proposal for Dec 26 so that we can finalise the timetable and, hopefully, close out this disputed item?

Thanks,

Paul

Paul Singleton

[redacted]

Timetable Production | Capacity Planning
System Operator

[redacted]



[redacted]

Appendix 3

Extract from GBRf Charter Track Access Contract

Schedule 5

(The Services and the Specified Equipment)

1. Definitions

1.1 In this Schedule unless the context otherwise requires:

"access contract" has the meaning ascribed to it in section 17(6) of the Act.

"Diesel or Electric Equipment" means all types of self-propelled Specified Equipment, other than Steam Driven Equipment.

"Specified Equipment" means any rolling stock which:

- (a) is registered with RSSB's R2 system;
- (b) is able to be used on the relevant parts of the Network in accordance with the Applicable Timetable Planning Rules; and
- (c) has obtained vehicle and route acceptance for its use on the relevant parts of the Network.

"Steam Driven Equipment" means Specified Equipment, of which the primary means of propulsion is steam power.

1.2 Unless otherwise stated, where in this Schedule a period is expressed to be between two specific times that period shall be inclusive of both such times.

2. The Services

2.1 Subject to paragraphs 2.2-2.5 and 3 below, the railway passenger services permitted under this contract are those for which the Train Operator has made a Train Operator Variation Request in accordance with Part D of the Network Code and which Train Operator Variation Request Network Rail has:

- (a) accepted or been deemed to have accepted; or
- (b) modified, and that modification has been accepted or been deemed to have been accepted by the Train Operator.

Limitation to charter services

2.2 Under this contract, the Train Operator may only operate railway passenger services that are charter services. The following factors shall be indicative but not conclusive evidence of what constitutes a charter service:

- (a) the service is not contained in the National Rail Timetable published or issued, from time to time, by Network Rail;
- (b) the booking arrangements for seats (or otherwise) on the service are materially different from those generally applicable to the majority of railway passenger services provided on the Network by other train operators; and
- (c) tickets for the service are available on a restricted basis or on terms materially different from those generally applicable to comparable railway passenger services provided on the Network.

Appendix 4

Extract from ORR Track Access Guidance (27 February 2026)

Office of Rail and Road | Track Access Guidance

- 3.43 The model contracts should be used as the basis for all submissions made to us. The passenger, freight, and freight customer contracts are explored in more detail in [our separate guidance documents](#) on how to complete those model contracts. The other types of model contract are briefly explained below.

Model contract for charter passenger services

- 3.44 The charter passenger services model contract does not need customisation, except for the insertion of certain dates, the completion of company information and the deletion or completion of clause 19 as appropriate. We have issued a general approval permitting the making of contracts based on the model charter contract without the need to make an application to us. However, if an operator wanted to customise the model contract it would need to seek our approval and use the passenger application form as the basis for its application.

- 3.45 The charter trains contract does not contain rights to any specific services but gives the operator the right to make a 'train operator variation request' in the timetabling process in Part D of the Network Code and, if Network Rail is able to include them in the timetable, to run the services.

Model connection contract

- 3.46 Connection contracts set out the rights and obligations of the parties for the on-going maintenance of connections between two railway networks. We have issued a general approval which permits the making of connection contracts between Network Rail and another facility owner without the need for our specific approval, provided that the model contract is used and certain conditions are met. For more information see our separate guidance on [Connection contracts](#).

Model freight operating company customer contract

- 3.47 This contract is largely based on the model contract for freight services and forms part of the contractual structure for holders of freight customer access contracts. A freight operator enters into the freight operating company customer track access contract with Network Rail once it has received a drawdown notice from the freight customer. More detail on the process for entering into a contract and the mechanisms for drawing down and revoking access rights are set out in the [Guidance on completing the model freight customer track access contract](#).

Other access contracts

- 3.48 For applications relating to intermediate traffic, such as moving rolling stock or movements of infrastructure maintenance vehicles (known colloquially as 'yellow

Appendix 5

Email correspondence on the dispute between Network Rail and TfWRL

(In reverse chronological order)

From: Mark Judd [redacted]

Sent: 03 September 2026 11:55

To: Chris Dellard [redacted]; Paul Singleton [redacted] Ryan Gerrish [redacted]
[redacted]

Cc: Steve Whitley ([redacted]; David Clark [redacted]

Subject: RE: Dispute follow up

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Service Desk on [redacted]

OFFICIAL

Hi Chris

Thanks for the below and apologies for a small delay in response.

I think the question you would like clarity on is at the bottom of your email. In Answer I would summarise

1. Unaware of anything that would prevent GBRF applying for and getting Rights under the Charter Contract – the TAC would need a fair few amendments to make that work – but it may be possible.
2. GBRF could absolutely apply for a new TAC (like the Jacobite one) as an alternative option and probably preferable.
3. Regarding the 'Potential Access Party' – it would depend on how GBRF intended to acquire the Rights – What we are in the process of is communicating with

GBRF to understand their intentions and actions they may have already and or intend to take. We have asked them for a formal reply on this by the end of this week to help with the dispute in hand.

I hope that helps answer the query below but if there is anything else you need clarification on please let us know.

Thanks

Mark



Mark Judd

[redacted]

[redacted]

The Quadrant: MK Elder Gate Milton Keynes MK9 1EN

[redacted]



System Operator

Together, we're delivering a simpler, better, greener railway.

Simpler.
Better.
Greener.

Advanced Notice of Leave:

[redacted]



CAPACITY PLANNING

Structured Operational Feedback

[redacted]

The aim is to ensure there is an impactful Feedback between Local Operations Teams and the Train Planners to ensure they can support Timetable Development and highlight and fix emerging issues in the plan. The outcome targeted is that Timetables are operable, leading to Improved train service performance.

From: Chris Dellard (Access Planning) <[redacted]>

Sent: 01 September 2026 15:00

To: Paul Singleton <[redacted]>; Mark Judd <[redacted]>; Ryan Gerrish [redacted] >

Cc: Steve Whitley [redacted]; David Clark [redacted]

Subject: RE: Dispute follow up

Hi Paul,

Thanks for setting out Network Rail's position. We had not considered that GBRf might be seeking specific access rights for these services: Ian did not mention this when I spoke to him shortly before I went on leave.

TfWRL is clear in its view that the existing *Charter* Track Access Agreement that GBRf holds does not confer the right to submit an Access Proposal in any circumstance, and that there is no means to hold specified access rights in this type of track access agreement. On this basis, GBRf would need to have submitted its Access Proposal in expectation of securing a new *Passenger* Track Access Agreement. This would be along the lines of the WCRC Passenger Track Access Contract for the Jacobite services that you mention.

I think this is the only point left where there could still be a disagreement between us: you have stated that “the relevant Track Access Contract will subsequently be amended to reflect those rights, as is the case with the Track Access Contract for the Jacobite”. Our understanding is that a Charter Track Access Agreement cannot be amended in this way and that GBRf would need to request a new Passenger Track Access Contract specifically for the Britannic Explorer services to be given track access rights and to be included in the WTT.

Are you able to confirm that Network Rail regards GBRf’s Access Proposal as having been submitted by a Potential Access Party (making GBRf a Timetable Participant) by exercising an expectation of rights, and that Network Rail considered (acting reasonably) that the Train Slots in the Access Proposal would be supported by Firm or Contingent Rights in force during the Timetable Period (i.e. held in a Passenger Track Access Agreement by the time the first services operate)?

Regards,

Chris

From: Paul Singleton <[redacted]>

Sent: 20 August 2026 14:50

To: Chris Dellard [redacted] ; Mark Judd [redacted]; Ryan Gerrish [redacted]

Cc: Steve Whitley [redacted]; David Clark ([redacted])

Subject: RE: Dispute follow up

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If you've already interacted with a suspicious or malicious email, please contact

Service Desk [redacted]

OFFICIAL

Hi Chris,

Thanks for setting out TfW's position so clearly.

Having reviewed the points below, it appears the core issue is whether Network Rail was entitled to accept GBRf/Belmond's D-40 Access Proposal and subsequently exercise its flexing rights during construction of the Dec 26 timetable.

From Network Rail's perspective, the D-40 Access Proposal made it clear that the bid had been submitted in anticipation of obtaining the necessary rights. On that basis, the paths were included within PDNS and considered through the timetable development process.

D4.2.2 states that "Network Rail shall endeavour wherever possible to comply with all Access Proposals submitted to it in accordance with Conditions D2.4 and D2.5 subject to the following principles:" and then goes on to list the principles and the Priority for Inclusion. In this situation, Network Rail has been able to accommodate all Access Proposals.

For the purposes of Priority for Inclusion, the GBRf/Belmond path would be Priority 3 for inclusion in the timetable as it has an expectation of rights. However, this does not change the entitlement of Network Rail to exercise its flexing right when developing the timetable.

The key point I believe we need clarity on is whether specific provisions within an individual Track Access Contract limit the ability of an operator to submit an Access Proposal at D40. Network Rail is of the view that an expectation of rights assumes that the relevant Track Access Contract will subsequently be amended to reflect those rights, as is the case with the Track Access Contract for the Jacobite.

Separately, our view is that D8.4.1 would apply should GBRf/Belmond ultimately be unable to secure the necessary access rights for the charter paths included within the Dec 26 timetable offer and Network Rail may remove the relevant trains from the timetable where the conditions of that provision are met.

The outcome of this dispute will depend on whether the expectation of rights was sufficient to permit submission and consideration of the GBRf/Belmond Access Proposal under Part D, notwithstanding the relevant Track Access Contract provisions.

I feel the above accurately summarises our position on this matter. We are currently awaiting guidance on whether a joint submission is appropriate and will provide an update in due course.

Thanks

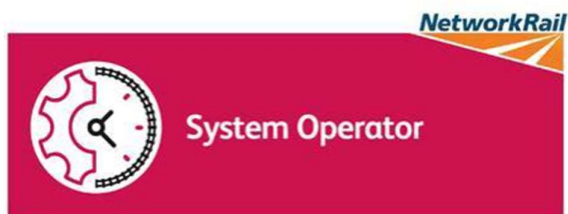
Paul

Paul Singleton

[redacted]

Timetable Production | Capacity Planning
System Operator

[redacted]



[redacted]

Structured Operational Feedback

[redacted]

The aim is to ensure there is an impactful Feedback between Local Operations Teams and the Train Planners to ensure they can support Timetable Development and highlight and fix emerging issues in the plan. The outcome targeted is that Timetables are operable, leading to Improved train service performance.

From: Chris Dellard [redacted]

Sent: 18 August 2026 17:25

To: Paul Singleton [redacted]; Mark Judd [redacted] Ryan Gerrish [redacted] >

Cc: Steve Whitley [redacted]; David Clark < [redacted] >

Subject: RE: Dispute follow up

Hi Paul,

Tamzin phoned today: she is keen for us to do a joint submission as she feels that the issue in dispute is straightforward. If we can agree between us how to explain what the issue in dispute is, then we can each set out our respective arguments in a joint submission.

I am running out of time to do any more with this now, and I know we touched on some of these already, but below are the key points from our point of view. It strikes us an open and shut case: we have seen nothing that suggests that Network Rail can flex a passenger operator's train to make way for a charter train that Network Rail has chosen to include in the WTT. That is the fundamental issue.

- Did Network Rail have an entitlement to a Flexing Right under Part D 4.2.2 (c) to flex our Train Slots to accommodate a charter Train Slot in the construction of the NWTT? No, because Network Rail flexed our Train Slots to make way for a Train Slot that had no entitlement to be submitted to Network Rail as an Access Proposal, and which Network Rail had no right to accept as an Access Proposal, and so Network Rail could not legitimately use its Flexing Right.
- Was Network Rail correct in accepting an Access Proposal from GBRf at D-40 for a Charter Train Slot in the first place? No, because GBRf's Charter Track Access Contract expressly confers the right to submit TOVRs only.
- In what situations can a Charter operator (including GBRf) submit an Access Proposal at D-40? None at all, because Charter Track Access Contracts only confer the right to submit TOVRs.

ORR Track Access Guidance, 27 February 2026, Para 3.45:

“The charter trains contract does not contain rights to any specific services but gives the operator the right to make a ‘train operator variation request’ in the timetabling process in Part D of the network code and, if Network Rail is able to include them in the timetable, to run the services.”

ORR model template Charter track access agreement (and GBRf’s Charter track access agreement):

2. **“The Services**

2. Subject to paragraphs 2.2-2.5 and 3 below, the railway passenger services permitted under this contract are those for which the Train Operator has made a Train Operator Variation Request in accordance with Part D of the Network Code and which Train Operator Variation Request Network Rail has:
 - a. accepted or been deemed to have accepted; or
 - b. modified, and that modification has been accepted or been deemed to have been accepted by the Train Operator.”

I have included colleagues for info.

Regards,

Chris

From: Paul Singleton [redacted] >

Sent: 17 August 2026 17:03

To: Chris Dellard [redacted] [redacted] >; Mark Judd [redacted] >; Ryan Gerrish [redacted] <[redacted]>

Subject: RE: Dispute follow up

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OFFICIAL

Thanks for the update, Chris.

Enjoy your time off.

I'm sure we will continue dialogue on this one in September.

Thanks

Paul

Paul Singleton

[redacted]

Timetable Production | Capacity Planning
System Operator

[redacted]



[redacted]

Structured Operational Feedback

[redacted]

The aim is to ensure there is an impactful Feedback between Local Operations Teams and the Train Planners to ensure they can support Timetable Development and highlight and fix emerging issues in the plan. The outcome targeted is that Timetables are operable, leading to Improved train service performance.

From: Chris Dellard [redacted]
Sent: 17 August 2026 16:22
To: Paul Singleton [redacted] >; Mark Judd [redacted]; Ryan Gerrish [redacted] >
Subject: RE: Dispute follow up

Hi Paul,

Ian and I finally caught each other this afternoon. Ian has good reasons for wanting the charter train to be in the WTT; we have good reasons for wanting our WTT services to be consistent on every weekday. I stressed that, as always, we would be happy to accommodate the charter train under STP.

The issue now comes down to how Network Rail has applied Part D, and the possible differences of opinion over Network Rail's and TfWRL's interpretation of the contractual entitlements in both TfWRL's passenger track access contract and GBRf's charter track access contract.

Ian has his views on this and it was useful to have a conversation with him. But of course our dispute is with Network Rail.

I will now email Tamzin to request that a hearing date is fixed.

Tomorrow is my last day at work until Tuesday 1st which I will explain to Tamzin. If I have time before I go off I will draw up a list of thoughts and questions to share with you which will hopefully help focus our minds as we think about submission papers.

Regards,

Chris

From: Paul Singleton [redacted] >
Sent: 17 August 2026 14:27

To: Chris Dellard [redacted] [redacted] >; Mark Judd [redacted] Ryan Gerrish ([redacted] <[redacted]

Subject: RE: Dispute follow up

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OFFICIAL

Afternoon Chris,

Have you heard back from Ian K at GBRf at all?

I'm conscious that my team will be moving into May 2027 validation activity towards the end of this week, so it would be useful to understand if there are any updates.

Please let me know if you've heard anything.

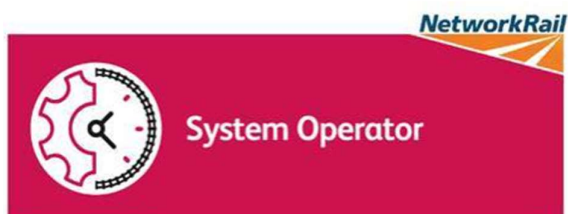
Thanks,
Paul

Paul Singleton

[redacted]

Timetable Production | Capacity Planning
System Operator

[redacted]



[redacted]

Structured Operational Feedback

[redacted]

The aim is to ensure there is an impactful Feedback between Local Operations Teams and the Train Planners to ensure they can support Timetable Development and highlight and fix emerging issues in the plan. The outcome targeted is that Timetables are operable, leading to Improved train service performance.

From: Chris Dellard [redacted]
Sent: 12 August 2026 16:42
To: Mark Judd <[redacted]>; Ryan Gerrish [redacted] >
Cc: Paul Singleton [redacted] >
Subject: RE: Dispute follow up

Hi Mark,

No, he wanted the facts first. I will check on progress tomorrow.

Regards,

Chris

From: Mark Judd <[redacted]>
Sent: 12 August 2026 16:06
To: Chris Dellard (Access Planning) <[redacted]>; Ryan Gerrish (Train Planning) <[redacted]>
Cc: Paul Singleton [redacted] >
Subject: RE: Dispute follow up

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OFFICIAL

Thanks

Any initial thoughts from him on the validity of GBRFs TAC to have the WTT service?

Mark



Mark Judd

[redacted]

Mobile: [redacted]

The Quadrant: MK Elder Gate Milton Keynes MK9 1EN

[redacted]



System Operator

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simpler, better, greener railway.

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Greener.

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CAPACITY PLANNING

Structured Operational Feedback

[redacted]

The aim is to ensure there is an impactful Feedback between Local Operations Teams and the Train Planners to ensure they can support Timetable Development and highlight and fix emerging issues in the plan. The outcome targeted is that Timetables are operable, leading to Improved train service performance.

From: Chris Dellard [redacted] <[redacted]>
Sent: 12 August 2026 16:02
To: Mark Judd <[redacted]>; Ryan Gerrish <[redacted]>
Cc: Paul Singleton <[redacted]>
Subject: RE: Dispute follow up

Hi Mark,

Yes, he wasn't aware of any issues so he is going to talk to his Train Planning team as a next step.

Regards,

Chris

From: Mark Judd <[redacted]>
Sent: 12 August 2026 15:45
To: Chris Dellard ([redacted] >; Ryan Gerrish ([redacted] >
Cc: Paul Singleton <[redacted]>
Subject: Dispute follow up

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Hi Chris

Have you had any joy contacting Ian at GBRF since we spoke yesterday morning?

Mark



Mark Judd

[redacted]

Mobile: [redacted]

The Quadrant: MK Elder Gate Milton Keynes MK9 1EN

[redacted]



System Operator

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