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09/02/2024

Commentary on the National Timetable Planning Rules 2025

Version 2.0

Final Rules for Principal Timetable Change 2025

This document is a covering note for the Timetable Planning Rules – Final Rules for Principal Change Timetable 2025 - and provides a specific commentary to the route described above.

In the Timetable Planning Rules document each change in content is indicated by the following convention:

New or Amended text is red

~~Deleted text is green and struck through~~

The following is a summary of changes in content from Version 1.0 of the 2025 National Timetable Planning Rules.

Pages 50 -54 – Access Impact Matrix – removed amendments from V1 to allow time for requested edits.

Page 55 – Infrastructure Monitoring services – schedules updated from previous document.

These represent the Final Timetable Planning Rules (the “Rules”) for the Principle 2024 timetable in accordance with Part D of the Network Code, Condition D2.2.3. As per Condition D2.2.8 of Part D of the Network Code, any Timetable Participant dissatisfied with any decision of Network Rail in respect of those Rules is entitled to appeal against any part of it. Any such appeal shall be conducted in accordance with Condition D 5 of Part D of the Network Code and must be made by a Timetable Participant, and initiated in accordance with Network Code Part D Condition D2.2.8 (a) and (b).

Regards

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TIMETABLE PLANNING RULES

National

2025 TIMETABLE

Version 2.0

Issued by:

Network Rail Capacity Planning

Quadrant: MK
Elder Gate,
Milton Keynes
Buckinghamshire
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Final Rules for Principal Change 2025

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1. Procedure for amending the Values in the Timetable Planning Rules

1.1 Abstract

- 1.1.1 The purpose of this section is to set out clear principles and a robust methodology for determining Timetable Planning Rules (TPRs) when generating new or amended values for inclusion into route specific TPRs. This methodology should be used by Network Rail and Timetable Participants when proposing or supporting TPR changes, unless another methodology is deemed appropriate, agreed and documented by all parties concerned.
- 1.1.2 The construction of a robust timetable needs to balance safety, capacity and performance expectations and the aspirations of all stakeholders involved, recognising that the application of these rules should provide for current and anticipated service levels, coming to a balanced decision using the Decision Criteria set out in D4.6 of the Network Code.
- 1.1.3 Values generated by this methodology will be subject to procedures set out in condition D2.2 of the Network Code.
- 1.1.4 A list of definitions is shown in Appendix G which contains the explanations of some of the terminology used in the TPRs.

1.2 Guiding Principles

- 1.2.1 Where a deficiency in the delivery of the timetable has been identified, the problem understood and the deficiency concluded to be genuine, there are potential avenues to explore:
 - (a) Review operational activities and driving policy standards;
 - (b) Explore infrastructure interventions;
 - (c) Carry out a TPR review;
 - (d) Implement a Timetable change;
 - (e) Maintain the status quo.
- 1.2.2 In respect of proposed upwards revisions of TPR values, the aim should be to enhance operational delivery prior to altering TPR values. This approach must be agreed by the parties with defined outputs and delivery timescales, whereby all parties accept the risk of performance under-delivery in the interim as a result of delaying TPR change. All stakeholders are responsible for reviewing and optimising their own operational delivery performance.
- 1.2.3 The impact of a TPR value change must be considered by all parties concerned and if deemed necessary, a timetable impact assessment undertaken.
- 1.2.4 A timetable impact assessment may not be necessary in circumstances where TPR value reduction is proposed, but opportunities to improve the timetable should still be taken.
- 1.2.5 All TPR change proposals must be considered in the context of any potential need to apply increased and decreased values together as part of an holistic improvement.
- 1.2.6 TPR values, excluding Sectional Running Times (SRTs), can never be less than the technical value. The process for the generation of SRTs is covered in Section 1.4.
- 1.2.7 Changes to individual TPRs will be supported by evidence showing how the values were developed. Sources of evidence are to be agreed by the affected parties.
- 1.2.8 Supporting information must be stored in a format accessible to Network Rail and Timetable Participants. Such information must be made available when requested.

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- 1.2.9 TPR values for Headways and Junction Margins shall always include rules based on the application of the least restrictive aspect the signalling system can show.
- 1.2.10 Where the actual operation of the Railway allows, equivalent TPR values for Headways and Junction Margins may be developed giving consideration to restrictive signalling aspects. Such values may not exist as the exclusive rule, and must always include allowances that reflect the impact on the SRT of trains operating on restrictive aspects. These restrictive aspect rules and allowances cannot be applied independently as they comprise a single rule.
- 1.2.11 Any rule that is not predicated on the basis of the signalling system showing the least restrictive aspect must be clearly identified as a restrictive aspect rule in order that Network Rail and Timetable Participants fully appreciate the operational implications of adoption of that rule.
- 1.2.12 A process of rounding will apply to all technical values generated through this methodology in order to express planning values in multiples of half minutes and be compatible with downstream systems.

1.3 Procedure for Amending TPRs

- 1.3.1 When producing TPR change proposals, Network Rail and/or the Timetable Participant will set out why the change is proposed, and the planned date for implementation.
- 1.3.2 The proposal will consist of:
- (a) A proposal number, provided by the appropriate Network Rail TPR forum
 - (b) Source data and assumptions for both infrastructure and rolling stock
 - (c) Supporting evidence as agreed by Network Rail and affected parties
 - (d) Outputs from the simulation model or other methodology, Technical values, planning values, and any rounding applied expressed in seconds and/or %age uplift
 - (e) Network Rail will consult in accordance with the Network Code
 - (f) Network Rail will document responses and decisions taken on implementation or otherwise, so that each TPR entry has an audit trail

1.4 Sectional Running Times

- 1.4.1 Sectional Running Times are referred to in Section 5.1 of the TPR.
- 1.4.2 A Sectional Running Time is the time taken for various train types (Timing Loads) to traverse a Network Link, representing the fastest route of that Network Link.
- 1.4.3 All SRTs are compiled individually by:
- (a) Direction of travel
 - (b) Each track on multiple lines
 - (c) Optimal performance possible for line and rolling stock, including acceleration or deceleration impact as appropriate

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- 1.4.4 To take account of factors such as permissive moves, slow speed junctions, crossovers and platform sharing, additional time in the form of adjustment allowance should be added to schedules and listed in Section 5.3 of the TPR. If this additional allowance applies to all trains using the SRT, this allowance should be included in the SRT.
- 1.4.5 It is permissible to include percentage uplift in SRTs instead of applying engineering recovery allowances to be agreed by all affected parties.
- 1.4.6 SRTs are split by type into 4 different timing links:
- Stop to Pass – wheels start at first timing point to front of train passing the second timing point
 - Pass to Pass – front of train passing the first timing point and passing the second timing point
 - Pass to Stop – the front of train passing first timing point to wheels stop at second timing point
 - Stop to Stop – wheels start at first timing point to wheels stop at second timing point
- 1.4.7 When technical values range between 1 and 14 seconds, values should be rounded to the full minute below and when technical values range between 31 and 44 seconds, values should be rounded to the half minute below. For instance, a technical value of 1 minute 14 seconds becomes 1 minute, whereas a technical value of 1 minute 31 seconds becomes 1 minute 30 seconds.
- 1.4.8 When technical values range between 15 and 29 seconds values should be rounded to the next half minute above and when technical values range between 45 and 59 seconds, values should be rounded to the next full minute above. For instance, a technical value of 1 minute 29 seconds becomes 1 minute 30 seconds, whereas a technical value of 1 minute 45 seconds becomes 2 minutes.
- 1.4.9 If the technical value falls exactly on the 0 or 30 second mark no rounding will be added. For instance, a technical value of 2 minutes or 2 minutes 30 seconds will be translated to an SRT with no rounding up or down.
- 1.4.10 Consideration needs to be given to the criticality of the timing points in question and to operational characteristics, as well as the 'real world' implications, that may mean occasions when 1.4.7 -1.4.9 are over-ridden.
- 1.4.11 Cumulative rounding will apply over sections of combined SRTs based on the principles outlined above. The table below provides an example of rounding:

| Location | Technical value | | Cumulative technical values | | Planning value | Cumulative planning values |
|----------------|-----------------|---------|-----------------------------|---------|----------------|----------------------------|
| | Mins | seconds | Mins | Seconds | | |
| Timing point A | 3 | 12 | 3 | 12 | 3 | 3 |
| Timing point B | 5 | 6 | 8 | 18 | 5 | 8 |
| Timing point C | 2 | 44 | 11 | 2 | 3 | 11 |
| Timing point D | 3 | 51 | 14 | 53 | 4 | 15 |
| Timing point E | 2 | 13 | 17 | 6 | 2 | 17 |
| Timing point F | 3 | 9 | 20 | 15 | 3½ | 20½ |

- 1.4.12 SRTs should not be so generous that trains run and arrive early, having an adverse impact on performance, safety and capacity.
- 1.4.13 SRTs should allow for reasonable variations in operational performance. SRT calculations based on observed data should not be standardised on neither the lowest nor the highest observed value as this will artificially produce a lower or higher value than is realised in normal day to day operation.

1.5 Headways

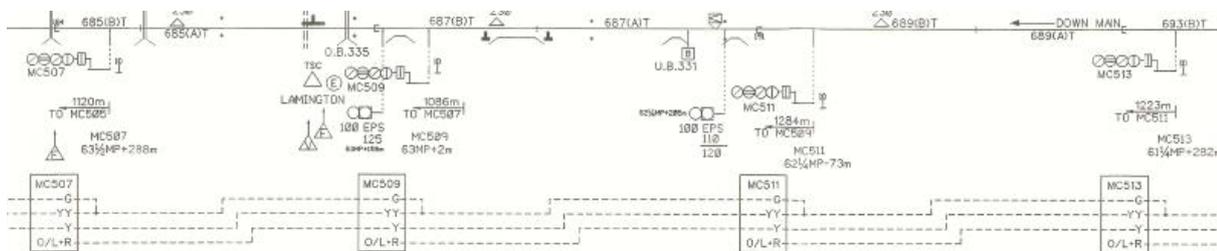
This section covers calculating margins for both conventional and European Train Control System signalling.

1.5.1 Technical Headway

The Technical Headway is the minimum permissible time interval between two successive trains at a specific timing point on the same line in the same direction, such that the second train can meet its SRT. This is based on the second schedule receiving the least restrictive aspect the signal can show, or in ETCS areas, not receiving any indication to reduce speed due to the first train unless otherwise stated. This is expressed in seconds, and will necessarily vary according to the types of train and their speed.

This can be calculated as per the following examples.

Diagram A (4-aspect signalling)



Technical Headway at Signal MC513 (above right) is the time elapse between the front of the first train passing MC513 (showing a green aspect) and its rear clearing the overlap of MC507 (above left), this being the point at which MC513 would be able to show a green aspect again. To this must be added a system reset time (normally 4s but this can vary) and sighting time for the second train to see MC513 at green (this is a standard 9s as used by signal sighting committees).

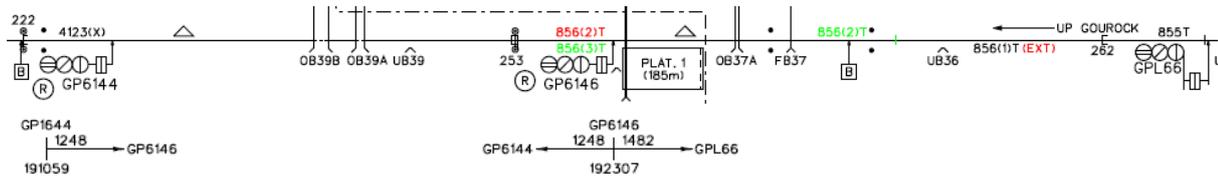
Hence if the first train were able to maintain 100mph through the section and its length were 240m, the calculations undertaken would be:

| Section (4-Aspect) | Distance/length (Metres) |
|-------------------------|--------------------------|
| Distance MC513 to MC511 | 1223 |
| Distance MC511 to MC509 | 1284 |
| Distance MC509 to MC507 | 1086 |
| Overlap of MC507 | 184 |
| Train length | 240 |
| Total | 4017 |

For this example, system reset time is 4 seconds, and sighting time is 9 seconds.

4017m at 100mph takes 90s, so adding 4s and 9s this would give a Technical Headway of 103s in this example. Similarly a 400m-long train that could maintain 60mph though the section would alter the calculation to: (1223+1284+1086+184+400)m at 60mph – 156s. Adding 4s and 9s gives a Technical Headway of 169s in this case.

Diagram B (3-aspect signalling)



Technical Headway at Signal GPL66 (above right) is the time elapse between the front of the first train passing GPL66 (showing a green aspect) and its rear clearing the overlap of GP6144 (above left), this being the point at which GPL66 would be able to show a green aspect again. Again, to this must be added the system reset time and the sighting time for the second train to see GPL66 at green.

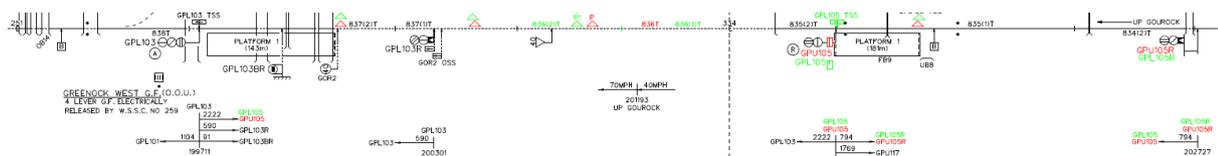
Hence if the first train were able to maintain 70mph through the section and its length were 120m, the calculations undertaken would be:

| Section (3-Aspect) | Distance/length (Metres) |
|---------------------------|--------------------------|
| Distance GPL66 to GP6146 | 1482 |
| Distance GP6146 to GP6144 | 1248 |
| Overlap of GP6144 | 222 |
| Train length | 120 |
| Total | 3072 |

For this example, system reset time is 4 seconds, and sighting time is 9 seconds.

3072m at 70mph takes 98s, so adding 4s and 9s this would give a Technical Headway of 111s in this example. Similarly a 350m-long train that could maintain 40mph though the section would alter the calculation to: (1482+1248+222+350)m at 40mph – 185s.. Adding 4s and 9s gives a Technical Headway of 198s in this case.

Diagram C (2-aspect signalling)



Technical Headway at Signal GPU105 (above centre-right) is the time elapse between the front of the first train passing GPU105 (showing a green aspect) and its rear clearing the overlap of GPL103 (above left), this being the point at which GPU105 would be able to show a green aspect again. Again, the system reset time and sighting time must be added. In this instance, however, unlike the 4-aspect and 3-aspect scenarios above, in order for the second train not to see restrictive aspects, it must see GPU105R (above right) at green.

So if the first train were to maintain 40mph through the section and its length were 120m, the calculations undertaken would be:

| Section (2-Aspect) | Distance/length (Metres) |
|---------------------------|--------------------------|
| Distance GPU105 to GPU103 | 2222 |
| Overlap of GPU103 | 251 |
| Train length | 120 |
| Total | 2593 |

Distance GPU105 to GPU103 (2222m)
+
Overlap of GPU103 (251m)
+
Train length (120m)
=
Total 2593m

2593m at 40mph takes 145s, to which we need to add 4s reset time, giving 149s.

On the assumption that the second train were also able to maintain 40mph, we now need to calculate the time taken from GPU105R to GPU105 – this is 794m, which would take 45s, then add 9s for sighting. This would give a Technical Headway of $149+45+9 = 203$ in this example.

Generally, in areas of 2-aspect signalling it may be better to plan as Absolute Block, although it is noted that there are some areas where 3 or 4 aspect signalling also requires Absolute Block planning.

Variability

Obviously not all trains will maintain a constant speed as shown in the examples above, so when deducing technical headways the actual time taken in section should be assumed from modelling or from observation. In the case of modelling, care should be taken that traction parameters are agreed and reflective of traction operating in the section. In the case of observed measurements, care should be taken that the data used is representative of the scenario being calculated and is within reasonable expectation.

In some instances, it will not be necessary to make a calculation based on least restrictive signals, if the relevant SRTs can still be met by not doing so. Examples of this may include approach-controlled signalling arrangements, where the signalling is not capable of showing green aspects, or where signal spacing is greater than the minimum necessary to the extent that trains do not need to immediately decelerate on seeing restrictive aspects. In these cases, the above calculations may be adjusted to reflect reality and produce a Technical Headway that is lower than would otherwise be the case.

Where performance of trains is not uniform, it will not be possible to deduce a single figure. Multiple scenarios should then be calculated to reflect the performance of the most common train types and the interactions between them in order to inform the Planning Headway (see below).

1.5.2 Signalling Headway

This is a measure typically used by signalling designers, and broadly corresponds to the examples above, and will assume a type of train most likely to use a route that is best capable of maintaining the line speed profile.

1.5.3 Planning Headway

Having made appropriate calculations of the Technical Headway, the Planning Headway should then be deduced by rounding up the Technical Headway to the next half minute above. A further half minute, or more where required, should be assumed if it is agreed that it is necessary to achieve the desired level of performance. The examples above show the calculation of the Technical Headway at specific signals. Naturally most timing points are not at signals so an appropriate adjustment should be made to reflect the headway at the actual timing point, be that the nominal station mileage or actual stopping points.

The values listed in Section 5.2 of TPRs are Planning Headways.

Where significant performance differentials exist, Planning Headways shall be created for different combinations of:

- Train type (including weight, length and speed);

- Following a non-stop train at a timing point;
- Following a train stopping at a timing point; and
- Stopping pattern

This should be done in order to provide a reasonable level of granularity to Planning Headways to best balance capacity and performance and to avoid excessive complication.

1.5.4 “Stopping” headways

As referenced in 1.5.3 above, it may be relevant to provide differential headways when following a train that has stopped at a timing point, or will stop before the next common timing point, as it will clearly take a departing train longer to clear the relevant signal sections than a non-stop train of similar performance.

These situations will result in a “stopping” headway, as opposed to a “non-stop” headway.

In terms of Technical Headway, this would be calculated as per the non-stop headway but also adding the difference between the relevant technical pass-to-pass and start-to-pass run times (the “starting allowance”).

For example, at Hayward’s Heath, the Technical Headway (non-stop) on the Up Fast line would be:

Signal T340: clearance 744+946+1009+200+240=3139m
78s at 90mph for a 240m train
91s including reset time and sighting
104m offset for station mileage cf. signal mileage = 3s at 90mph
Total 94s

Technical SRT to Balcombe Tunnel Jn (theoretical) = 4m24s p/p and 5m30s s/p
Starting allowance is therefore 66s. Technical stopping headway is therefore 94+66s = 160s, which would likely round up to 3 minutes as a minimum Planning Headway.

However, care must be taken if there are intermediate stations (or indeed any other point at which a train is likely to stop) within the distance over which a signal would clear to green. In Diagram C on page 8, GPU105 signal will not clear to green until the rear of the previous train has cleared the overlap of GPL103. Hence if a train has stopped at a station adjacent to GPL103 the non-stop Technical Headway would be extended by the additional time taken for the first train to stop at the platform, its dwell time and the additional time taken for acceleration until its rear is clear of the overlap or supervised location (ETCS).

Additional Planning Headways should be produced where there are clear differences in stopping pattern to reflect the regular scenarios. It should be noted that a variation in planned dwell time will clearly affect the applicable Planning Headway, such that headways cannot be seen in isolation from dwell times let alone any performance differential between various types of rolling stock.

1.5.5 Application of Planning Headways

Where different Planning Headways are provided when following stopping and non-stop trains their application should be made as follows:

*The below are the **minimum** headways applicable, and do not account for any differential that should apply. These apply where there are applicable **numerical** headways*

| First train ↓ | Second train | | | |
|---------------|-----------------|----------|----------|----------|
| | | Arrive | Pass | Depart |
| Arrive | n/a* | n/a† | n/a | n/a |
| Pass | Platform Reocc. | Non-stop | Non-stop | Non-stop |
| Depart | Platform Reocc. | Stopping | Stopping | Stopping |

* Depends on departure time of first train plus Platform Reoccupation

† Depends on departure time of first train plus stopping headway

Applicable Platform Reoccupation values can be found in the relevant section 5.3 of the TPRs. Where no Platform Reoccupation value is quoted then the applicable non-stop headway should be applied.

The above table assumes use of the same platform. The same should apply where different platforms are available, excepting that separate margins for diverging or converging movements may apply and Platform Reoccupation is only relevant where the same platform is being used. Consecutive arrivals on different platforms from the same line should be planned as per the non-stop headway unless other rules are specified.

1.5.6 Diverging or Converging Movements

In circumstances where trains diverge (pass or depart from one common line to different lines) or converge (arrive or pass from different lines to one common line) then different margins may apply. Any such differences will be shown as junction margins in Section 5.3 of TPRs. If there is no specific converging or diverging margin then headway must be applied.

1.5.7 Absolute Block and Track Circuit Block Headways

Absolute Block is a signalling system that allows only one train to be in a block section at the same time. The block indicator is used to indicate whether the line between adjacent signal boxes is clear or occupied

Timetable Planning Rules must always state whether an Absolute Block section is *inclusive* or *exclusive* of the timing point.

Within the Timetable Planning Rules, AB indicates locations where absolute block signalling applies. Here the headway is to be calculated from the transit time of the first of each pair of trains running between the stated timing points. A value "x" shall be added to the transit time to allow for the signaller's actions and sighting of the relevant signal. The planning headway is shown as "AB+x".

AB methodology may also be used to express the headway in other areas (e.g. Track Circuit Block), the value "x" including the time taken to reset the route, clear the signal on entry to the section and sight the relevant signal.

Track Circuit Block is defined as a method of signalling trains in a section of line using track circuits or other means of automatic train absence detection and without using block instruments.

For the purposes of Timetable Planning, the headways section will only contain numeric values or Absolute Block values – Track Circuit Block may be referenced in the notes but will have a planning value of 'AB+x'.

Default planning of Absolute Block and Track Circuit Block sections require Train A to have passed/departed the block before train B can enter/stop within the block (ie. section is inclusive of timing points), unless otherwise stated as exclusive.

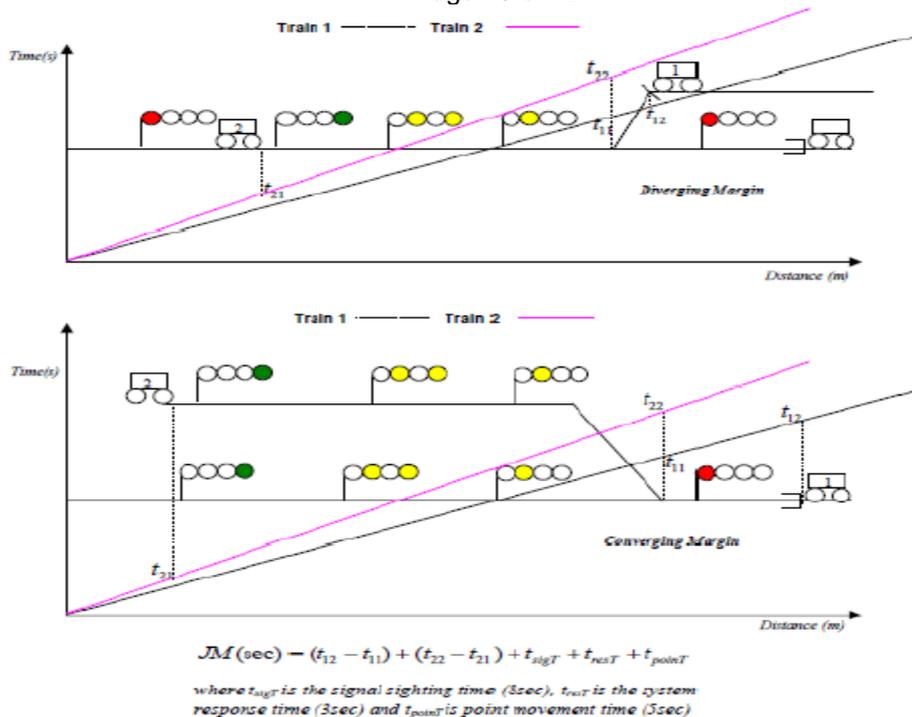
1.6 Junction Margins

- 1.6.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules. This section covers calculating margins for both conventional and European Train Control System signalling.
- 1.6.2 A Junction Margin is the minimum permissible time interval between two trains that are performing conflicting moves at a timing point, such that the second train can meet its SRT. This is expressed in multiples of half minutes derived from the technical value expressed in seconds.
- 1.6.3 Where necessary and appropriate, differential junction margins shall be created for different combinations of:
- Train type (including weight, length and speed)
 - Stopping or passing movements
 - Diverging or converging movements

For example, a train accelerating from rest across a junction will require a greater margin to avoid impact on the second train, than a train crossing the same junction at line speed. The stopping pattern of both trains must also be taken into account so that acceleration or deceleration relative to line speed is taken into account.

- 1.6.4 The calculation of a junction margin consists of a number of components:
- 1) Time taken between the front of the first train passing the timing point and its rear clearing the relevant track circuit or axle counter
 - 2) Time taken for the signaller or Automatic Route Setting to reset the route and the signals to clear or updated Movement Authority issued for the second train
 - 3) Time taken between the second train sighting the relevant signal, such that it can meet its SRTs, or from point before ETCS indication to reduce speed due to the first train and its front passing the timing point

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Junction Margin Cal

*Similar algorithm can be applied to crossing margins

- 1.6.5 A basic junction margin is the sum of 1, 2 and 3 rounded to the next half-minute above to form the planning margin.
- 1.6.6 If this does not provide a sufficient performance buffer, performance uplift will be added. This will be an agreed uplift to the sum of the 1 and 3, before adding 2 (this is fixed) and finally rounding to the next half-minute above or below. For example, train 1 takes 73 seconds to clear the relevant track circuit after leaving the timing point (1). The signaller takes 9 seconds to reset the route for train 2 across the junction (2). In order for train 2 to meet its SRTs, the train takes 62 seconds to reach the timing point for the junction (3). Ergo, the margin is (73 + 9 + 62) seconds = 144 seconds, + 6 seconds uplift to round up to 150 seconds, with any additional uplift agreed as appropriate.
- 1.6.7 Network Rail will seek to model most combinations of stopping and non-stopping trains for passenger and freight services as agreed with stakeholders.

1.7 Platform Reoccupation

- 1.7.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.
- 1.7.2 Platform Reoccupation is the time between one train departing and a second train arriving at a location at the same platform in the same direction or movement authority. This value need not be calculated on the least restrictive signal aspect, but the second train in the sequence must be able to meet its SRTs.
- 1.7.3 In the absence of a specific value for Platform Reoccupation the value may be taken as the applicable non-stop Planning Headway, noting however that Planning Headway and Platform Reoccupation are not linked.
- 1.7.4 Platform Reoccupation is measured separately to station dwell time.
- 1.7.5 The calculation of a Platform Reoccupation will be undertaken (in seconds) by either:
 - Time taken for the first train to depart the timing point and its rear clearing the relevant track circuit or axle counter; plus

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- System reset time (normally 4s); plus
- Time taken for the second train to see the signal approaching the timing point or point before ETCS indication to reduce speed due to the first train to arriving at the timing point, such that it can meet its SRTs, and it arriving at the timing point

1.7.6 The total will rounded as to the next half-minute above to form the planning value, plus a performance uplift as required.

1.7.7 Relevant combinations of types of train, as agreed with stakeholders, will be considered when calculating Platform Reoccupation.

1.8 Platform End Margins

1.8.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.

1.8.2 Platform end margins are defined as the minimum time between trains where either the first or second train in the sequence is departing from a location (not necessarily at a station).

1.9 Station Dwell Times

1.9.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.

1.9.2 Station Dwell Times are the minimum time shown in timetables for trains to be at a stand in a station, from when train wheels stop on arrival to when wheels start on departure.

1.9.3 It includes time for doors to be released open, for passengers to leave and join the train, doors to be confirmed shut and for the train to be dispatched.

1.9.4 A station dwell includes time for doors to be released open, for passengers to leave and join the train, doors to be confirmed shut and for the train to be dispatched and will reflect:

- Time of day
- Loading patterns
- Rolling stock
- Station staffing arrangements
- Attaching and detaching
- Catering
- Crew changes
- Miscellaneous operational instructions
- Direction of travel

1.9.5 Dwell time should take account of local operational railway characteristics. and should be reviewed regularly to account for any changes to these.

1.9.6 To propose a rounded value for a station dwell, a measured value should first be established using the mean value from a data source. The measured value should take into consideration all relevant variables listed in 1.1.3 and should be calculated to the second.

1.9.7 To maintain rounded dwell times closely to the measured values, cumulative rounding should be used. Rounded dwell times should be sufficient across a section of route to meet or exceed cumulative measured values.

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- 1.9.8 Where the cumulative measured dwell time exceeds the planned dwell time by 15-seconds or more, that dwell should be rounded up to the next 30-second increment and the cumulative count reset to zero, subject to 1.8.9 – 1.8.13 below.
- 1.9.9 If the cumulative value is 14 secs or less, but the measured dwell at a single location is 15-secs or more over the planned dwell, the measured value should be rounded up to the next 30-second increment and the cumulative count reset to zero, subject to 1.1.9 – 1.1.13 below.

| | | Measured Value (secs) | Current Dwell (secs) | Cumulative Value (secs) | Proposed Dwell (secs) |
|----------------------|-----------------|-----------------------|----------------------|-------------------------|-----------------------|
| Section | Station Dwell A | 61 | 60 | 1 | 60 |
| | Station Dwell B | 38 | 30 | 9 | 30 |
| | Station Dwell C | 28 | 30 | 7 | 30 |
| | Station Dwell D | 31 | 30 | 8 | 30 |
| | Station Dwell E | 32 | 30 | 10 | 30 |
| | Station Dwell F | 36 | 30 | 16 | 60 |
| Time across section: | | 226 | 210 | | 240 |

- 1.9.10 The principle is that dwell times are balanced in isolation. However, historically there have been occasions where rounded dwells are balanced against inherent resilience in the SRTs, resulting from the SRT rounding process. Where this is perpetuated it must be supported by data that demonstrates this capability at the applicable location.
- 1.9.11 If the rounding of a station dwell and a SRT is combined, the cumulative value for the planned SRTs across the section that the station is in, must be equal to exceed the cumulative value for the technical SRTs of that same section by at least the deficit between the measured and planned value of the station dwell.
- 1.9.12 Any SRT selected to offset a deficient planned dwell must not also be used to offset another SRT or dwell.

| | | Dwell | | | | Current SRTs | | |
|----------------------|-----------------|-----------------------|----------------------|-------------------------|-----------------------|----------------------|--------------------|-------------------------|
| | | Measured Value (secs) | Current Dwell (secs) | Cumulative Value (secs) | Proposed Dwell (secs) | Technical SRT (mins) | Planned SRT (mins) | Cumulative Value (secs) |
| Section | SRT 1 | | | | | 02:34 | 02:30 | 00:04 |
| | Station Dwell A | 34 | 30 | 4 | 30 | | | |
| | SRT 2 | | | | | 03:12 | 03:00 | 00:16 |
| | SRT 3 | | | | | 05:06 | 05:30 | -00:08 |
| | Station Dwell B | 34 | 30 | 8 | 30 | | | |
| | SRT 4 | | | | | 03:55 | 04:00 | -00:13 |
| | SRT 5 | | | | | 03:14 | 03:30 | -00:29 |
| | Station Dwell C | 38 | 30 | 16 | 30 | | | |
| Time across section: | | 106 | 90 | | 90 | 18:01 | 18:30 | |

- 1.9.13 When a dwell review is carried out, if it is established that the rounding of a measured dwell is balanced with the rounding of an SRT then the dependency between the dwell and the SRT should be documented in the relevant Route Timetable Planning Rules.
- 1.9.14 If currently a standard dwell value of 45-seconds applies, then the measured values across a section should not exceed the rounded values if this is to be perpetuated.
- 1.9.15 A best practice guide to this methodology can be found in Appendix J.
- 1.9.16 Where no station-specific minimum value is specified a standard value of half a minute will apply.
- 1.9.17 Timetable Participants are responsible for ensuring that station dwell times are robust for operational usage and takes account of local operational railway characteristics.

1.10 Turnround Times

- 1.10.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.
- 1.10.2 Turnround Times are the minimum time required for rolling stock to be prepared on completing one service before it forms the next service.
- 1.10.3 Where necessary and appropriate, differential turnround times shall be created for different combinations of:
- Time of day
 - Rolling stock
 - Station staffing arrangements
 - Attaching and detaching
 - Journey distance
 - Agreements for minimum turnround using same driver / crew to allow the necessary Operational tasks to be undertaken as well as changing ends.
 - Miscellaneous operational instructions
- 1.10.4 Timetable Participants are responsible for ensuring that turnrounds are robust for operational usage and takes account of local operational railway characteristics.

1.11 Run-round Times

- 1.11.1 The values listed in Section 5.3 of the TPR are Junction Margins and Station Planning Rules.
- 1.11.2 Run-round time is the minimum time between arrival and departure at a timing point when a locomotive or locomotives are moved from one end of a train to the other, including detachment, movement, attachment and safety checks.
- 1.11.3 It involves detaching the locomotive(s), shunting via an adjacent line, and returning to reattach to the train at the opposite end.
- 1.11.4 Typically, these movements are used in the operation of freight trains, although they are also used on locomotive-hauled passenger trains.
- 1.11.5 Timetable Participants are responsible for ensuring that Run-round times are robust for operational usage and take account of local operational railway characteristics.

1.12 Engineering Recovery Allowances

- 1.12.1 Engineering Recovery Allowance is additional time included in train schedules to cover the impact of planned temporary speed restrictions associated with engineering works on the network. Engineering Recovery Allowances may be applied as either a:
- Value between two timing points expressed in multiples of half-minutes
 - Percentage uplift included in SRTs
- 1.12.2 Where necessary and appropriate, consideration to be given to:
- Time of day
 - Day of week
 - Type of train
 - Routing of train and geographical distribution of allowance
 - Impact of restrictions of use e.g. single line working, weaving, SIMBIDS

1.13 Introduction of new SRTs in support of Train Operator Variation Requests

- 1.13.1 Changes to Timetable Planning Rules may be made for the addition of new SRTs, where they did not previously exist, in support of a Train Operator Variation Request (TOVR).
- 1.13.2 From D-26 and during the relevant Timetable Period, Timetable Participants may wish to vary either the New Working Timetable, if it is before the Timetable Change Date, or otherwise the Working Timetable on an ad hoc basis by submitting a TOVR. On occasions where the TOVR is not submitted with a full set of SRTs, SRTs may be proposed, consulted and added outside of the timescales outlined in Part D 2.2 of the Network Code.
- 1.13.3 There are three processes by which new SRTs can be introduced in support of TOVRs. The first two options refer to TOVRs submitted that require SRT consultation, in which the TOVR is not required to run immediately. The third option refers to TOVRs submitted that require expedited SRT consultation. The default options are 1 and 2, should a TOVR need to be expedited, the operator must state when that the service is due to run within the submission.

1.13.3.1 **Option 1: TOVR submitted with new SRT proposal from Timetable Participant**

- Timetable Participant submits TOVR with missing SRTs and proposal for new SRTs to Network Rail (NR)
- NR receives TOVR and proposal for new SRTs and pauses TOVR response period
- NR undertakes quality assurance activity of proposed SRTs (within 5 working days of receipt)
- If proposed SRTs pass quality assurance, NR consult new SRTs with affected Timetable Participants (5 working days). If proposed SRTs do not pass quality assurance, the TOVR is rejected and the Timetable Participant is asked to resubmit their request with revised SRT proposals.
- After the consultation period ends, NR considers responses and makes a decision about whether to take SRTs forward, make amendments or reject the proposal (within 1 working day)
- NR informs affected Timetable Participants of the decision and inputs SRTs into Bplan (within 1 working day)
- TOVR response period restarts, usual validation process follows

1.13.3.2 **Option 2: TOVR submitted with missing SRTs**

- Timetable Participant submits TOVR with missing SRTs
- NR receives TOVR and pauses TOVR and provides Timetable Participant with option to propose new SRTs or to ask NR to undertake SRT calculation exercise and propose new SRTs
- If Timetable Participant chooses to propose new SRTs, follow Option 1
- If Timetable Participant requests that NR proposes new SRTs, NR will calculate SRTs (within 7 working days). NR may use computer modelling, TRATIM, observed data, or other sources of data that it deems appropriate in calculating the SRT value.
- NR consult new SRTs with affected Timetable Participants. The consultation period is 5 working days.
- After the consultation period ends, NR considers responses and makes decision about whether to take SRTs forward, make amendments or reject the proposal (within 1 working day)
- NR informs affected Timetable Participants of decision (within 1 day)
- Timetable Participant re-submits TOVR with new SRTs to NR and usual validation process follows

1.12.3.3 **Option 3a: TOVR submitted with missing SRTs (A4C schedules only)**

- Timetable Participant submits TOVR with missing SRTs
- NR receives TOVR and validates using TRT generated within TPS, confirming that this looks to be accurate.
- NR informs Timetable Participant of missing SRT at time of response to TOVR and gives option to propose new SRTs or to ask NR to undertake SRT calculation exercise and propose new SRTs (Option 1 or 2)
- Option 1 or 2 is followed, SRT is finalised and schedule updated as required.

Option 3b: TOVR submitted with missing SRTs, requiring expediated consultation

- Timetable Participant submits TOVR with missing SRTs and proposal for new SRTs to Network Rail (NR)
- NR receives TOVR and proposal for new SRTs and pauses TOVR response period
- NR undertakes quality assurance activity of proposed SRTs (within 2 working days of receipt)
- If proposed SRTs pass quality assurance, NR consult new SRTs with affected Timetable Participants (3 working days).
- After the consultation period ends, NR considers responses and makes a decision about whether to take SRTs forward, make amendments or reject the proposal. SRTs taken forward will be input into B-plan (within 1 working day).
- TOVR response period restarts and usual validation process follows

1.14 Designations and Terminology in the Timetable Planning Rules

1.14.1 The use of Z as the second character is prohibited for WTT services. It is for use only by Special Traffic Trains and STP additional trains *not* conforming to any route code.

1.14.2 To assist with understanding of the Route documents, exceptions to the standard Rules will be in the order listed in 1.13.4.

1.14.3

| | |
|----|-----------------------------|
| # | Freight exception (1) |
| \$ | Freight exception (2) |
| % | Passenger exception (1) |
| & | Passenger exception (2) |
| * | General/misc. exception (1) |
| ^ | General/misc. exception (2) |

Any subsequent exceptions are denoted by doubling up the symbol e.g. General exception (3) is **, (4) is ^^ and so on.

1.14.4 Timing Allowances – definitions and usage –

1.14.4.1 Engineering Allowance – allowance added to schedules to accommodate planned speed restrictions. This allowance is required to compensate for loss of speed and the resultant increase in running time in a section. Engineering time is stated in the Route Timetable Planning Rules document and reviewed in conjunction with Network Rail Route Access Planning.

1.14.4.2 Pathing Allowance – allowance added to a schedule to compensate for an increase in running time in a section due to the service sighting a signal aspect that would prevent it from meeting its SRT and to meet applicable Timetable Planning Rules.

1.14.4.3 Adjustment Allowance – allowance is used where train will be performing a move that means it will be unable to meet its SRT for that section. For example, where the SRT is based on the fastest route:

- Reducing speed for a slow speed junction.
- Restrictive signalling approaching a junction (including flashing signal aspects and approach control)
- Acceleration to prevailing line speed when joining from a slow speed junction.

Adjustment allowances are documented in Section 5.3 of the relevant route Timetable Planning Rules

1.14.4.4 Performance Allowance – allowance added to a schedule to account for anticipated time loss across sections of a journey. These may be documented in the Route Timetable Planning Rules.

2 Timetable Planning Process - Permanent Timetable

2.1 Introduction

This section outlines information and further detail to assist with Timetable Planning in addition to that stated in the Network Code Part D. The Network Code can be found at – <https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/>

2.2 Prior Working Timetable

- 2.2.1 Network Rail will establish a Prior Working Timetable database in ITPS at D-45. This will be based on the previous Working Timetable published at D-26 in the timeline for the previous Working Timetable.
- 2.2.2 Network Rail acting reasonably and if appropriate in consultation with Timetable Participants can decide that it will delete Train Slots from the Prior Working Timetable. This is if the Timetable Participant does not have existing rights or will not hold firm rights to the Train Slot by the time the New Working Timetable starts.
- 2.2.3 As a result of the appeals process for the Previous Working Timetable Network Rail may amend the Prior Working Timetable.
- 2.2.4 The Prior Working Timetable will be transmitted to Timetable Participants through the Timetable Participants access to ITPS and by distribution as a PIF file.

2.3 Specialised and Congested Infrastructure

- 2.3.1 Regulations 22 and 23 of The Railways Infrastructure (Access and Management) Regulations 2005 provide for the declaration, by Infrastructure Managers (in this context, Network Rail), of infrastructure (a) to which they wish to apply special rules for capacity allocation or (b) believe congested to the extent that additional capacity requests cannot be catered for. Such declarations will be made via the Network Statement. Where any special rules are to be applied they will also be contained in this document.

2.4 Strategic Capacity

- 2.4.1 In accordance with the Management of Strategic Capacity on the Network Code of Practice, Network Rail will publish the Strategic Capacity Statement which is relevant to the preparation of the New Working Timetable no later than D-55 showing a list of Strategic Train Slots it intends to include in the Working Timetable.
- 2.4.2 Strategic Train Slots have the notation 'QJ' or "QP" after the train ID.
- 2.4.3 The document can be found on the Network Rail website - <https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/> [section titled 'Operational Rules (EAS-TPRs)']

2.5 Calendar of Events

- 2.5.1 In accordance with the Network Code, Network Rail will publish a Calendar of events setting out a period of at least 4 years showing events which are likely to require significant changes to the Working Timetable in a future bi-annual timetable revision process.
- 2.5.2 Unless specified, for each listed Event an Events Steering Group will be set up consisting of representatives from Network Rail, relevant funders and any affected Timetable Participants
- 2.5.3 The document can be found on the Network Rail website -

<https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/> [section titled 'Operational Rules (EAS-TPRs)']

2.6 Priority Date Access Proposals

- 2.6.1 Access Proposals are to be sent the Lead Operational Planning Project Manager (LTP) for each Timetable Participant is shown in Appendix B. Network Rail will provide a template document for Timetable Participants to use.
- 2.6.2 Managed Station Opening Hours are shown in Appendix F. These are now included to assist Timetable Participants plan their early morning / late night services.

2.7 Finalisation of the New Working Timetable

- 2.7.1 Network Rail will provide Timetable Participants with access to the evolving timetable plan through access to ITPS. It is anticipated that there will be frequent bilateral and multilateral dialogue during the finalisation process to eliminate errors and omissions.
- 2.7.2 At D-26 Network Rail will publish the New Working Timetable, which is transmitted to Timetable Participants by the LTP planning teams or the Railops Portal at D-26.
- 2.7.3 New Working Timetables will be accompanied by a written commentary to assist Timetable Participants in identifying changes from the Prior Working Timetable and/or their Access Proposals. The commentary shall include a list of trains not included in the New Working Timetable with the reasons why they are not included. Plus details of any significant flexing of trains with the reason for the use of flex.

2.8 Appeal of Network Rail Decisions regarding the New Working Timetable

- 2.8.1 The New Working Timetable Train Slots will be loaded into TRUST by Network Rail between D-21 and D-18 following the Publication of the New Working Timetable, unless otherwise consulted.
- 2.8.2 Following resolution of appeals, Network Rail will advise all affected Timetable Participants of any amendments to Train Slots previously proposed as soon as practicable and upload any changes to TRUST.

2.9 Terminology

- 2.9.1 For the avoidance of doubt, the following terms and expressions are used inter-changeably when referring to timetables:

Please see the Calendar of Milestone Dates on the Network Rail website for the most up to date information. (<https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/operational-rules/>)

2.10 Working Timetable Amendments

- 2.10.1 Network Rail will ONLY publish the Working Timetable in electronic (PDF) Format.

2.11 Sectional Running Times

- 2.11.1 Refer to the Route Timetable Planning Rules

Appendix B - Operational Planning Managers (Permanent Timetable)

All contacts below are based in Milton Keynes.

| Route & Contact Details | Location | Lead Customers |
|--|------------------|--|
| Anglia Route Project Team Emma Slack Emma.Slack@networkrail.co.uk | Milton Keynes | c2c Arriva Rail London Abelio Greater Anglia MTR Elizabeth line London Underground |
| LNE and East Midlands Route Project Team Stephen Newman Stephen.Newman@networkrail.co.uk | Milton Keynes | London North Eastern Railway Transpennine Express Northern Rail East Midlands Trains Grand Central Hull Trains Tyne & Wear Metro North Yorkshire Moors Railway Sheffield Supertram Lumo |
| National Freight Rolling Spot Bid Team Andy Simpson Andrew.Simpson@networkrail.co.uk | Milton Keynes | Colas Rail Devon and Cornwall Railways DB Cargo Direct Rail Services Ltd Freightliner Heavy Haul Freightliner Intermodal GB Railfreight Rail Operations Group |
| North West & Central Route Project Team Chris Deal Christopher.Deal@networkrail.co.uk | Milton Keynes | Chiltern Railways West Midlands Trains Merseyrail Avanti West Coast |
| Scotland Route Project Team Lucy Evans Lucy.Evans@networkrail.co.uk | Milton Keynes | Scotrail West Coast Railway Company Cross Country Caledonian Sleeper |
| South East Route Project Team Andy Brunning Andy.Brunning@networkrail.co.uk | Milton Keynes | Eurostar Southeastern Govia Thameslink Railway |
| Wessex Route Project Team Andy Brunning Andy.Brunning@networkrail.co.uk | Milton Keynes | South Western Railway and Island Line |
| Western and Wales Route Project Team Paul Singleton Paul.Singleton@networkrail.co.uk | Milton Keynes | Transport for Wales Rail Limited (TFWRL) Grand Union Trains Great Western Railway Heathrow Express Heathrow Connect |
| Network Services dcsimplanningteam@networkrail.co.uk | Milton Keynes | Network Measurement Trains |

Appendix C - Access Proposals for Dated Trains

2.12 General Principles

- 2.12.1 Limitations are necessary on the number of dated trains that can be included in the access planning and timetable production processes. A reasonable balance has to be struck between:
- (a) the Access Proposals of Timetable Participants to Access Proposal for dated services;
 - (b) the needs of timetable users to be informed but still have a manageable document;
 - (c) the ability of Network Rail to manage the access planning and timetable production processes and the efficient maintenance and renewal of the rail network;
 - (d) the need for Timetable Participants' customers to be fully informed of planned services available.
- 2.12.2 NRT Policy Board has determined a number of guidelines for inclusion of dated trains within NRT and this procedure has been devised to enable Network Rail and Timetable Participants to observe those guidelines.
- 2.12.3 A Timetable Participant may use the permanent timetable process to seek dated Train Slots in accordance with paragraphs 1.2 and 1.3 of this Appendix and Network Rail will develop such Train Slots unless it can reasonably demonstrate under the Decision Criteria that this would compromise the integrity of the access planning and timetable production process or would lead to an unmanageable timetable.
- 2.12.4 If a Timetable Participant wishes to use the permanent timetable process to seek for dated Train Slots which are not in accordance with paragraphs 1.2 and 1.3 of this Appendix, it must obtain the prior agreement of Network Rail that those dated Train Slots will be published in NRT and/or the appropriate WTT. In giving or withholding this agreement, Network Rail will take into account the Decision Criteria and requirements (a), (b), (c) and (d) above.
- 2.12.5 Network Rail will be required to use reasonable endeavours to plan engineering work so as to avoid the requirement for more than two variants per dayset for our RHTT.

2.13 Trains to be Published in Working Timetables

- (a) Access Proposals for Passenger services which will be published in NRT and WTTs must comply with the requirements of Section 1 above.
- (b) Access Proposals for services which will be published in WTTs only must match the daysets of each WTT table on which the train will appear, or must run in a standard Train Slot on at least 4 related occasions within the currency of the WTTs except where specific exceptions have been agreed between a Timetable Participant and Network Rail.
- (c) Access Proposals not complying with requirements (a) or (b) will be regarded as Variation Requests and will be dealt with by Network Rail in the Supplemental Period following the timetable iteration.

2.15 NRT Daysets

See details in Route Timetable Planning Rules documents.

2.16 WTT Daysets

See details in Route Timetable Planning Rules documents.

2.17 Summer Dated Services

The standard period of operation of Summer Dated services is:

Monday 12/05/2025 to Sunday 31/08/2025 inclusive

Timetable Participants are encouraged to adopt these dates but may propose other dates for specific services where appropriate.

2.18 Autumn (Leaf-Fall) Timetables

The standard period of operation of Autumn Dated services for 'Leaf-Fall' timetables are from the second Sunday in October:

Sunday 12/10/2025 to Sunday 07/12/2025

Appendix D - Connectional Arrangements

2.19 General Principles

- 2.19.1 Timetable Participants should state any requirements for connections within their Access Proposals. For each Train Slot in an Access Proposal the Timetable Participants should state any key connecting services and the connecting location. Connectional Allowances shown in Timetable Planning Rules and/or NRT must be observed. Where one of the connecting services is the responsibility of another Timetable Participant and Network Rail has not at that time published agreed timings for the Train Slot in question, the Timetable Participants should establish from the other Timetable Participant the likely timings of the connecting service and show this in the Access Proposal accordingly.
- 2.19.2 Network Rail will deal with these key connections as an integral part of the Access Proposal consulting with Timetable Participants where proposed flexing has an effect on key connections. Network Rail's proposal will highlight any key connections which are not as Access Proposal.
- 2.19.3 A Timetable Participant's acceptance of a Network Rail proposal includes acceptance of associated connections.
- 2.19.4 Amendment of an agreed Train Slot will require the agreement of any other Timetable Participant having a key connection into or out of the Train Slot in question if the amendment results in a material change to the duration or feasibility of the key connection.

Appendix E - Definition of Access Proposal / Revised Access Proposal

2.20 General Principles

- 2.20.1 Part D of the Network Code defines an Access Proposal as when a Timetable Participant wishes to exercise any Firm Rights and/or Contingent Rights and/or any expectation of rights to obtain Train Slots in respect of the relevant Timetable Period, where those rights were not exercised to obtain Train Slots in the Prior Working Timetable; and/or (b) it wishes to make changes to any Train Slot in the Prior Working Timetable; and/or (c) it wishes to set out its requirements in response to a notification by Network Rail under Condition D2.4.6.

2.21 Train Operator Variation

- 2.21.1 From D-26 and during the relevant Timetable Period, Timetable Participants may wish to vary either the New Working Timetable, if it is before the Timetable Change Date, or otherwise the Working Timetable on an ad hoc basis by adding an additional Train Slot on one or more occasions, amending the detail of one or more Train Slots, removing one or more Train Slots.

2.22 Contents of an Access Proposal

The detailed requirements of an Access Proposal are listed under Condition D2.5.1. Individual data items within each of these categories are listed below and are shown as mandatory (M) or optional (O).

E1 Access Proposal Identifiers

(Required for each separate Access Proposal)

- | | | |
|-------|---|---|
| (i) | Timetable Participant identity | M |
| (ii) | Timetable period | M |
| (iii) | Access Proposal type (Iterative or variation) | M |

E2 Fixed Train Header Details

(Required for each separate train)

- | | | |
|--------|---------------------------------|---|
| (i) | train identity | M |
| (ii) | dates of operation | M |
| (iii) | origin location | M |
| (iv) | origin time | M |
| (v) | destination location | M |
| (vi) | destination time | M |
| (vii) | Access Proposal/Proposal status | M |
| (viii) | BHX marker | O |

E3 Variable Train Header Details

(Required at the train origin and for each change en route for each train)

- | | | |
|-------|-------------------------------------|---|
| (i) | CeR start location | M |
| (ii) | service code | M |
| (iii) | timing load/traction type/max speed | M |

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| | | | |
|--------|---------------------------------|---|--------------------------|
| (iv) | headcode (2 chrs) | O | |
| (v) | UIC identifier | O | |
| (vi) | DOO indicator | O | |
| (vii) | accommodation | M | (for passenger services) |
| (viii) | branding | O | |
| (ix) | catering | O | |
| (x) | TRUST operating characteristics | O | |
| (xi) | reservations | O | |
| (xii) | sleeping accommodation | O | |
| (xiii) | train class | M | |
| (xiv) | TRUST train category | M | |

E4 Train Stops (Commercial Activities)

(Required for each stop for each train where passengers may join and/or alight or an associated commercial activity is required for non-passenger trains)

| | | | |
|-------|---------------------------|---|--|
| (i) | location | M | |
| (ii) | arrival time | M | |
| (iii) | departure time | M | |
| (iv) | advertised arrival time | O | |
| (v) | advertised departure time | O | |
| (vi) | platform/siding number | M | |
| (vii) | activity codes | O | |

E5 Train Stops (Operational Activities)

(Required for each stop for each train where passengers may NEITHER join and/or alight or an associated operational activity is required for non-passenger trains)

| | | | |
|-------|---------------------------|---|--|
| (i) | location | M | |
| (ii) | arrival time | M | |
| (iii) | departure time | M | |
| (iv) | advertised arrival time | - | |
| (v) | advertised departure time | - | |
| (vi) | platform/siding number | M | |
| (vii) | activity codes | M | |

E6 Train movements

(Required for each journey leg of each train)

| | | | |
|--------|---------------------------------|---|-----------------|
| (i) | start location | M | |
| (ii) | start condition (start or pass) | M | |
| (iii) | Start time | M | |
| (iv) | end location | M | |
| (v) | end condition (start or pass) | M | |
| (vi) | end time | M | |
| (vii) | running line code | M | |
| (viii) | engineering allowance | M | (if applicable) |
| (ix) | performance allowance | M | (if applicable) |
| (x) | pathing allowance | M | (if applicable) |
| (xi) | timing adjustment | M | (if applicable) |

E7 Train Associations

(Required for each train association)

| | | | |
|-------|---------------------|---|--|
| (i) | association type | M | |
| (ii) | associated train id | M | |
| (iii) | dates applicable | M | |

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- | | | | |
|------|-------------------------|---|-------------------------------|
| (iv) | location | M | |
| (v) | associated train TOC id | M | (if not Access Proposals TOC) |

E8 Train Formation details
(Required for each train for each section of its journey)

- | | | | |
|--------|--------------------------------------|---|--|
| (i) | dates applicable | M | |
| (ii) | start location | M | |
| (iii) | end location | M | |
| (iv) | locomotive/MU class | M | |
| (v) | train length | M | |
| (vi) | maximum speed | M | |
| (vii) | trailing load | M | |
| (viii) | route availability | M | |
| (ix) | special axle load/gauge requirements | M | |
| (ix) | applicable RT3973 form | M | |

Note: Items 6(i) to (iv) and items 7(i) to (iv) can be met by provision of rolling stock diagrams.

Appendix F - Managed Stations Opening Times

| Station | Monday to Friday | Saturday | Sunday |
|-------------------------|---|---|-------------|
| NATIONAL | | | |
| Birmingham New Street | 0415 – 0200 | 0415 – 0015 | 0730 – 0200 |
| Bristol Temple Meads | 0430 – 0145 | 0500 – 0145 | 0700 – 0145 |
| Edinburgh Waverley | 0400 – 0045 | 0400 – 0045 | 0600 – 0045 |
| Guildford | 0100 Monday– 0400 Saturday | 0100 – 0400 Sunday | 0100 - 0600 |
| Glasgow Central | 0400 – 0030 | 0400 – 0030 | 0700 – 0030 |
| Leeds | 24hrs | 24hrs | 24hrs |
| Liverpool Lime Street | 0315 – 0040 | 0315 – 0035 | 0700 – 0030 |
| Manchester Piccadilly | 24hrs | 24hrs | 24hrs |
| Reading | 24hrs | 24hrs | 24hrs |
| LONDON | | | |
| Cannon Street | 0430 – 0045 | 0430 – 0045 | 0630 – 0045 |
| Clapham Junction | Sunday – Thursday 0430-0130 | Friday – Saturday – 24hrs for Gatwick Express | 0430 - 0130 |
| Charing Cross | 0430 – 0055 | 0430 – 0055 | 0630 – 0055 |
| Euston | 0430 – 0130 | 0430 – 0200 | 0515 – 0130 |
| King's Cross | 0500 – 0136 | 0500 – 0111 | 0530 – 0136 |
| London Liverpool Street | MO 0310 – 0103 TWTWO 0400 – 0103 FO 0310 – 0103 | 0310 – 0103 | 0340 – 0103 |
| London Bridge | 0400 – 0100 | 0400 – 0100 | 0600 – 0100 |
| Paddington | 24hrs | 24hrs | 24hrs |
| St Pancras | 24hrs | 24hrs | 24hrs |
| Victoria | 0400 – 0100 | 0400 – 0100 | 0600 – 0100 |
| Waterloo | 0430 – 0105 | 0430 – 0145 | 0530 – 0105 |

Appendix G – Explanation of Working Timetable References

For Passenger Operators -

Abbreviations used for Days of the Week

| | |
|-----------|-----------|
| M | Monday |
| T | Tuesday |
| W | Wednesday |
| TH | Thursday |
| F | Friday |
| S | Saturday |

For the above:-

- (i) The addition of the letter “**O**” indicates that the train will run on that day or those days only.
- (ii) The addition of the letter “**X**” indicates that the train will not run on that day or those days indicated.

SUN Sunday

Arrival Time References

| | |
|----------|---|
| a | arrives 1 minute earlier. |
| b | arrives 1½ minutes earlier. |
| c | arrives 2 minutes earlier. |
| d | arrives 2½ minutes earlier. |
| e | arrives 3 minutes earlier. |
| f | arrives 3½ minutes earlier. |
| g | arrives 4 minutes earlier. |
| h | arrives 4½ minutes earlier. |
| j | arrives 5 minutes earlier. |
| k | arrives 5½ or more minutes earlier (see explanatory note in column). |
| n | see explanatory note in column. |

Abbreviations used to identify **earlier** departure times which are advertised in the National Rail Timetable.

| | |
|----------|---|
| p | advertised 1-1½ minutes earlier departure. |
| q | advertised 2-2½ minutes earlier departure. |
| r | advertised 3-3½ minutes earlier departure. |

Abbreviations used to identify **later** arrival times which are advertised in the National Rail Timetable.

| | |
|----------|---|
| v | advertised 1 minute later arrival. |
| w | advertised 2 minutes later arrival. |
| y | advertised 3 minutes later arrival. |
| z | advertised 4 minutes later arrival. |
| ‡ | advertised time in National Rail Timetable. |

| | |
|------------------|--|
| C | Stops to change train crew. |
| D | <i>Other than in timing load</i> - Stops to set down/detach. |
| (D) | Driver Only Operation applies. |
| ECS | Also "+" <i>when placed intra-time</i> - Empty coaching stock. |
| + | <i>When not placed intra-time</i> - Must only convey vehicles authorised to run 100mph or more. |
| @ | when placed intra time at Colchester DOO London side of Colchester only |
| EMU | Electric Multiple Unit |
| K/k | See explanatory note. |
| L | Stops to change Locomotive. |
| N | Stop not advertised. |
| NA | Train not advertised. |
| NPCCS | Non passenger carrying coaching stock. |
| OP | Stops for other operating reasons. |
| P | Push pull operated train. |
| PR | Propelling between points shown. |
| Q | Runs when required. |
| R | Stops when required. |
| RM | Stops for reversing movement, or driver to change ends. |
| RR | Stops to run round. |
| S | Stops for railway personnel only. |
| t | Stops for tablet, staff or token purposes. |
| U | Stops to take up/attach. |
| VB | Vacuum braked train. |
| X | Points at which; (a) Trains run from one running line to another, or (b) Trains cross on single lines. |
| [5] | Indicates the number of minutes allowed for temporary speed restrictions and engineering work. |
| (5) | Indicates the number of minutes given for pathing requirements. |
| <5> | Indicates the number of minutes given for performance allowance. |
| | Light Locomotive. |
| * | (In arrival and departure times) Stops and shunts for other trains ahead or to pass only. |
| * | (In departure time only) Traffic and/or shunts for other trains to pass. |
| • | Air-conditioned. Public address system applies on day coaches. |
| § | Indicates headcode is changed en route. |
| ∅ | See explanatory note. (May be supplemented by reference letter n). |
| → | For continuation of train timings see subsequent column. |
| ← | Train timings continued from previous column. |

For Freight Operators –**FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM****1) GENERAL**

The first four characters of the train ID number above each column in the timetable provide the following information :

The first figure indicates the classification of the train. The second character can indicate the destination area. The third and fourth figures represent the individual number of the train.

The remaining fifth and sixth character(s) are used for timetable production purposes only and should be disregarded.

2) Freight Headcode Designations –

For inter-regional headcodes, the 2nd character designates destination region (local acceptations can apply by agreement with Route Operations). Please see table below –

| Destination of Service | Inter-regional 2 nd Character for Freight |
|------------------------|--|
| Eastern Region | E |
| Anglia Region | L |
| London Midland Region | M |
| Southern Region | O |
| Scotland Region | S |
| Western Region | V |

If a service stays within a region, then another letter will be used to indicate the destination, or in some cases, the route – these can be found in the Route Timetable Planning Rules.

A map of inter-regional areas can be found in Appendix H.

TIMING INFORMATION IN WORKING TIMETABLES

The timing load description depicts the particular combination of trailing weight and traction type used for timing the train. The timing load used for any particular train is separate from and does not override the maximum load applicable for the route and traction concerned as published by Railtrack.

To avoid excessively large numbers of different timing loads a banded approach has been adopted for loads in regular use, with steps approximately every 200 tonnes. In some cases the Sectional Running Times (SRTs) may be common to two or more timing load bands pending review of the data used to determine the timings.

The descriptions used reflect the limitation of 8 characters imposed by train planning systems. the following three formats are currently used for freight timing load descriptions;

1. Diesel hauled class 6, 7 and 8 trains (other than class 60 hauled - see below) without specifying a particular traction class. The maximum trailing weight on which the timing is based can be determined by reference to Timing Reference Matrix.

| 45 | | TR70 |
|------------------------|---|-------------------------|
| Max speed of the train | Indicates whether the timings incorporate RT3973 speed restrictions | Timing reference number |
| | B = Both (i.e. a Heavy Axle Weight Container train) C = Container H = Heavy Axle weight train - = Standard SRTs | |

2. Used for Class 60 hauled services

| 60 | H | 60 | S | 12 |
|------------------------|---|-------------------|--|---|
| Max speed of the train | Indicates whether the timings incorporate RT3973 speed restrictions | Loco class | Indicates whether the train is single or double headed | Trailing weight - upper limit of a two hundred tonne band (i.e. 12 indicates a weight between 1001 and 1200 tonnes) |
| | B = Both (i.e. a Heavy Axle Weight Container train) C = Container H = Heavy Axle weight train - = Standard SRTs | Loco class number | S = Single headed D = Double headed | Where appropriate a leading zero is used . (e.g. 08 represents 601-800 tonnes) |

3. Used for other freight services (i.e. class 4 freight trains, electrically hauled freight and other specific load and traction combinations.

| 75 | C | 86 | D | 12 |
|------------------------|--|-------------------|--|--|
| Max speed of the train | Indicates whether the timings incorporate RT3973 speed restrictions | Loco class | Indicates whether the train is single or double headed | Trailing weight in hundreds of tonnes with final two figures omitted. (i.e. 12 indicates a weight between 1200 and 1299) |
| | B = Both (i.e. a Heavy Axle Weight Container train) C = Container H = Heavy Axle weight train - = Standard SRTs | Loco class number | S = Single headed D = Double headed | For less than 1000 tonnes a leading zero is used i.e. 08 indicates 800 - 899 tonnes |

| Example | | | | |
|---------------------------|---|------------|-------------------|---|
| 60 | H | 66 | S | 24 |
| Description | | | | |
| Maximum permissible speed | Indicates whether the timings incorporate RT3973 speed restrictions | Loco class | Number of locos | Trailing weight - upper limit of a two hundred tonne band (i.e. 12 indicates a weight between 1001 and 1200 tonnes) |
| Common Values | | | | |
| 45 | - = No RT3973 | 56 | S = Single Headed | 04 (201-400 tons) |
| 60 | C=Container | 59 | D = Double Headed | through to 48 (4601-4800 tons) |
| 75 | H=Heavy Axle Weight | 60 | | |
| | B=Both (i.e. a Heavy Axle Weight Container train) | 86 | | |
| | | 90 | | |

Timing Loads used for Container or Heavy Axle Weight Trains

SRTs for trains conveying vehicles with special characteristics (Containers or Heavy Axle Weight vehicles) are calculated as per the methodology described in section 1.4, taking into account any restrictions published in the relevant RT3973 form. Where restrictions relating to a specific characteristic are shown (ie. Not applying to all trains running with special characteristics) these should be shown as adjustment time in section 5.3 of the route TPR document. Within the timing loads, the following references apply:

- H – Train is Heavy Axle Weight
- C – Train is container traffic
- B – Train is both Containers and Heavy Axle Weight

Other Timing Loads:

- LD** Light Diesel Locomotive
- LE** Light Electric Locomotive

Line Abbreviations

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| | | | |
|-----|-----------------------|-----|--------------------|
| AL | Avoiding Line | DHL | Down Hendon Line |
| CL | Carriage Line | DPL | Down Platform Line |
| DR | Down Reception Line | DPV | Down Platform Loop |
| DRL | Down Relief Line | RVL | Reversible Line |
| DS | Down Sidings | TL | Through Line |
| GL | Goods Line | UML | Up Main Line |
| HLG | High Level Goods Line | UPL | Up Platform Line |
| ML | Main Line | UR | Up Reception Line |
| PL | Platform Line | US | Up Sidings |
| RL | Relief Line | UHL | Up Hendon Line |
| | | UPV | Up Passenger Loop |

Other Abbreviations

| | | | |
|--------|-----------------------------|-----------|-------------------------|
| C.C.D. | Coal Concentration Depot | N.Y. | Network Yard |
| C.T. | Container Terminal | O.R. | Oil Refinery |
| D.C.S. | Down Carriage Sidings | P.A.D. | Pre-assembly Depot |
| F.D. | Freight Depot | Qry | Quarry |
| F.L.T. | Freightliner Terminal | Recp | Reception Sidings |
| F.P. | Fuelling Point | R.S. | Recessing Sidings |
| G.F. | Ground Frame | R.T.S. | Refuse Transfer Station |
| H.S. | Holding Sidings | Sdgs | Sidings |
| Jn | Junction | S.F. | Shunting Frame |
| L.C. | Level Crossing | Sig | Signal |
| L.I.P. | Locomotive Inspection Point | S.S. | Sorting Sidings |
| T.C. | Terminal Complex | T. & R.S. | Traction and Rolling |
| | | M.D. | Stock Maintenance Depot |
| T.M.D. | Traction Maintenance Depot | Yd. | Yard |

Activities

| | | | |
|----|---|----|---|
| * | Stops to await passage of other trains | OR | Train locomotive on rear |
| AE | Stops to attach or detach assisting locomotive driver | RM | Stops for reversing movement or for to change ends. |
| BL | Stops to attach or detach banking locomotive staff. | t | Stops only for token, tablet or train |
| C | Stops to change train crew | PR | Propelling movement |
| D | Stops to detach | RR | Stops to run round |
| E | Stops for examination | S | Stops for staff other than train men |
| L | Stops to change locomotives | U | Stops to attach |
| OP | Stops for other operational reasons direction on | X | Stops for train passing in opposite single line |

Operating Characteristics

| | | | |
|---|--------------------|---|---|
| B | Vacuum Braked | Y | Service has two or more paths which run to/from alternative origins/destinations or different routes. |
| G | Train (Wo)man | Z | May convey traffic to Channel Tunnel Gauge. Not to be diverted from booked route without authority. |
| Q | Runs when required | | Light locomotive |

3 Timetable Planning Process - Short Term Planning

3.1 Introduction

- 3.1.1 This section describes the process to be followed to enable agreement between Network Rail and Timetable Participants of short term amendments to the Permanent Timetable.
- 3.1.2 The timetable planning process for short term planning is governed by Part D of the Network Code (last amended on 27th July 2021). In the event of a conflict, the Network Code takes precedence over Track Access Agreements with individual Timetable Participants and the Engineering Access Statement / Timetable Planning Rules.
- 3.1.3 Network Rail Timetable Variations are planned by Network Rail on a week by week basis. Each week of a Working Timetable is referred to as a "Timetable Week" (TW). Each Timetable Week commences at 00:01 on a Saturday and expires at 24:00 on the following Friday. The sequence of events by which variations are finalised is designated by a series of milestone dates and steps, all of which refer to a week in the period prior to the commencement of TW. So, for example, "TW minus 12" (or "TW-12") refers to the 12th week prior to the start of a given TW. Where in this Part D any step or event is required or stated to occur by any week designated in this way, it must occur no later than 5pm on Friday of the preceding week. So, for example, a step which is required to occur no later than "TW-12" must occur no later than:
- (a) 5pm on Friday;
 - (b) in the week commencing on the Sunday which occurs 13 weeks prior to the commencement of week TW.
- 3.1.4 Not later than D-26, Network Rail shall provide to all Timetable Participants a calendar pertaining to each TW, showing the milestone dates which will apply (pursuant to this Condition D3) to the planning of all Timetable Variations in respect of that TW.

3.2 Weekly Train Plan – Network Rail Variations with at least 12 Weeks Notice

- 3.2.1 Network Rail is entitled to make a variation to the Working Timetable when the Network Rail Variation is for the purpose of taking Restrictions of Use which are consistent with the Rules, or as amended in accordance with the procedure shown in Condition D3.4.3
- 3.2.2 Network Rail must consult with all Timetable Participants likely to be affected by the amendment.
- 3.2.3 By TW-30 Network Rail will provide its proposals for Restrictions of Use in respect of the corresponding TW to Timetable Participants.
- 3.2.4 After TW-30 but by TW-26, Network Rail shall consult with each Timetable Participant affected by the Restrictions of Use proposed and shall seek to agree all Network Rail Variations to be made.
- 3.2.5 To facilitate the planning of any Network Rail Variation, Network Rail may require that any Timetable Participant shall submit a revised Access Proposal in respect of any Train Slot.
- 3.2.6 Where Network Rail requires a revised Access Proposal:
- (a) the requirement must be notified to the affected Timetable Participant no later than TW-22;
 - (b) Network Rail shall specify the aspects of the Access Proposal which need to be revised and its reasons for this;

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- (c) Network Rail shall specify a reasonable period in which the revised Access Proposal must be provided, and in any event the revised Access Proposal shall be submitted no later than TW-18.
- 3.2.7 Network Rail may modify, accept or reject a revised Access Proposal and where it modifies or rejects any revised Access Proposal, it must provide written reasons for its decision.
- 3.2.8 Where a revised Access Proposal has not been submitted by a Timetable Participant as required by Network Rail, Network Rail shall be entitled to make a Network Rail Variation of any Train Slot in respect of which the revised Access Proposal was required and no appeal may be made in respect of Network Rail's decision.
- 3.2.9 Not later than TW-14, Network Rail shall notify all Timetable Participants of its decision in respect of Network Rail Variations.
- 3.2.10 Not later than TW-13, any Timetable Participant affected by Network Rail's decision shall inform Network Rail whether it accepts or disputes that decision.
- 3.2.11 At TW-12, Network Rail shall record and provide to all Timetable Participants, the Network Rail Variations to be made.
- 3.2.12 Any Timetable Participant which is dissatisfied with any final decision of Network Rail in respect of a Network Rail Variation may appeal against it in accordance with Condition D5. Following resolution of appeals, Network Rail will advise all affected Timetable Participants of any further changes to the amended timetable as soon as practicable.
- 3.2.13 Accepted Train Slots will be loaded into TRUST by Network Rail. It is Network Rail's intention that TRUST for each TW should hold correct details for all advertised passenger services (apart from consequences of outstanding appeals) 12 weeks before the start of that Timetable Week.

3.3 Network Rail Variations with less than 12 Weeks Notice

- 3.3.1 It may be necessary for Restrictions of Use to be arranged by Network Rail with less than 12 weeks notice, Network Rail shall follow the procedures set out in section 2.2. Except that Network Rail is permitted to prescribe such time periods for each step that are reasonably practicable in the circumstances. Network Rail shall notify all affected Timetable Participants of its final decision in respect of any such change as soon as reasonably practicable.
- 3.3.2 Any Timetable Participant which is dissatisfied with any final decision of Network Rail in respect of a Network Rail Variation made pursuant to this section may appeal in accordance with Network Code Condition D5.
- 3.3.3 The amended timetable will be accompanied by a written commentary to assist Timetable Participants in identifying changes from the permanent timetable and any flexing or rejection of Revised Access Proposals.
- 3.3.4 Following resolution of appeals, Network Rail will advise all affected Timetable Participants of any further changes to the amended timetable as soon as practicable.
- 3.3.5 Accepted Train Slots will be loaded into TRUST by Network Rail. It is Network Rail's intention that TRUST for each Timetable Week should hold correct details for all advertised passenger services (apart from consequences of outstanding appeals) 12 weeks before the start of that TW.

3.4 Change Procedure

Procedure for Altering Engineering Access Statement or Timetable Planning Rules other than through the Twice-Yearly Process Having Effect from a Passenger Change Date

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- 3.4.1 This Procedure has been devised in accordance with Network Code Condition D 3.4.3 to provide a means of altering Engineering Access Statement and/or Timetable Planning Rules other than through the twice-yearly process having effect from the Passenger Change Dates. It supersedes the interim arrangements included within certain Train Operators' Track Access Agreements and within certain Regional Engineering Access Statement and Timetable Planning Rules documents.
- 3.4.2 This procedure will be used by Network Rail to add, substitute or delete engineering access opportunities contained within the Engineering Access Statement. All possessions so agreed will be regarded as being within the Engineering Access Statement. Network Rail is committed to the achievement of the Informed Traveller deadlines resulting in details of amended train services being available 12 weeks before the date of operation. Consequently, wherever possible, Network Rail will consult with Timetable Participants regarding possessions and other capacity restrictions which are disruptive to agreed train slots in sufficient time to allow details of those disruptive possessions to be included in a Confirmed Period Possessions Plan which will be published 26 weeks prior to the start of each 4-week period.
- 3.4.3 Where a need arises to amend the Engineering Access Statement/Timetable Planning Rules to cater for urgent safety requirements or other emergency situations, all parties concerned will co-operate in accelerating the normal timescales in this Procedure commensurate with the urgency of the circumstances.
- 3.4.4 **Changes Initiated by Timetable Participants**
- 3.4.4.1 A Timetable Participant may propose changes to any part of Engineering Access Statement/Timetable Planning Rules affecting or likely to affect that Timetable Participants.
- 3.4.4.2 The Timetable Participant shall submit a written statement of the proposed change and a concise explanation of the reasons for that change.
- 3.4.4.3 for Timetable Planning Rules, to its Network Rail Operational Planning Project Manager (LTP) who will acknowledge receipt.
- 3.4.4.4 For Engineering Access Statement, to the Engineering Access Planning Manager who will acknowledge receipt.
- 3.4.4.5 Within 10 working days of receipt of the proposed change, Network Rail shall notify all Timetable Participants affected with details of the proposed change and Network Rail's comments including concise reasons for the change and a statement as to whether Network Rail supports the proposal.
- 3.4.5 **Changes Initiated by Network Rail**
- 3.4.5.1 Network Rail may propose changes to any part of the Engineering Access Statement/Timetable Planning Rules.
- 3.4.5.2 Network Rail shall notify to all Train Operators affected details of the proposed change including a concise explanation of its reasons. Proposed changes to Engineering Access Statement shall be notified by Network Rail individually by email.

3.4.6 Response by Train Operators

- 3.4.6.1 Each Timetable Participant receiving notification of a proposed change in accordance with paragraphs 3.3.2 above will consider that proposal and respond to Network Rail within 10 working days from receipt of the notification, indicating:
 - 3.4.6.2 its agreement to the proposed change or;
 - 3.4.6.3 details of a counter-proposal and an explanation of its reasons or;
 - 3.4.6.4 in the case of Timetable Planning Rules items such as sectional running times, a request that a joint investigation is carried out.
- 3.4.6.5 Any Train Operator whose response is not received by Network Rail within 10 working days will be deemed to have agreed to the proposed change and will forfeit any right of Appeal.

3.5 Decision by Network Rail

- 3.5.1 Network Rail shall give due consideration to responses received from Timetable Participants in accordance with paragraphs 2.4.6 above and shall decide which changes, if any, should be made to the Engineering Access Statement/ Timetable Planning Rules.
- 3.5.2 In reaching its decision, Network Rail shall have due regard to the Decision Criteria in Network Code Condition D 4.6.
- 3.5.3 Network Rail will notify its decision to each affected Timetable Participant within 5 working days of the last date for receipt of responses under paragraph 2.4.6 above.
- 3.5.4 Any Timetable Participant, if it disputes Network Rail's decision, may Appeal to a Timetabling Panel and any such Appeal will be dealt with as though it had been made in accordance with Network Code Condition D2.2.8. Any Appeal must be referred to the Access Disputes Secretary in accordance with the timescales shown in Condition D5 (i.e. within 5 working days of notification by Network Rail of its decision).

4 Service Requirements for Network Services, Measurement and Railhead Treatment Trains

- 4.1 Capacity needs to be provided on the network to facilitate Network Rail's National Delivery Service operations for the distribution of materials for engineering work on the network, Network Measurement trains and the Seasonal / Railhead treatment trains. The Train Slots shown in the Appendix I tables reflect those requirements.
- 4.1.1 Network Services and Railhead Treatment Trains are required to run within the leaf fall season to mitigate the effects of fallen leaf litter ground into the surface of the rail head by the passage of trains. Over a period of time, this ground in leaf litter forms a Teflon-like material that can lead to two material safety impacts on the operational railway:
- 4.1.1.1 Trains slide on this slippery hardened material and can slide past a signal set at danger leading to a SPAD (Signal Passed at Danger) that can lead to a collision with another train. Trains also slide past the stopping boards at stations. Where there is a level crossing at the end of a platform there is a risk of a train colliding with pedestrians and road traffic.
- 4.1.1.2 The material (contamination) can insulate the contact between the surface of the rail and the metal of the wheel, which can lead to Wrong Side Track Circuit Failures where a train is in section but not detected by the signalling system. An undetected train is not protected by signals and this can lead to it colliding with another train.
- 4.1.2 To mitigate the safety risk posed by contaminated rail heads Network Rail employ 18 x Multi-Purpose Vehicles (MPVs) that are self-propelled consists and 24 x Loco hauled Rail Head Treatment Trains (RHTT) that jet wash the rail head, keeping the rail head clean and optimal for the correct adhesion values.
- 4.1.3 Many treatment trains also deploy adhesion modifiers, a material which is a mixture of sand and adhesion gel providing benefit for trains trying to gain traction rather than braking. Heavy freight trains benefit from adhesion modifiers when negotiating inclines during autumnal conditions.
- 4.1.4 The same MPVs are utilised in winter to deploy anti ice products to the conductor rail to stop it from freezing. When the conductor rail freezes the electric multiple trains in the Southeast, Wessex and Merseyrail cannot draw the electric current required for traction. This can lead to trains being stranded between stations. Not only is this detrimental to train performance, it is also a safety risk as many of these trains need to be de-trained, with passengers having to be escorted down the track to an area of safety in often cold and slippery conditions.
- 4.1.5 Network Rail's Infrastructure Monitoring fleet collects a variety of asset data, which is listed in the table below:

| Datastream | Purpose |
|--|--|
| Trackbed condition | Improved renewal decision making |
| Structure gauge | Maintain safe running of trains |
| Track interval | Maintain safe running of trains |
| Rail profile | Measures the rail profile, removing manual inspection and enables prioritisation of rail replacement. |
| Track geometry | Maintain safe running of trains |
| Rail flaw and rail depth | Maintain safe running of trains including prevention of rail breaks |
| Rail surface crack | Maintain safe running of trains including prevention of rail breaks and enables improved decision making |
| Track inspection (PLPR) and S&C Inspection | Work force safety, efficient delivery of inspection |
| Forward facing video (HD) | Enables remote worksite planning, walk outs |
| GSM-R and legacy radio survey | Maintains safe running of trains |
| OLE contact | Reliability of overhead line |

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| Datastream | Purpose |
|------------------------|---|
| OLE non-contact | Reliability of overhead line |
| Conductor rail | Reliability of conductor rail |
| OLE imagery | Reliability of overhead line |
| Imagery (Standard Def) | Enables remote worksite planning, walk outs |

- 4.1.6 This asset information is used to satisfy the requirements of mandated engineering standards.
- 4.2 Train Slots to deliver the train service requirements included in these tables will be developed during the timetable drafting period and as such the trains shown should be considered the preliminary Train Slots.
- 4.2.1 Inclusion within these National Timetable Planning Rules will accord Network Service and Measurement trains that meet the threshold of being planned to run at least once in any 13-week period equal priority to the Firm Rights of Timetable Participants in respect of conflict resolution decisions across all timetable periods.
- 4.2.2 Inclusion within these National Timetable Planning Rules will accord Railhead Treatment Trains equal priority to the Firm Rights of Timetable Participants in respect of conflict resolution decisions across the timetable period(s) identified in Section 2.18.
- 4.3 In accordance with Timetable Planning Rules Section 1, Train Operators may use the timetable process to seek dated train paths which may conflict with the Railhead Treatments Trains listed in Appendix 1 outside of the published “Leaf Fall” timetables (see Timetable Planning Rules Section 1.22 for applicable dates). Train Operators are encouraged to provide details of the “conflicting” RHTT schedule when submitting an access proposal.
- 4.4 Where necessary, Network Rail will endeavour to provide a decision which may result in two or more dated variants of the same train; with one outside of the published “Leaf Fall” timetable and a second train path within the published “Leaf Fall” timetable, but not conflicting with the Railhead Treatment Train.
- (All services shown in the Appendix I tables are WTT compliant as of the May 2021 timetable)
- 4.5 The Maximum Variation in departure time, arrival time or of any intermediate point required for operational reasons (eg. Train crew) of any Network Service detailed in Appendix 1 shall be no more than 30 minutes from the corresponding time (at any location) for the corresponding Train Slot in the preceding Timetable Period
- 4.6 Where Railhead Treatment Trains are required to run outside the dates shown in section 2.18, a TOVR should be submitted through the STP process for the desired train path.

5 International Train Slots

- 5.1.1 Capacity needs to be provided on the network to facilitate the operation of international passenger and freight trains. The planning of these Train Slots needs to be coordinated between Network Rail and other European Infrastructure Managers, and special provisions have been made in the Network Code Part D to recognise the added complication involved.

5.1 Passenger

- 5.1.2 The International Freight Capacity Notice details the Train Slots required and is formally notified at D-70 through email correspondence.

6 Procedure for Amending or Withdrawing a Possessions Strategy Notice

6.1 Introduction

- 6.1.1 This Procedure has been devised in accordance with Network Code Condition D 6.7.1 to provide a means of amending or withdrawing a Possessions Strategy Notice (PSN).
- 6.1.2 This procedure will be used by Network Rail to add, amend, substitute or delete items contained within a previously-issued PSN or to withdraw a PSN in its entirety.
- 6.1.3 Possessions and other Restrictions of Use agreed through the PSN process, including any changes agreed in accordance with this Procedure will be incorporated into the development process for the Engineering Access Statement for the relevant year and may be subject to further change, including addition of further details, as part of that process. Consequently no changes to any part of a PSN will be issued after the issue of the Engineering Access Statement Preliminary Proposal (Version 1) for the corresponding year.

6.2 Proposal of Changes

- 6.2.1 Network Rail may propose changes to any part of any PSN or may propose the withdrawal of a previously-issued PSN.
- 6.2.2 Network Rail shall notify to all Timetable Participants affected details of the proposed change including an explanation of its reasons. This notification will be issued by the Engineering Access Planning Manager.

6.3 Response by Timetable Participants

- 6.3.1 Each Timetable Participant receiving notification of a proposed change in accordance with paragraph 6.2.2 above will consider that proposal and respond to Network Rail within 20 Working Days from receipt of the notification, indicating:
 - (i) its agreement to the proposed change or
 - (ii) details of a counter-proposal and an explanation of its reasons or
 - (iii) a request that the response deadline should be extended and an explanation of its reasons.
- 6.3.2 Any Timetable Participant whose response is not received by Network Rail within 20 Working Days will be deemed to have agreed to the proposed change and will forfeit any right of Appeal.

6.4 Decision by Network Rail

- 6.4.1 Network Rail shall give due consideration to responses received from Timetable Participants and shall decide which changes, if any, should be made to the relevant PSN.
- 6.4.2 In reaching its decision, Network Rail shall have due regard to the Decision Criteria in Network Code Condition D4.6.
- 6.4.3 Network Rail will notify its decision to each affected Timetable Participant within 10 Working Days of the last date for receipt of responses.
- 6.4.4 If Network Rail decides to accept a request to extend the response deadline, it will notify that decision to each affected Timetable Participant in and will notify its decision on the substance of the change within 10 Working Days of the revised response date.

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- 6.4.5 Any Timetable Participant, if it disputes Network Rail's decision, may Appeal to a Timetabling Disputes Panel in accordance with Network Code Condition D5.

Appendix H – List of Definitions

| Term | Definition |
|---------------------------------------|---|
| Bplan | Electronic repository for train planning geography values. These values include: Tiplocs, Network links, SRTs/Timing links, valid platform numbers and codes. |
| Conditional Timing Point | Conditional timing points only need to be used when a particular activity takes place at those locations. Allowances (e.g. acceleration, deceleration and approach control) should be included in SRTs where this represents the fastest possible SRT for the Network Link. |
| Cumulative Rounding | Throughout the course of a journey timings for SRTs and dwells will need rounding to ensure that the cumulative technical time for a section and the cumulative SRT + dwell time for a section are balanced and do not usually diverge by more than ±15 seconds. |
| Decision Criteria | <p>Where Network Rail is required to decide any matter in this Part D its objective shall be to share capacity on the Network for the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of railway services (“the Objective”).</p> <p>In achieving the Objective, Network Rail shall apply any or all of the considerations in paragraphs (a)-(k) below (“the Considerations”) in accordance with Condition D4.6.3 below:</p> <ul style="list-style-type: none"> (a) maintaining, developing and improving the capability of the Network; (b) that the spread of services reflects demand; (c) maintaining and improving train service performance; (d) that journey times are as short as reasonably possible; (e) maintaining and improving an integrated system of transport for passengers and goods; (f) the commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed by Network Rail) or any Timetable Participant of which Network Rail is aware; (g) seeking consistency with any relevant Route Utilisation Strategy; (h) that, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed; (i) mitigating the effect on the environment; (j) enabling operators of trains to utilise their assets efficiently; and (k) avoiding changes, as far as possible, to a Strategic Train Slot other than changes which are consistent with the intended purpose of the Strategic Path to which the Strategic Train Slot relates; and (l) avoiding a change to any International Freight Train Slot included in part B of an International Freight Capacity Notice shall be changed |
| Engineering Recovery Allowance | Additional time included in train schedules to cover the impact of planned temporary speed restrictions associated with engineering works on the network. |
| Junction Margin | The minimum permissible time interval between two trains that are performing conflicting moves at a timing point. This is expressed in multiples of half minutes derived from the technical value expressed in seconds. |
| Mandatory Timing Point | Mandatory timing points are generally major junctions and stations, TRUST points, and locations where trains start and terminate. Other locations may be defined as mandatory to assist planning and train reporting, but care should be taken to avoid timing points that are close together as this will |

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complicate the planning process. Where timing points are closely spaced, additional care is needed to ensure that allowances for acceleration, deceleration and pathing/engineering/performance are correct.

| | |
|---|--|
| Network Link | These link timing points to form a planning geography network which allows various planning systems to function. Where multiple running lines exist, more than one network link may exist between two timing points. The line codes to be used are shown in TPR section 2.1 alongside planning locations, and the codes to be used should match the Sectional Appendix line names as closely as possible. Network Links are formed between two tiplocs, but should never extend past a mandatory timing point, with the exception of links created for planning rail replacement bus services. |
| Planning Headway | The minimum planned time interval between two successive train schedules at a specific timing point on the same line in the same direction, such that the second train can meet its SRT. This is expressed in multiples of half minutes and is derived from the technical headway rounded to at least the next half minute or above by agreement. |
| Platform Reoccupation | The time between first train departing and second train arriving at a specific platform in the same direction; this commonly defaults to, but should never exceed the applicable headway. This value need not be calculated on the least restrictive signal aspect, but the second train in the sequence must be able to meet its SRTs. |
| Run-round Time | The minimum time between arrival and departure at a timing point when a locomotive or locomotives are moved from one end of a train to the other, including detachment, movement, attachment and safety checks. |
| Sectional Running Time (SRT) / Timing Link | Time taken for various train types (Timing Loads) to traverse a Network Link, representing the fastest route of that Network Link. |
| Signalling Headway | The minimum time permissible between two successive trains at a specific signal on the same line in the same direction based on the best performing trains using the route. |
| Superlinks | <p>A train schedule cannot be published in TRUST with more than 150 TIPLOCs. Any schedule requiring more than 150 TIPLOCs will need to be split into two schedules or will need to have certain Timing Points removed.</p> <p>See Section 2.1 Planning Geography for TIPLOCs that can be removed.</p> <p>Examples of 150 TIPLOC schedules are CrossCountry's services from Penzance to destinations beyond Edinburgh (typically Glasgow Central, Dundee or Aberdeen) in both directions.</p> |
| Stanox | Tiplocs are linked to stanoxes for TOPS reporting purposes. These are numeric location codes of 5 digits. More than one tiploc may be linked to a stanox, but not the other way around. Each stanox is assigned to a TRA (TOPS reporting area) which is specific to a TOC, FOC or Network Rail. This means that for effective TOPS reporting, one location may have multiple stanoxes and tiplocs particular to each FOC. |
| Station Dwell Time | The minimum time shown in timetables for trains to be at a stand in a station, from when train wheels stop on arrival to when wheels start on departure. |

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| | |
|------------------------------------|--|
| Technical Headway | The minimum permissible time interval between two successive trains at a specific timing point on the same line in the same direction, such that the second train can meet its SRT. This is expressed in seconds. |
| Technical Value | Minimum time between two events on the network based on the physical capability of the infrastructure and rolling stock concerned. This will be expressed in seconds. |
| Terminal Time | In respect of a freight train, the minimum time required between arrival of one service and departure of the next service, allowing for loading or unloading and including remarshaling and train preparation. Terminal times are indicated in Schedule 5 of Track Access Agreements. |
| Timetable Impact Assessment | A study undertaken to understand the effect of a proposed TPR value change on the operation of the Timetable. |
| Timetable Participant | (a) an Access Beneficiary; or (b) a Potential Access Party |
| Timing Point | Nominated points on the network at which trains are timed. A list of these locations is provided in Section 2.1 of the TPRs. Timing points have two categories; mandatory, where all trains are timed, and conditional, where certain trains are timed as detailed in Section 2.1. The timing point is normally the Sectional Appendix mileage. Where no mileage is shown in the Sectional Appendix, the signalling plans should be checked for further information. In the absence of any definitive location, a mileage should be agreed by affected parties, documented and recorded in Section 2.1 of TPR. <ol style="list-style-type: none"> 1. Non-stopping trains – see above 2. Terminal stations – see above 3. Trains stopping at platforms – appropriate stop board for the length of train 4. Trains stopping in loops – exit signal |
| TIPLOC | Timing points are shown in the form of tiplocs in planning systems to enable downstream systems to function. tiplocs are alpha-numeric and have a root of four characters to define a location and up to three additional characters to further define locations in that area. For example, Doncaster has root DONC (which also serves as tiploc for Doncaster station), and further tiplocs are available for other locations in that area such as DONC254 (Doncaster Sig. D254) and DONCUDY (Doncaster Up Decoy). |
| Turnround Time | The minimum time required for rolling stock to be prepared on completing one service before it forms the next service. |

7 Access Impact Matrix

7.1 Introduction

- 7.1.1 This section describes the introduction of the Access Impact process to be followed to enable agreement between Network Rail and Timetable Participants for delivering Capacity Study requests relating to the Engineering Access Statement, new or amended possessions requested by Draft Period Possession Plan (TW30) and new or amended possessions requested after publication of the Confirmed Period Possession Plan (TW26).
- 7.1.2 The Access Impact Matrix was created by Network Rail and Crosscountry to jointly resolve Access dispute TTP773. The Access Impact Matrix grades Capacity Studies by severity. Operators will grade their Capacity Study requests from the Engineering Access Statement or new/amended possessions by DPPP on their Operator Response Sheet.
- 7.1.3 Network Rail can challenge the grading and a revised or the original grading should be agreed by all parties. Network Rail and the relevant Timetable Participants will jointly agree a delivery date for the requested Capacity Study. Extensions to the delivery date of the requested Capacity Study will need to be agreed by Network Rail and the relevant Timetable Participants.
- 7.1.4 New or amended possessions requested by Network Rail postTW26 (late notice) where a Capacity Study is then requested by a Timetable Participant; Network Rail and Timetable Participants shall agree the following:-

Severity
 Delivery Date
 Priority paths, flows etc...
 Agree an output ie. study, trains meeting, revision of an existing train plan etc
 Where possible Timetable Participants to provide the following –
 Estimated and evidenced passenger numbers
 Estimated and evidenced commercial impact

- 7.1.5 To support delivery of the agreed Capacity Study Timetable participants to provide the following, unless agreed otherwise:-

Priority paths, flows, services
 Q paths that can be discounted
 Timing Load
 Ancillary moves
 Whether a standard hour is required only
 Details of a specific headcode that requires a train slot
 Non-runners

7.2 Access Impact Matrix

| | <u>Severity 1</u> Access that impacts on a single service group or single operator | <u>Severity 2</u> Access that effects multiple service groups or operators and / or where capacity is shared by operators |
|--------------------------------|---|---|
| <u>Capacity Study</u> [EAP] | <ul style="list-style-type: none"> •Isolated one off pieces of access that require minor retiming of less than 10 minutes •Regular diversions for Section 5 possessions •Regular diversions for a single piece of access •TSRs that require additional [x] with minor impact on train service (journey time extension no greater than 10 minutes) •Services required to start / terminate short where the planning solution is known | <ul style="list-style-type: none"> •2 track timetables outside of normal Section 4 times •High Output possessions with TSRs and line blockages (pattern of services required to confirm line blockage times) •TSRs that require additional [x] for more than one operator •Diversionary routes where capacity will be shared (an understanding of hourly patterns or ability to fit the WTT quantum of trains etc) •Regular diversionary routes for multiple operators (e.g. via Northampton / Hertford Loop etc) where capacity is understood •Services required to start / terminate short where the method of working is not known |
| Output requirements | <ul style="list-style-type: none"> •Understanding of the impact on train service group and required capacity •Understanding the impact on standard possession opportunities •Detailed Traffic Remarks by CPPP stage. If post CPPP, included as part of proposal | <ul style="list-style-type: none"> •Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator and allocated capacity •Understanding the impact on standard possession opportunities •Detailed Traffic Remarks by CPPP stage. If post CPPP, included as part of proposal |

| | Severity 3 Access that effects one or more operators and that requires significant diversion or retiming (of greater than 15 minutes) | Severity 4 Double or Triple disruption to one or more operators Disruption that effects one or more operators on more than one route Severe disruption on a primary route of one or more operators |
|--|---|--|
| Timetable Study [EAP & Train planning] | <ul style="list-style-type: none"> •Standard hourly pattern either undeliverable or requires significant amendment (>15 mins) •Where an understanding of the impact on service patterns and connections is required (services back to booked / missing key stations etc) •Potential impact on train crew and unit resources for one or more operators (turnarounds at key stations potentially impacted etc) •Restrictive capacity and / or where booked connections are impacted at key stations (i.e. Birmingham New Street / Leeds / London Terminals etc) •Access that requires the thinning of services to provide capacity for diverted services or degraded working •Access that requires multiple operators to start / terminate at a station that has a complex method of working for turn back moves •Severe impact on ability to move Empty Coaching Stock (possessions effecting depot access or requiring significant retiming [greater than 15 minutes] or diversion) | <ul style="list-style-type: none"> •Abnormal diversionary routes where capacity and / or the impact on train paths and connections is not easily or fully understood •SLW plans outside of Section 4 where capacity is constrained with significant journey time detriment (of greater than 15 minutes) •Where one or more operators are impacted by more than one piece of access on one or more routes •Where capacity via a diversionary route is severely restricted (single line / absolute block / congested routes / stations etc) •Where an understanding of the impact on service patterns and connections is required (services back to booked / missing key stations etc) •SX blockade of one or more operators' primary routes (WCML / ECML all line block e.g. Wigan / Watford) |
| Output requirements | <ul style="list-style-type: none"> •Standard hourly pattern established through detailed timings (as opposed to production of a full timetable for the specific period) •Platforming exercise to understand capacity around any restriction at multi operator stations •Single train timing exercise to understand impact on journey time detriment and / or impact of crew and resources •Train by train timing to demonstrate impact on ECS moves to ensure deliverability of train service •Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator and allocated capacity from output of Timetable Study •Detailed Traffic Remarks for access proposed in V1 / V3 by V2 / V4. For access requested post V2 / V4 included by CPPP. If post CPPP, included as part of proposal | <ul style="list-style-type: none"> •Full timetable study for every operator effected for the duration of the disruption (with the exception of ECS moves where not applicable) or •Standard hourly pattern to understand capacity through detailed timings (as opposed to production of a full timetable for the specific period) •End to end journeys to be assessed where applicable (e.g. services that cannot return to a booked path) with no piece of access to be treated in isolation •Decision Criteria grid populated to support capacity allocation •Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator drawn from output of Timetable Study •Detailed Traffic Remarks for access proposed in V1 / V3 by V2 / V4. For access requested post V2 / V4 included by CPPP. If post CPPP, included as part of proposal |

7.3 Capacity Study Categories

| Number | Type | Description | Min Time* Refer to caveats | Report | F3 | Station Diagram |
|--------|--------------------------------------|---|-------------------------------|--------|----|-----------------|
| 1 | Capacity Statement | Report based on possession area on how many trains could be accommodated within the block | 2 Weeks | P | Ø | Ø |
| 2 | Re-Validation or Assurance | Assurance – validation of CS undertaken by party outside of NAP Validation – Work has happened in the past – files are re-validated against appropriate TT to confirm if plan still works. | 1 Week | P | P | Upon Request |
| 3 | Capacity Study – Standard 3 hour | Full Study of a single possession area over chosen 3 hour section of timetable | 4 Weeks | P | P | Upon Request |
| 4 | Capacity Study – Single Day | Full Study of a single possession area for either a SX/SO/SU | 6 Weeks | P | P | Upon Request |
| 5 | Capacity Study – Weekend (Sat & Sun) | Full Study of a single possession area for a Saturday and Sunday timetable | 8 Weeks | P | P | Upon Request |
| 6 | Capacity Study – Weekend + 1 SX | Full Study of a single possession area for a Saturday, Sunday and SX timetable (if this is a 3 day possession the days affected will be used, if a blockade then this will be Sat, Sun, Weds. | 10 Weeks | P | P | Upon Request |
| 7 | Capacity Study – Full Timetable | Full Study of a chosen timetable period for multi route possessions to understand national impact on the timetable | 20 Weeks | P | P | Upon Request |

7.4 Capacity Study – Stage of the the Process

| Stage | Activities | % of time | Risk/Notes |
|------------|--|-----------|---|
| 1 – Remit | EAP submit remit to NAP OPPM reviews, confirms if data provided is sufficient to proceed. OPPM quotes for work confirming cost, resources availability and timescales to complete. | 10% | Rejected by OPPM if not sufficient data to proceed EAP must advise if work to proceed within 5 working days of quote sent Commencement date will be valid of time of quote and will be based on resource availability |
| 2 – Data | OPS Reviews requests and details project plan confirming if any further data required | 10% | - |
| 3 – Study | OPS completes study work | 60% | - |
| 4 – Report | OPS compiles report and standard documents. OPPM reviews | 10% | - |
| 5 – Review | EAP review report and feedback. | 10% | Report will be sent with required documents. This may be returned to NAP for tweaks, but this must not be a change to the remit agreed in step 1 |

Appendix I – Network Services Trains

| Days | TID | Departure Time | Origin | Arrival Time | Destination | Y Path | Operator |
|------|--------|----------------|-----------------------------|--------------|-------------------------------------|--------|----------|
| SO | 6C02FV | 04:22 | Crewe Basford Hall SSN | 07:52 | Carlisle N.Y. | Y | DRS |
| MSX | 6C02FV | 04:19 | Crewe Basford Hall SSN | 07:58 | Carlisle N.Y. | Y | DRS |
| MO | 6C18FA | 02:52 | Crewe Basford Hall SSM | 07:40 | Carlisle N.Y. | | DB Cargo |
| MSX | 6C18FV | 03:00 | Crewe Basford Hall SSM | 06:51 | Carlisle N.Y. | | DB Cargo |
| SX | 6C72DV | 08:30 | Fairwater Yard | 09:43 | Westbury Down T.C. | | FLHH |
| SX | 6C73DV | 12:17 | Westbury Down T.C. | 13:29 | Fairwater Yard | | FLHH |
| SX | 6D06GY | 12:52 | York Engineers Yard | 14:42 | Doncaster Up Decoy | Y | DB |
| SX | 6D44EA | 11:10 | Bescot Up Engineers Sidings | 13:42 | Toton North Yard | Y | GBRf |
| SX | 6D46EA | 07:15 | Cliffe Hill Stud Farm GBRF | 10:15 | Stapleford & Sandiacre SCCE Sidings | Y | GBRf |
| SX | 6D46RB | 07:35 | Cliffe Hill Stud Farm GBRF | 10:15 | Stapleford & Sandiacre SCCE Sidings | Y | GBRf |
| SX | 6D51EB | 19:55 | Crewe Basford Hall SSM | 22:13 | Toton North Yard | Y | FLHH |
| SX | 6D51GD | 19:58 | Crewe Basford Hall SSM | 22:10 | Toton North Yard | Y | GBRf |
| SX | 6D67DG | 19:14 | Tyne S.S | 22:43 | Doncaster Up Decoy | Y | DB Cargo |
| SX | 6D74GV | 06:53 | Doncaster Up Decoy | 07:42 | Scunthorpe Trent T.C. | | GBRf |
| SX | 6D75GV | 08:43 | Scunthorpe Trent T.C. | 09:35 | Doncaster Up Decoy | Y | GBRf |
| | | | | | | | |
| SX | 6D95FA | 14:41 | Bescot Up Engineers Sidings | 16:54 | Toton North Yard | Y | DRS |
| MX | 6E04GV | 02:13 | Whitemoor Yard L.D.C. GBRF | 05:24 | Doncaster Up Decoy | Y | GBRf |
| FSX | 6E15GA | 21:17 | Eastleigh East Yard | 03:52 | Scunthorpe Trent T.C. | Y | GBRf |
| FO | 6E15GA | 21:17 | Eastleigh East Yard | 03:30 | Scunthorpe Trent T.C. | Y | GBRf |
| SX | 6E16GV | 03:08 | Toton North Yard | 05:16 | Doncaster Up Decoy | Y | FLHH |
| SX | 6E22GV | 21:57 | Mountsorrell GBRF | 01:43 | Doncaster Up Decoy | Y | GBRf |
| SX | 6E30GC | 11:34 | Whitemoor Yard L.D.C. GBRF | 14:37 | Doncaster Up Decoy | Y | GBRf |
| SX | 6E36SD | 22:15 | Millerhill S.S | 03:49 | Doncaster Up Decoy | Y | Colas |
| SX | 6E42GD | 07:15 | Cliffe Hill Stud Farm GBRF | 12:38 | Doncaster Up Decoy | Y | GBRf |
| SX | 6E42RB | 07:35 | Cliffe Hill Stud Farm GBRF | 12:38 | Doncaster Up Decoy | Y | GBRf |

| | | | | | | | |
|-----|--------|-------|------------------------------------|-------|-----------------------------|---|----------|
| SX | 6E50GA | 14:00 | Carlisle N.Y | 15:49 | Tyne S.S | Y | DB Cargo |
| SX | 6E88GA | 09:37 | Mountsorrell Sidings | 15:06 | Tyne S.S | Y | FLHH |
| SX | 6F16EW | 04:58 | Bescot Up Engineers Sidings | 07:53 | Cliffe Hill Stud Farm GBRF | Y | GBRf |
| FO | 6F16FC | 04:07 | Liverpool Euro Metal (MDHC) | 06:49 | Crewe P.A.D | | FLHH |
| MO | 6F46EA | 01:54 | Stapleford & Sandiacre CCE Sidings | 03:53 | Cliffe Hill Stud Farm GBRF | Y | GBRf |
| MSX | 6F46EA | 01:54 | Stapleford & Sandiacre CCE Sidings | 04:17 | Cliffe Hill Stud Farm GBRF | Y | GBRf |
| ThO | 6F69FA | 01:01 | Crewe Basford Hall SSM | 02:59 | Liverpool Euro Metal (MDHC) | | FLHH |
| SX | 6G06EB | 19:39 | Crewe Basford Hall SSM | 21:06 | Bescot Up Engineers Sidings | Y | DRS |
| SX | 6G16EA | 11:23 | Cliffe Hill Stud Farm GBRF | 14:01 | Bescot Up Engineers Sidings | | GBRf |
| SX | 6G45EV | 16:49 | Toton North Yard | 19:34 | Bescot Up Engineers Sidings | Y | GBRf |
| SX | 6G94FA | 12:22 | Crewe Basford Hall SSM | 13:34 | Bescot Up Engineers Sidings | | DRS |
| SX | 6H33HA | 20:14 | Parkeston SS GBRF | 22:59 | Whitemoor Yard L.D.C. GBRF | | GBRf |
| MSX | 6K02FA | 02:08 | Bescot Up Engineers Sidings | 03:21 | Crewe Basford Hall SSM | | DRS |
| SO | 6K02FA | 01:29 | Bescot Up Engineers Sidings | 02:38 | Crewe Basford Hall SSM | | DRS |
| SX | 6K05FA | 12:46 | Carlisle N.Y. | 17:52 | Crewe Basford Hall SSM | Y | DRS |
| SX | 6K27FH | 14:43 | Carlisle N.Y | 20:45 | Crewe Basford Hall SSM | | DB Cargo |
| SX | 6K50FV | 15:13 | Toton North Yard | 17:42 | Crewe Basford Hall SSM | Y | FLHH |
| SU | 6K88FA | 20:30 | Carlisle N.Y. | 23:31 | Crewe Basford Hall S.S.M. | Y | Colas |
| SU | 6K88PD | 20:30 | Carlisle N.Y. | 23:31 | Crewe Basford Hall S.S.M. | Y | Colas |
| SX | 6K97FA | 19:23 | Toton North Yard | 22:53 | Crewe Basford Hall SSM | Y | DRS |
| SX | 6L15HA | 18:04 | Toton North Yard | 20:21 | Whitemoor Yard L.D.C. GBRF | Y | GBRf |
| FO | 6L16HB | 12:14 | Beeston Sims McIntyre LTD | 14:30 | Whitemoor Yard L.D.C. GBRF | | FLHH |
| SX | 6L27HJ | 17:14 | Mountsorell GBRF | 20:53 | Whitemoor Yard L.D.C. GBRF | | GBRf |
| SX | 6L32HB | 06:58 | Doncaster Up Decoy | 09:53 | Whitemoor Yard L.D.C. GBRF | Y | GBRf |
| SX | 6L34HD | 19:54 | Hoo Junction Up Yard | 00:14 | Whitemoor Yard L.D.C. GBRF | | GBRf |
| SX | 6L37HA | 09:54 | Hoo Junction Up Yard | 15:12 | Whitemoor Yard L.D.C. GBRF | | GBRf |
| SX | 6L84HA | 21:43 | Doncaster Up Decoy | 23:54 | Whitemoor Yard L.D.C. GBRF | Y | GBRf |
| FSX | 6M00EC | 22:59 | Tyne S.S | 07:13 | Mountsorell Sidings | | FLHH |
| Su | 6M00EC | 22:40 | Tyne S.S | 05:31 | Mountsorell Sidings | | FLHH |
| SX | 6M02FA | 19:30 | Tyne S.S | 21:44 | Carlisle N.Y | Y | DBS |
| THO | 6M13ED | 08:11 | Whitemoor Yard L.D.C GBRF | 12:09 | Beeston Sims McIntyre LTD | Y | FLHH |
| SX | 6M15EY | 21:34 | Whitemoor Yard L.D.C. GBRF | 00:56 | Toton North Yard | Y | GBRf |
| SX | 6M23EV | 13:07 | Doncaster Up Decoy | 17:02 | Mountsorrell GBRF | Y | GBRf |

| | | | | | | | |
|-----|--------|-------|----------------------------|-------|-----------------------------|---|----------|
| SX | 6M26EA | 08:50 | Eastleigh East Yard | 14:35 | Cliffe Hill Stud Farm GBRF | Y | GBRf |
| SX | 6M26EP | 08:50 | Eastleigh East Yard | 17:02 | Mountsorrell GBRf | Y | GBRf |
| MO | 6M28PD | 17:54 | Hinksey Sidings | 21:53 | Bescot Up Engineers Sidings | Y | Colas |
| MSX | 6M28PD | 17:54 | Hinksey Sidings | 22:00 | Bescot Up Engineers Sidings | Y | Colas |
| MSX | 6M36EA | 00:44 | Carlisle N.Y. | 07:12 | Mountsorrel SDGS | Y | Colas |
| MO | 6M36AK | 03:08 | Crewe Basford Hall S.S.M. | 06:22 | Mountsorrel SDGS | | Colas |
| SX | 6M40EV | 11:42 | Westbury Down TC | 19:45 | Cliffe Hill Stud Farm GBRF | Y | Colas |
| Su | 6M42ED | 23:00 | Doncaster Up Decoy | 03:53 | Cliffe Hill Stud Farm GBRF | Y | GBRf |
| FSX | 6M42EF | 23:03 | Doncaster Up Decoy | 04:17 | Cliffe Hill Stud Farm GBRF | Y | GBRf |
| FSX | 6M50FA | 07:59 | Westbury Down T.C. | 16:04 | Bescot Up Engineers Sidings | Y | Colas |
| SX | 6M51FA | 06:25 | Millerhill S.S | 10:46 | Carlisle N.Y | Y | DB Cargo |
| SX | 6M60EJ | 11:07 | Whitemoor Yard L.D.C GBRF | 14:05 | Mountsorrell GBRF | | GBRf |
| SX | 6M73EV | 10:50 | Doncaster Up Decoy | 13:10 | Toton North Yard | Y | FLHH |
| SX | 6N06GV | 09:55 | Doncaster Up Decoy | 11:35 | York Engineers Yard | | DB |
| MSX | 6O26CV | 10:48 | Hinksey Sidings | 12:38 | Eastleigh East Yard | Y | Colas |
| SO | 6O26CV | 10:50 | Hinksey Sidings | 12:56 | Eastleigh East Yard | Y | Colas |
| SX | 6O27CA | 19:06 | Cliffe Hill Stud Farm GBRF | 02:19 | Eastleigh East Yard | Y | GBRf |
| SX | 6O27CC | 20:39 | Mountsorrel GBRF | 02:19 | Eastleigh East Yard | Y | GBRf |
| SX | 6O31CA | 17:30 | Westbury Down T.C | 19:06 | Eastleigh East Yard | Y | GBRf |
| MSX | 6O35BA | 01:38 | Whitemoor Yard L.D.C. GBRF | 07:08 | Hoo Junction Up Yard | Y | GBRf |
| SO | 6O35BA | 01:38 | Whitemoor Yard L.D.C. GBRF | 06:30 | Hoo Junction Up Yard | | GBRf |
| SX | 6O36BA | 22:02 | Whitemoor Yard L.D.C. GBRF | 02:18 | Hoo Junction Up Yard | Y | GBRf |
| SX | 6O36PD | 21:02 | Whitemoor Yard L.D.C. GBRF | 01:32 | Hoo Junction Up Yard | Y | GBRf |
| SX | 6O41CA | 10:14 | Westbury Down T.C. | 11:57 | Eastleigh East Yard | Y | GBRf |
| SX | 6S31 | 13:25 | Doncaster | 20:12 | Millerhill | | DRS |
| SX | 6S49LA | 10:11 | Tyne S.S | 15:52 | Millerhill S.S | Y | GBRf |
| SX | 6S50LA | 12:16 | Carlisle N.Y | 16:18 | Millerhill S.S | Y | DB Cargo |
| SX | 6T93BA | 09:26 | Hoo Junction Up Yard | 09:46 | Cliffe Brett Marine | | GBRf |
| SX | 6T96BA | 15:43 | Cliffe Brett Marine | 16:05 | Hoo Junction Up Yard | | GBRf |
| SX | 6U76BA | 08:59 | Crewe Basford Hall SSM | 11:05 | Mountsorrel Sidings | | DRS |
| SX | 6U77BA | 13:18 | Mountsorrel Sidings | 16:12 | Crewe Basford Hall SSM SSN | Y | DRS |
| SX | 6U78BA | 08:57 | Hoo Junction Up Yard | 09:40 | Grain Foster Yeoman GBRF | | GBRf |
| FSX | 6V14DV | 22:33 | Cliffe Hill Stud Farm GBRF | 04:24 | Westbury Up T.C | Y | Colas |

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|-------|--------|-------|-----------------------------|-------|-----------------------------|---|----------|
| FO | 6V14DV | 22:33 | Cliffe Hill Stud Farm GBRF | 04:12 | Westbury Up T.C | Y | Colas |
| MSX | 6V25DA | 04:45 | Bescot Up Engineers Sidings | 07:17 | Hinksey Sidings | Y | Colas |
| SO | 6V25DA | 04:27 | Bescot Up Engineers Sidings | 06:53 | Hinksey Sidings | | Colas |
| SX | 6V27DP | 13:27 | Eastleigh East Yard | 15:33 | Hinksey Sidings | Y | Colas |
| SX | 6V31DP | 20:13 | Eastleigh East Yard | 21:51 | Westbury Down T.C | Y | Colas |
| SX | 6V31DY | 20:13 | Eastleigh East Yard | 21:51 | Westbury Down T.C | Y | GBRf |
| SX | 6V41DC | 15:54 | Eastleigh East Yard | 17:44 | Westbury Down T.C | | GBRf |
| FSX | 6V46DA | 18:59 | Bescot Up Engineers Sidings | 02:40 | Hinskey Sidings | Y | Colas |
| TTho | 6C46DT | 18:59 | Bescot Up Engineers Sidings | 02:46 | Hinskey Sidings | | Colas |
| SX | 6X01CA | 10:18 | Scunthorpe Trent T.C. | 19:31 | Eastleigh East Yard | | GBRf |
| MFO | 6X49EA | 05:43 | Toton North Yard | 06:24 | Beeston Sidings | | GBRf |
| TWTHO | 6X49EA | 06:13 | Toton North Yard | 06:47 | Beeston Sidings | | GBRf |
| FSX | 6X50EA | 07:59 | Westbury Down T.C | 16:04 | Bescot Up Engineers Sidings | Y | Colas |
| MFO | 6X55EA | 13:49 | Beeston Sidings | 14:25 | Toton North Yard | | GBRf |
| TWTHO | 6X55EB | 14:49 | Beeston Sidings | 15:52 | Toton North Yard | | GBRf |
| SX | 6Y36BA | 11:21 | Grain Foster Yeoman GBRF | 14:45 | Sevington Sidings | Y | GBRf |
| SX | 6Y37BA | 18:05 | Sevington Sidings | 21:15 | Hoo Junction Up Yard | | GBRf |
| SX | 6Y42CV | 14:14 | Hoo Junction Up Yard | 17:52 | Eastleigh East Yard | Y | GBRf |
| SX | 6Y48BV | 08:59 | Eastleigh East Yard | 12:40 | Hoo Junction Up Yard | Y | GBRf |
| SO | 7D99EA | 08:09 | Bescot Up Engineers Sidings | 11:12 | Toton North Yard | Y | GBRf |
| ThSX | 7E20GA | 13:02 | Toton North Yard | 15:55 | Doncaster Up Decoy | | GBRf |
| Tho | 7E20GA | 13:02 | Toton North Yard | 15:55 | Doncaster Up Decoy | | GBRf |
| SO | 7K98FV | 07:44 | Bescot Up Engineers SDGS | 09:06 | Crewe Basford Hall S.S.M. | Y | GBRf |
| SX | 7T83BA | 15:53 | Grain Foster Yeoman GBRF | 17:02 | Hoo Junction Up Yard | Y | GBRf |
| MO | 7Y27BA | 18:41 | Hoo Junction Up Yard | 19:41 | Hither Green P.A.D | | DB Cargo |
| THO | 7Y27BA | 18:41 | Hoo Junction Up Yard | 19:41 | Hither Green P.A.D | | DB Cargo |
| MO | 7Y29BA | 20:17 | Hither Green P.A.D | 22:21 | Hoo Junction Up Yard | | DB Cargo |
| THO | 7Y29BA | 20:17 | Hither Green P.A.D | 22:21 | Hoo Junction Up Yard | | DB Cargo |
| SX | 7Y44CV | 04:21 | Hoo Junction Up Yard | 07:47 | Eastleigh Easy Yard | Y | GBRf |
| SO | 7G98EV | 13:52 | Crewe Basford Hall SSM | 15:14 | Bescot Up Engineers Sidings | Y | GBRf |
| SO | 7G99ET | 14:12 | Toton North Yard | 16:30 | Bescot Up Engineers Sidings | Y | GBRf |
| SO | 7K98FV | 07:44 | Bescot Up Engineers Sidings | 09:06 | Crewe Basford Hall SSM | Y | GBRf |
| SX | 7M18EV | 07:21 | Doncaster Up Decoy | 11:10 | Toton North Yard | Y | GBRf |

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|----|--------|-------|-----------------------------|-------|-----------------------------|---|------|
| SX | 7V41DC | 14:48 | Eastleigh East Yard | 16:44 | Westbury Down T.C. | Y | GBRf |
| SX | 7X18GA | 07:21 | Doncaster Up Decoy | 11:10 | Toton North Yard | Y | GBRf |
| SX | 7X41CA | 14:48 | Eastleigh East Yard | 16:43 | Westbury Down T.C. | Y | GBRf |
| SX | 7X43CB | 19:56 | Eastleigh East Yard | 23:35 | Hoo Junction Up Yard | Y | GBRf |
| SX | 7X44BA | 04:21 | Hoo Junction Up Yard | 07:47 | Eastleigh East Yard | Y | GBRf |
| SO | 7X96FA | 07:44 | Bescot Up Engineers Sidings | 09:05 | Crewe Basford Hall SSM | Y | GBRf |
| SO | 7X97EA | 13:52 | Crewe Basford Hall SSM | 15:14 | Bescot Up Engineers Sidings | Y | GBRf |
| SO | 7X99EA | 08:09 | Bescot Up Engineers Sidings | 11:10 | Toton North Yard | Y | GBRf |
| SX | 7Y43BV | 19:56 | Eastleigh East Yard | 23:35 | Hoo Junction Up Yard | Y | GBRf |
| SX | 7Y44CV | 04:21 | Hoo Junction Up Yard | 07:47 | Eastleigh East Yard | Y | GBRf |

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Network Seasonal and Railhead Treatment Services

| Type | TID | Dep. | From | To | Arr. | Days | Route |
|------|--------|-------|-------------------------------|----------------------------------|-------|------|--------|
| RHTT | 3J32GA | 04:06 | FOXTON | HARRINGAY UP REV SDGS | 05:20 | SX | Anglia |
| RHTT | 3J32GB | 04:42 | FOXTON | HARRINGAY UP REV SDGS | 05:50 | SO | Anglia |
| RHTT | 3J32GC | 14:08 | FOXTON | HARRINGAY UP REV SDGS | 15:31 | Su | Anglia |
| RHTT | 3J32GD | 04:06 | FOXTON | HARRINGAY UP REV SDGS | 05:20 | SX | Anglia |
| RHTT | 3J32GE | 04:42 | FOXTON | HARRINGAY UP REV SDGS | 05:50 | SO | Anglia |
| RHTT | 3J32GF | 14:08 | FOXTON | HARRINGAY UP REV SDGS | 15:29 | Su | Anglia |
| RHTT | 3S01HA | 09:22 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 17:41 | SX | Anglia |
| RHTT | 3S01HB | 09:25 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 18:40 | SO | Anglia |
| RHTT | 3S01HC | 10:12 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 18:25 | Su | Anglia |
| RHTT | 3S10HA | 19:39 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 06:07 | FSX | Anglia |
| RHTT | 3S10HA | 19:39 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 06:07 | FO | Anglia |
| RHTT | 3S10HC | 20:32 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 05:48 | Su | Anglia |
| RHTT | 3S20HA | 20:48 | BROXBOURNE DN TAMP SDG GBF | BROXBOURNE DN TAMP SDG GBF | 04:36 | SX | Anglia |
| RHTT | 3S20HC | 20:04 | BROXBOURNE DN TAMP SDG GBF | BROXBOURNE DN TAMP SDG GBF | 05:09 | Su | Anglia |
| RHTT | 3S30HA | 21:52 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 06:45 | FSX | Anglia |
| RHTT | 3S30HA | 21:52 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 06:53 | FO | Anglia |
| RHTT | 3S30HC | 21:56 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 06:06 | Su | Anglia |
| RHTT | 3S40HA | 21:28 | BROXBOURNE DN TAMP SDG GBF | BROXBOURNE DN TAMP SDG GBF | 05:54 | FSX | Anglia |
| RHTT | 3S40HA | 21:28 | BROXBOURNE DN TAMP SDG GBF | BROXBOURNE DN TAMP SDG GBF | 05:54 | FO | Anglia |
| RHTT | 3S40HC | 19:16 | BROXBOURNE DN TAMP SDG GBF | BROXBOURNE DN TAMP SDG GBF | 03:57 | Su | Anglia |
| RHTT | 3S50HA | 19:53 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 04:06 | SX | Anglia |
| RHTT | 3S50HC | 19:24 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 03:35 | Su | Anglia |
| RHTT | 3S60HA | 09:00 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 17:06 | SX | Anglia |
| RHTT | 3S60HB | 08:37 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 20:02 | SO | Anglia |
| RHTT | 3S65HA | 23:59 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 05:08 | SX | Anglia |
| RHTT | 3S65HC | 23:30 | STOWMARKET D.G.L. | STOWMARKET D.G.L. | 04:53 | Su | Anglia |

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| Type | TID | Dep. | From | To | Arr. | Days | Route |
|------|--------|-------|-------------------------------|----------------------------------|-------|-------|--------|
| RHTT | 3S70HA | 08:31 | BROXBOURNE DN TAMP SDG GBF | BROXBOURNE DN TAMP SDG GBF | 19:00 | SX | Anglia |
| RHTT | 3S70HB | 08:18 | BROXBOURNE DN TAMP SDG GBF | BROXBOURNE DN TAMP SDG GBF | 21:17 | SO | Anglia |
| RHTT | 3S81HA | 07:12 | BROXBOURNE DN TAMP SDG GBF | BROXBOURNE DN TAMP SDG GBF | 16:48 | TWO | Anglia |
| RHTT | 3S81HA | 07:12 | BROXBOURNE DN TAMP SDG GBF | BROXBOURNE DN TAMP SDG GBF | 16:48 | MTHFO | Anglia |
| RHTT | 3S81HA | 07:25 | BROXBOURNE DN TAMP SDG GBF | BROXBOURNE DN TAMP SDG GBF | 17:13 | SO | Anglia |
| RHTT | 3J01RC | 00:29 | TOTON T.M.D. | KENTISH TOWN | 03:45 | MX | LNE |
| RHTT | 3J02RB | 04:09 | KENTISH TOWN | BEDFORD | 05:14 | MSX | LNE |
| RHTT | 3J02RB | 04:09 | KENTISH TOWN | BEDFORD | 05:16 | SO | LNE |
| RHTT | 3J03RB | 05:26 | BEDFORD | KENTISH TOWN | 06:27 | MSX | LNE |
| RHTT | 3J03RC | 05:26 | BEDFORD | KENTISH TOWN | 06:31 | SO | LNE |
| RHTT | 3J04RB | 06:34 | KENTISH TOWN | BARDON HILL | 10:57 | MSX | LNE |
| RHTT | 3J04RB | 07:03 | KENTISH TOWN | BARDON HILL | 10:03 | SO | LNE |
| RHTT | 3J05RB | 10:37 | BARDON HILL | NUNEATON | 11:22 | SO | LNE |
| RHTT | 3J05RB | 11:34 | BARDON HILL | NUNEATON | 12:18 | MSX | LNE |
| RHTT | 3J07RB | 12:15 | LEICESTER | WEST HAMPSTEAD THAMESLINK | 14:46 | SO | LNE |
| RHTT | 3J07RB | 13:47 | LEICESTER | WEST HAMPSTEAD THAMESLINK | 16:14 | MSX | LNE |
| RHTT | 3J08EH | 15:30 | WEST HAMPSTEAD THAMESLINK | LUTON | 16:15 | SO | LNE |
| RHTT | 3J08EH | 16:31 | WEST HAMPSTEAD THAMESLINK | LUTON | 17:17 | SX | LNE |
| RHTT | 3J09EH | 16:22 | LUTON | WEST HAMPSTEAD THAMESLINK | 17:13 | SO | LNE |
| RHTT | 3J09EH | 17:23 | LUTON | WEST HAMPSTEAD THAMESLINK | 18:16 | SX | LNE |
| RHTT | 3J10EG | 18:40 | WEST HAMPSTEAD THAMESLINK | TOTON T.M.D. | 23:19 | SX | LNE |
| RHTT | 3J10EH | 17:48 | WEST HAMPSTEAD THAMESLINK | TOTON T.M.D. | 21:06 | SO | LNE |
| RHTT | 3J30GA | 01:06 | PETERBOROUGH L.I.P. | HARRINGAY UP REV SDGS | 02:42 | SX | LNE |
| RHTT | 3J30GB | 01:35 | PETERBOROUGH L.I.P. | HARRINGAY UP REV SDGS | 03:12 | SO | LNE |
| RHTT | 3J30GC | 10:48 | PETERBOROUGH L.I.P. | HARRINGAY UP REV SDGS | 12:22 | Su | LNE |
| RHTT | 3J30GD | 01:06 | PETERBOROUGH L.I.P. | HARRINGAY UP REV SDGS | 02:42 | SX | LNE |
| RHTT | 3J30GE | 01:35 | PETERBOROUGH L.I.P. | HARRINGAY UP REV SDGS | 03:12 | SO | LNE |
| RHTT | 3J30GF | 10:48 | PETERBOROUGH L.I.P. | HARRINGAY UP REV SDGS | 12:21 | Su | LNE |

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| Type | TID | Dep. | From | To | Arr. | Days | Route |
|------|--------|-------|--------------------------|--------------------------|-------|------|-------|
| RHTT | 3J31GA | 02:49 | HARRINGAY UP REV SDGS | FOXTON | 03:59 | SX | LNE |
| RHTT | 3J31GB | 03:30 | HARRINGAY UP REV SDGS | FOXTON | 04:38 | SO | LNE |
| RHTT | 3J31GC | 12:26 | HARRINGAY UP REV SDGS | FOXTON | 14:01 | Su | LNE |
| RHTT | 3J31GD | 02:49 | HARRINGAY UP REV SDGS | FOXTON | 03:59 | SX | LNE |
| RHTT | 3J31GE | 03:30 | HARRINGAY UP REV SDGS | FOXTON | 04:38 | SO | LNE |
| RHTT | 3J31GF | 12:26 | HARRINGAY UP REV SDGS | FOXTON | 14:01 | Su | LNE |
| RHTT | 3J33GA | 05:37 | HARRINGAY UP REV SDGS | ROYSTON (HERTS) LOOP | 06:49 | SX | LNE |
| RHTT | 3J33GB | 05:54 | HARRINGAY UP REV SDGS | ROYSTON (HERTS) LOOP | 08:37 | SO | LNE |
| RHTT | 3J33GC | 15:38 | HARRINGAY UP REV SDGS | PETERBOROUGH L.I.P. | 17:29 | Su | LNE |
| RHTT | 3J33GD | 05:37 | HARRINGAY UP REV SDGS | ROYSTON (HERTS) LOOP | 06:48 | SX | LNE |
| RHTT | 3J33GE | 05:54 | HARRINGAY UP REV SDGS | ROYSTON (HERTS) LOOP | 08:37 | SO | LNE |
| RHTT | 3J33GF | 15:38 | HARRINGAY UP REV SDGS | PETERBOROUGH L.I.P. | 17:29 | Su | LNE |
| RHTT | 3J34GA | 07:40 | ROYSTON (HERTS) LOOP | HARRINGAY UP REV SDGS | 09:27 | SX | LNE |
| RHTT | 3J34GB | 09:04 | ROYSTON (HERTS) LOOP | HARRINGAY UP REV SDGS | 10:06 | SO | LNE |
| RHTT | 3J35GA | 09:42 | HARRINGAY UP REV SDGS | ROYSTON (HERTS) LOOP | 10:44 | SX | LNE |
| RHTT | 3J35GB | 10:11 | HARRINGAY UP REV SDGS | ROYSTON (HERTS) LOOP | 11:37 | SO | LNE |
| RHTT | 3J36GA | 11:04 | ROYSTON (HERTS) LOOP | FERME PARK RECP. | 12:36 | SX | LNE |
| RHTT | 3J36GB | 12:33 | ROYSTON (HERTS) LOOP | FERME PARK RECP. | 14:11 | SO | LNE |
| RHTT | 3J37GA | 13:28 | FERME PARK RECP. | ROYSTON | 15:37 | SX | LNE |
| RHTT | 3J37GB | 15:40 | FERME PARK RECP. | ROYSTON (HERTS) LOOP | 18:11 | SO | LNE |
| RHTT | 3J38GA | 16:43 | ROYSTON | HARRINGAY UP REV SDGS | 18:22 | SX | LNE |
| RHTT | 3J38GB | 18:33 | ROYSTON (HERTS) LOOP | HARRINGAY UP REV SDGS | 19:36 | SO | LNE |
| RHTT | 3J39GA | 19:05 | HARRINGAY UP REV SDGS | PETERBOROUGH L.I.P. | 21:25 | SX | LNE |
| RHTT | 3J39GB | 20:13 | HARRINGAY UP REV SDGS | PETERBOROUGH L.I.P. | 21:48 | SO | LNE |
| RHTT | 3J40GC | 10:17 | DONCASTER UP DECOY | PETERBOROUGH L.I.P. | 12:42 | Su | LNE |
| RHTT | 3J41GA | 06:10 | PETERBOROUGH L.I.P. | DONCASTER UP DECOY | 09:16 | MWFO | LNE |
| RHTT | 3J41GA | 08:08 | PETERBOROUGH L.I.P. | DONCASTER UP DECOY | 10:46 | SO | LNE |
| RHTT | 3J41GA | 08:03 | PETERBOROUGH L.I.P. | BARNETBY | 10:35 | TThO | LNE |

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| Type | TID | Dep. | From | To | Arr. | Days | Route |
|------|--------|-------|------------------------|----------------------------|-------|------|-------|
| RHTT | 3J41GC | 14:08 | PETERBOROUGH L.I.P. | PETERBOROUGH L.I.P. | 16:31 | Su | LNE |
| RHTT | 3J42GB | 11:55 | DONCASTER UP DECOY | PETERBOROUGH L.I.P. | 15:34 | SO | LNE |
| RHTT | 3J42GB | 11:05 | BARNETBY | PETERBOROUGH L.I.P. | 15:47 | TThO | LNE |
| RHTT | 3J42GB | 09:54 | DONCASTER UP DECOY | PETERBOROUGH | 15:55 | MWFO | LNE |
| RHTT | 3J42GC | 17:57 | PETERBOROUGH L.I.P. | PETERBOROUGH L.I.P. | 23:18 | Su | LNE |
| RHTT | 3J42GD | 11:55 | DONCASTER UP DECOY | DONCASTER UP DECOY | 15:50 | SO | LNE |
| RHTT | 3J43GA | 16:00 | PETERBOROUGH L.I.P. | PETERBOROUGH L.I.P. | 18:40 | TThO | LNE |
| RHTT | 3J43GA | 16:03 | PETERBOROUGH | PETERBOROUGH L.I.P. | 18:40 | MWFO | LNE |
| RHTT | 3J43GB | 16:00 | PETERBOROUGH L.I.P. | PETERBOROUGH L.I.P. | 18:40 | TThO | LNE |
| RHTT | 3J43GB | 16:03 | PETERBOROUGH | PETERBOROUGH L.I.P. | 21:12 | MWFO | LNE |
| RHTT | 3J44GA | 19:06 | PETERBOROUGH L.I.P. | PETERBOROUGH L.I.P. | 22:42 | SX | LNE |
| RHTT | 3J51GB | 09:50 | YORK THRALL EUROPA | YORK THRALL EUROPA | 20:52 | TThO | LNE |
| RHTT | 3J51GB | 09:50 | YORK THRALL EUROPA | YORK THRALL EUROPA | 22:35 | MWFO | LNE |
| RHTT | 3J51GD | 09:52 | YORK THRALL EUROPA | YORK THRALL EUROPA | 22:34 | SO | LNE |
| RHTT | 3J78GC | 08:36 | NUNTHORPE | CARLISLE KINGMOOR SDG(DRS) | 12:31 | SO | LNE |
| RHTT | 3J78GC | 08:39 | NUNTHORPE | CARLISLE KINGMOOR SDG(DRS) | 13:31 | TThO | LNE |
| RHTT | 3J78GC | 11:34 | NUNTHORPE | CARLISLE KINGMOOR SDG(DRS) | 17:05 | MO | LNE |
| RHTT | 3J78GD | 08:35 | NUNTHORPE | CARLISLE KINGMOOR SDG(DRS) | 13:31 | WFO | LNE |
| RHTT | 3J84EB | 04:59 | STAPLEFORD & SANDIACRE | TOTON T.M.D. | 16:25 | TThO | LNE |
| RHTT | 3J84EC | 05:00 | STAPLEFORD & SANDIACRE | TOTON T.M.D. | 16:26 | SO | LNE |
| RHTT | 3J84EK | 04:59 | STAPLEFORD & SANDIACRE | TOTON T.M.D. | 16:25 | WFO | LNE |
| RHTT | 3J85EC | 04:59 | STAPLEFORD & SANDIACRE | STAPLEFORD & SANDIACRE | 16:18 | MO | LNE |
| RHTT | 3J86EB | 02:45 | TOTON T.M.D. | STAPLEFORD & SANDIACRE | 04:54 | MO | LNE |
| RHTT | 3J87EH | 21:25 | TOTON T.M.D. | STAPLEFORD & SANDIACRE | 04:23 | SX | LNE |
| RHTT | 3J88EH | 21:25 | TOTON T.M.D. | STAPLEFORD & SANDIACRE | 04:23 | SX | LNE |
| RHTT | 3J88RB | 21:17 | TOTON T.M.D. | STAPLEFORD & SANDIACRE | 04:23 | SX | LNE |

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| Type | TID | Dep. | From | To | Arr. | Days | Route |
|------|--------|-------|---------------------------|---------------------------|-------|------|-------|
| RHTT | 3J91EH | 23:32 | TOTON T.M.D. | WEST HAMPSTEAD THAMESLINK | 11:44 | Su | LNE |
| RHTT | 3J91RB | 23:42 | TOTON T.M.D. | WEST HAMPSTEAD THAMESLINK | 11:44 | SX | LNE |
| RHTT | 3J92EA | 23:17 | TOTON T.M.D. | WEST HAMPSTEAD THAMESLINK | 11:44 | FO | LNE |
| RHTT | 3J92EA | 23:17 | TOTON T.M.D. | WEST HAMPSTEAD THAMESLINK | 11:44 | FSX | LNE |
| RHTT | 3J92RC | 23:17 | TOTON T.M.D. | WEST HAMPSTEAD THAMESLINK | 11:44 | FO | LNE |
| RHTT | 3J92RC | 23:17 | TOTON T.M.D. | WEST HAMPSTEAD THAMESLINK | 11:45 | FSX | LNE |
| RHTT | 3J93EH | 12:01 | WEST HAMPSTEAD THAMESLINK | TOTON T.M.D. | 17:22 | SO | LNE |
| RHTT | 3J93EH | 12:01 | WEST HAMPSTEAD THAMESLINK | TOTON T.M.D. | 17:37 | SX | LNE |
| RHTT | 3S10GA | 23:59 | DONCASTER WEST YARD | YORK THRALL EUROPA | 01:25 | Su | LNE |
| RHTT | 3S11GE | 01:50 | YORK THRALL EUROPA | SHEFFIELD | 06:55 | MWFO | LNE |
| RHTT | 3S11GE | 02:00 | YORK THRALL EUROPA | SHEFFIELD | 06:33 | SO | LNE |
| RHTT | 3S11GE | 02:12 | YORK THRALL EUROPA | SHEFFIELD | 06:38 | TThO | LNE |
| RHTT | 3S12GA | 07:43 | SHEFFIELD | WRENTHORPE RECP. | 08:45 | MWFO | LNE |
| RHTT | 3S12GA | 06:50 | SHEFFIELD | SHEFFIELD | 08:38 | SO | LNE |
| RHTT | 3S12GB | 07:43 | SHEFFIELD | SHEFFIELD | 09:23 | TThO | LNE |
| RHTT | 3S13GD | 09:08 | SHEFFIELD | SHEFFIELD | 11:25 | SO | LNE |
| RHTT | 3S13GD | 08:50 | WRENTHORPE RECP. | GRIMSBY TOWN | 10:56 | MWFO | LNE |
| RHTT | 3S13GE | 09:26 | SHEFFIELD | WOODBURN JN | 11:25 | TThO | LNE |
| RHTT | 3S14GH | 11:24 | WOODBURN JN | MASBRO S.S. JN | 13:59 | TThO | LNE |
| RHTT | 3S14GJ | 11:38 | GRIMSBY TOWN | YORK THRALL EUROPA | 19:28 | MWFO | LNE |
| RHTT | 3S14JB | 11:51 | SHEFFIELD | YORK THRALL EUROPA | 13:30 | SO | LNE |
| RHTT | 3S15GH | 14:05 | MASBRO S.S. JN | YORK THRALL EUROPA | 15:46 | TThO | LNE |
| RHTT | 3S16GA | 19:41 | YORK THRALL EUROPA | DONCASTER WEST YARD | 21:18 | SO | LNE |
| RHTT | 3S20GD | 16:46 | YORK THRALL EUROPA | SELBY | 19:43 | SX | LNE |
| RHTT | 3S20GD | 17:11 | YORK THRALL EUROPA | SELBY | 20:00 | Su | LNE |
| RHTT | 3S24GE | 02:28 | LEEDS | LEEDS | 04:50 | SO | LNE |
| RHTT | 3S24GE | 02:28 | LEEDS | LEEDS | 04:50 | SX | LNE |
| RHTT | 3S25GB | 04:55 | LEEDS | LEEDS | 06:21 | SO | LNE |
| RHTT | 3S25GB | 04:55 | LEEDS | LEEDS | 06:21 | SX | LNE |

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| Type | TID | Dep. | From | To | Arr. | Days | Route |
|------|--------|-------|-------------------------------|-------------------------------|-------|------|-------|
| RHTT | 3S26GC | 06:25 | LEEDS | YORK THRALL EUROPA | 07:26 | SX | LNE |
| RHTT | 3S26GC | 06:25 | LEEDS | YORK THRALL EUROPA | 07:26 | SO | LNE |
| RHTT | 3S29RA | 08:27 | YORK THRALL EUROPA | YORK THRALL EUROPA | 13:45 | Su | LNE |
| RHTT | 3J01EX | 11:52 | KINGS NORTON OT PLANT DEPT | LONDON EUSTON | 22:23 | SX | NW&C |
| RHTT | 3J01MS | 14:21 | KINGS NORTON SIGNAL SY522 | LONDON EUSTON | 23:11 | Su | NW&C |
| RHTT | 3J01SO | 10:30 | KINGS NORTON OT PLANT DEPT | KINGS NORTON OT PLANT DEPT | 00:13 | SO | NW&C |
| RHTT | 3J02EX | 01:07 | LONDON EUSTON | KINGS NORTON OT PLANT DEPT | 08:28 | MSX | NW&C |
| RHTT | 3J02EX | 01:44 | LONDON EUSTON | KINGS NORTON OT PLANT DEPT | 07:26 | MO | NW&C |
| RHTT | 3J02MS | 00:59 | LONDON EUSTON | KINGS NORTON OT PLANT DEPT | 06:43 | SO | NW&C |
| RHTT | 3J04AB | 00:27 | KINGS NORTON OT PLANT DEPT | AMERSHAM | 03:54 | SO | NW&C |
| RHTT | 3J04EB | 20:54 | KINGS NORTON OT PLANT DEPT | LONDON MARYLEBONE | 01:13 | FSX | NW&C |
| RHTT | 3J04RE | 07:54 | KINGS NORTON OT PLANT DEPT | LONDON MARYLEBONE | 11:31 | Su | NW&C |
| RHTT | 3J05AB | 04:02 | AMERSHAM | LONDON MARYLEBONE | 09:13 | SO | NW&C |
| RHTT | 3J05ES | 01:18 | LONDON MARYLEBONE | OXFORD | 02:42 | MSX | NW&C |
| RHTT | 3J05RE | 12:20 | LONDON MARYLEBONE | AYLESBURY (SDGS 1-7) | 13:43 | Su | NW&C |
| RHTT | 3J06EU | 09:34 | LONDON MARYLEBONE | AYLESBURY (SDGS 1-7) | 11:01 | SO | NW&C |
| RHTT | 3J06RB | 11:30 | NUNEATON | LEICESTER | 11:58 | SO | NW&C |
| RHTT | 3J06RB | 12:55 | NUNEATON | LEICESTER | 13:25 | MSX | NW&C |
| RHTT | 3J06RE | 14:18 | AYLESBURY (SDGS 1-7) | LONDON MARYLEBONE | 15:41 | Su | NW&C |
| RHTT | 3J07ES | 11:49 | AYLESBURY (SDGS 1-7) | KINGS NORTON OT PLANT DEPT | 16:57 | SO | NW&C |
| RHTT | 3J07ES | 05:58 | LONDON MARYLEBONE | AYLESBURY (SDGS 1-7) | 07:33 | SX | NW&C |
| RHTT | 3J07RB | 16:18 | LONDON MARYLEBONE | KINGS NORTON OT PLANT DEPT | 19:00 | Su | NW&C |
| RHTT | 3J08EB | 21:15 | KINGS NORTON OT PLANT DEPT | LONDON MARYLEBONE | 01:01 | Su | NW&C |
| RHTT | 3J08ET | 09:17 | AYLESBURY (SDGS 1-7) | LONDON MARYLEBONE | 11:13 | SX | NW&C |
| RHTT | 3J09EI | 01:18 | LONDON MARYLEBONE | OXFORD PARKWAY | 03:00 | MO | NW&C |
| RHTT | 3J09ET | 11:30 | LONDON MARYLEBONE | AYLESBURY | 12:46 | SX | NW&C |
| RHTT | 3J10EI | 03:06 | OXFORD PARKWAY | LONDON MARYLEBONE | 05:43 | MO | NW&C |
| RHTT | 3J10ET | 12:56 | AYLESBURY | LONDON MARYLEBONE | 14:07 | SX | NW&C |
| RHTT | 3J11EB | 14:23 | LONDON MARYLEBONE | KINGS NORTON OT PLANT DEPT | 18:27 | SX | NW&C |

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|------|--------|-------|----------------------------------|----------------------------------|-------|------|-------|
| RHTT | 3J11FS | 11:30 | CARLISLE KINGMOOR TMD(DRS) | CARLISLE KINGMOOR SDG(DRS) | 07:17 | SX | NW&C |
| RHTT | 3J11SF | 11:34 | CARLISLE KINGMOOR TMD(DRS) | CARLISLE KINGMOOR SDG(DRS) | 07:17 | Su | NW&C |
| RHTT | 3J41DA | 14:43 | DIDCOT FUELLING POINT | DIDCOT FUELLING POINT | 19:11 | SX | NW&C |
| RHTT | 3J41DM | 18:31 | DIDCOT FUELLING POINT | DIDCOT FUELLING POINT | 20:23 | Su | NW&C |
| RHTT | 3J42DB | 22:37 | DIDCOT FUELLING POINT | DIDCOT FUELLING POINT | 02:09 | SX | NW&C |
| RHTT | 3J42DD | 23:28 | DIDCOT FUELLING POINT | DIDCOT FUELLING POINT | 01:45 | Su | NW&C |
| RHTT | 3J43DA | 03:11 | DIDCOT FUELLING POINT | DIDCOT PARKWAY | 05:20 | MSX | NW&C |
| RHTT | 3J43DA | 03:58 | DIDCOT FUELLING POINT | DIDCOT PARKWAY | 05:11 | SO | NW&C |
| RHTT | 3J43DA | 02:53 | DIDCOT FUELLING POINT | DIDCOT FUELLING POINT | 11:30 | MO | NW&C |
| RHTT | 3J77GC | 02:46 | CARLISLE KINGMOOR SDG(DRS) | NUNTHORPE | 07:51 | WFO | NW&C |
| RHTT | 3J77GC | 02:46 | CARLISLE KINGMOOR SDG(DRS) | NUNTHORPE | 07:51 | TThO | NW&C |
| RHTT | 3J77GC | 04:10 | CARLISLE KINGMOOR SDG(DRS) | NUNTHORPE | 07:51 | SO | NW&C |
| RHTT | 3J77GC | 06:07 | CARLISLE KINGMOOR SDG(DRS) | NUNTHORPE | 11:07 | MO | NW&C |
| RHTT | 3J77GC | 10:18 | CARLISLE KINGMOOR SDG(DRS) | CARLISLE KINGMOOR SDG(DRS) | 16:33 | Su | NW&C |
| RHTT | 3S01SM | 22:53 | LONDON EUSTON | LONDON EUSTON | 00:42 | FSX | NW&C |
| RHTT | 3S01SM | 22:53 | LONDON EUSTON | LONDON EUSTON | 00:39 | FO | NW&C |
| RHTT | 3S01SN | 00:07 | LONDON EUSTON | LONDON EUSTON | 01:37 | MO | NW&C |
| RHTT | 3S02EM | 09:10 | KINGS NORTON OT PLANT DEPT | KINGS NORTON OT PLANT DEPT | 18:23 | SO | NW&C |
| RHTT | 3S02EO | 09:40 | KINGS NORTON OT PLANT DEPT | KINGS NORTON OT PLANT DEPT | 16:18 | Su | NW&C |
| RHTT | 3S02EX | 08:00 | KINGS NORTON OT PLANT DEPT | KINGS NORTON OT PLANT DEPT | 16:57 | SX | NW&C |
| RHTT | 3S03EO | 05:05 | KINGS NORTON OT PLANT DEPT | KINGS NORTON OT PLANT DEPT | 14:28 | SO | NW&C |
| RHTT | 3S03EX | 03:34 | KINGS NORTON OT PLANT DEPT | KINGS NORTON OT PLANT DEPT | 13:24 | SX | NW&C |
| RHTT | 3S06SA | 05:41 | WIGAN L.I.P. | WIGAN L.I.P. | 12:55 | SX | NW&C |
| RHTT | 3S06SB | 05:45 | WIGAN L.I.P. | WIGAN L.I.P. | 12:59 | SO | NW&C |
| RHTT | 3S06SC | 09:01 | WIGAN L.I.P. | WIGAN L.I.P. | 15:58 | Su | NW&C |
| RHTT | 3S06YY | 09:01 | WIGAN L.I.P. | CHESTER | 15:04 | Su | NW&C |
| RHTT | 3S07FA | 03:40 | WIGAN L.I.P. | WIGAN L.I.P. | 11:05 | SX | NW&C |
| RHTT | 3S07FB | 02:39 | WIGAN L.I.P. | WIGAN L.I.P. | 10:00 | SO | NW&C |

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| Type | TID | Dep. | From | To | Arr. | Days | Route |
|---------|--------|-------|----------------------------------|----------------------------------|-------|-------|----------|
| RHTT | 3S07FC | 10:35 | WIGAN L.I.P. | WIGAN L.I.P. | 18:01 | Su | NW&C |
| RHTT | 3S07UU | 20:05 | SOUTHPORT | WIGAN L.I.P. | 23:36 | Su | NW&C |
| RHTT | 3S07WW | 10:35 | WIGAN L.I.P. | SOUTHPORT | 18:47 | Su | NW&C |
| RHTT | 3S08CM | 23:25 | WIGAN L.I.P. | WIGAN L.I.P. | 01:35 | FO | NW&C |
| RHTT | 3S08DG | 11:13 | WIGAN L.I.P. | WIGAN L.I.P. | 19:11 | SX | NW&C |
| RHTT | 3S08MS | 04:33 | WIGAN L.I.P. | WIGAN L.I.P. | 17:40 | SX | NW&C |
| RHTT | 3S08TA | 11:09 | WIGAN L.I.P. | WIGAN L.I.P. | 23:50 | Su | NW&C |
| RHTT | 3S09FA | 04:21 | WIGAN L.I.P. | WIGAN L.I.P. | 15:10 | SO | NW&C |
| RHTT | 3S09FA | 04:28 | WIGAN L.I.P. | WIGAN L.I.P. | 14:43 | MSX | NW&C |
| RHTT | 3S09FA | 13:17 | WIGAN L.I.P. | WIGAN L.I.P. | 00:42 | Su | NW&C |
| RHTT | 3S23GD | 21:57 | HALL ROYD JN | LEEDS | 01:54 | SX | NW&C |
| RHTT | 3S23GE | 23:10 | HALL ROYD JN | LEEDS | 01:56 | FO | NW&C |
| RHTT | 3S23GE | 23:10 | HALL ROYD JN | LEEDS | 01:56 | FSX | NW&C |
| RHTT | 3S23GE | 23:45 | HALL ROYD JN | LEEDS | 01:58 | Su | NW&C |
| RHTT | 3S50FE | 04:59 | CREWE | WIGAN L.I.P. | 11:03 | SO | NW&C |
| RHTT | 3S52EX | 15:21 | KINGS NORTON OT PLANT DEPT | KINGS NORTON OT PLANT DEPT | 01:17 | SX | NW&C |
| RHTT | 3S53EU | 20:29 | KINGS NORTON OT PLANT DEPT | KINGS NORTON OT PLANT DEPT | 04:10 | Su | NW&C |
| RHTT | 3S53EX | 18:24 | KINGS NORTON OT PLANT DEPT | KINGS NORTON OT PLANT DEPT | 03:58 | FSX | NW&C |
| RHTT | 3S53EX | 18:24 | KINGS NORTON OT PLANT DEPT | KINGS NORTON OT PLANT DEPT | 03:58 | FO | NW&C |
| RHTT | 3S56FA | 17:58 | WIGAN L.I.P. | WIGAN L.I.P. | 00:47 | SX | NW&C |
| RHTT | 3S56FK | 18:18 | CHESTER | WIGAN L.I.P. | 00:10 | Su | NW&C |
| RHTT | 3S56SA | 15:29 | WIGAN L.I.P. | WIGAN L.I.P. | 22:08 | SO | NW&C |
| RHTT | 3S57YD | 14:44 | WIGAN L.I.P. | WIGAN L.I.P. | 22:34 | SO | NW&C |
| RHTT | 3S57YD | 15:13 | WIGAN L.I.P. | WIGAN L.I.P. | 23:30 | SX | NW&C |
| De-Icer | 3S58FA | 21:08 | WIGAN L.I.P. | WIGAN L.I.P. | 03:28 | FSX | NW&C |
| RHTT | 3S59FB | 17:40 | WIGAN L.I.P. | WIGAN L.I.P. | 23:47 | TWThO | NW&C |
| RHTT | 3S59FB | 17:40 | WIGAN L.I.P. | WIGAN L.I.P. | 02:03 | MO | NW&C |
| RHTT | 3S59FC | 17:40 | WIGAN L.I.P. | WIGAN L.I.P. | 00:38 | FO | NW&C |
| De-Icer | 3S90FC | 16:16 | WIGAN L.I.P. | WIGAN L.I.P. | 00:08 | SO | NW&C |
| De-Icer | 3S90FC | 16:50 | WIGAN L.I.P. | WIGAN L.I.P. | 00:08 | SX | NW&C |
| De-Icer | 3S90FD | 16:54 | WIGAN L.I.P. | WIGAN L.I.P. | 00:18 | Su | NW&C |
| De-Icer | 3S94PS | 19:40 | CARLISLE KINGMOOR SDG(DRS) | CARLISLE KINGMOOR SDG(DRS) | 23:29 | MFO | NW&C |
| RHTT | 3S95FD | 15:29 | WIGAN L.I.P. | WIGAN L.I.P. | 22:08 | SO | NW&C |
| RHTT | 3S95FD | 15:37 | WIGAN L.I.P. | WIGAN L.I.P. | 22:46 | SX | NW&C |
| RHTT | 3S95FD | 17:34 | WIGAN L.I.P. | WIGAN L.I.P. | 00:10 | Su | NW&C |
| De-Icer | 3S90LA | 02:07 | MOSSEND DOWN YARD | GIRVAN | 09:42 | SO | Scotland |
| De-Icer | 3S90LA | 02:07 | MOSSEND DOWN YARD | GIRVAN | 09:42 | MO | Scotland |

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|---------|--------|-------|----------------------------|----------------------------|-------|-------|----------|
| De-Icer | 3S90LA | 02:07 | MOSSEND DOWN YARD | GIRVAN | 09:42 | MSX | Scotland |
| De-Icer | 3S90LB | 09:55 | GIRVAN | MOSSEND DOWN YARD | 12:14 | SX | Scotland |
| De-Icer | 3S90LB | 10:16 | GIRVAN | MOSSEND DOWN YARD | 12:49 | SO | Scotland |
| De-Icer | 3S90LG | 07:00 | MOSSEND DOWN YARD | GOUROCK | 15:01 | Su | Scotland |
| De-Icer | 3S90LH | 15:31 | GOUROCK | MOSSEND DOWN YARD | 17:45 | Su | Scotland |
| De-Icer | 3S91LA | 01:33 | MOSSEND DOWN YARD | MILNGAVIE | 03:33 | SO | Scotland |
| De-Icer | 3S91LA | 23:40 | MOSSEND DOWN YARD | MILNGAVIE | 01:35 | FSX | Scotland |
| De-Icer | 3S91LB | 04:26 | MILNGAVIE | SPRINGBURN | 11:32 | MSX | Scotland |
| De-Icer | 3S91LB | 04:26 | MILNGAVIE | SPRINGBURN | 11:29 | SO | Scotland |
| De-Icer | 3S91LC | 23:30 | MOSSEND DOWN YARD | NEILSTON | 06:07 | Su | Scotland |
| De-Icer | 3S91LH | 06:09 | NEILSTON | MOSSEND DOWN YARD | 08:06 | MO | Scotland |
| De-Icer | 3S91LH | 11:40 | SPRINGBURN | MOSSEND DOWN YARD | 17:26 | MSX | Scotland |
| De-Icer | 3S91LH | 11:40 | SPRINGBURN | MOSSEND DOWN YARD | 17:24 | SO | Scotland |
| De-Icer | 3S93LA | 19:05 | SLATEFORD DEPOT | STIRLING | 04:11 | Su | Scotland |
| De-Icer | 3S93LA | 21:04 | SLATEFORD DEPOT | STIRLING | 06:47 | MTWO | Scotland |
| De-Icer | 3S93LA | 21:04 | SLATEFORD DEPOT | STIRLING | 06:03 | FO | Scotland |
| De-Icer | 3S93LA | 23:23 | SLATEFORD DEPOT | STIRLING | 07:13 | ThO | Scotland |
| De-Icer | 3S93LB | 04:40 | STIRLING | SLATEFORD DEPOT | 10:02 | MO | Scotland |
| De-Icer | 3S93LB | 06:40 | STIRLING | SLATEFORD DEPOT | 11:06 | SO | Scotland |
| De-Icer | 3S93LB | 07:48 | STIRLING | SLATEFORD DEPOT | 13:43 | MSX | Scotland |
| De-Icer | 3S94LA | 19:50 | MOSSEND DOWN YARD | MOSSEND DOWN YARD | 06:41 | Su | Scotland |
| De-Icer | 3S94LX | 16:30 | MOSSEND DOWN YARD | MOSSEND DOWN YARD | 04:46 | SX | Scotland |
| RHTT | 3S95LA | 19:06 | INVERNESS T.C. | INVERNESS T.C. | 06:27 | Su | Scotland |
| RHTT | 3S95LA | 21:09 | INVERNESS T.C. | INVERNESS T.C. | 07:26 | SX | Scotland |
| RHTT | 3S96LA | 05:25 | MOSSEND DOWN YARD | MOSSEND DOWN YARD | 17:06 | MTThO | Scotland |
| RHTT | 3S97LB | 19:18 | INVERNESS T.C. | INVERNESS T.C. | 04:51 | SX | Scotland |
| RHTT | 3S97LB | 21:00 | INVERNESS T.C. | INVERNESS T.C. | 06:15 | Su | Scotland |
| RHTT | 3S97LB | 22:58 | INVERNESS T.C. | INVERNESS T.C. | 08:45 | SO | Scotland |
| RHTT | 3S01CA | 06:07 | TOTTON YARD | TOTTON YARD | 15:45 | SX | Southern |
| RHTT | 3S71BD | 20:42 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 05:51 | SX | Southern |
| RHTT | 3S71BE | 20:32 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 05:59 | SO | Southern |

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| Type | TID | Dep. | From | To | Arr. | Days | Route |
|------|--------|-------|----------------------------|----------------------------|-------|------|----------|
| RHTT | 3S71BF | 20:15 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 05:14 | Su | Southern |
| RHTT | 3S72BD | 20:07 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 04:02 | SX | Southern |
| RHTT | 3S72BE | 18:56 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 04:06 | SO | Southern |
| RHTT | 3S72BF | 20:27 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 04:54 | Su | Southern |
| RHTT | 3S73BD | 20:38 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 06:16 | FSX | Southern |
| RHTT | 3S73BD | 20:38 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 06:20 | FO | Southern |
| RHTT | 3S73BE | 21:14 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 06:26 | SO | Southern |
| RHTT | 3S73BF | 19:39 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 04:24 | Su | Southern |
| RHTT | 3S75BA | 18:50 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 04:37 | SX | Southern |
| RHTT | 3S75BB | 19:38 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 05:29 | SO | Southern |
| RHTT | 3S75BC | 19:43 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 05:30 | Su | Southern |
| RHTT | 3S76BA | 09:20 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 17:59 | SX | Southern |
| RHTT | 3S76BB | 09:47 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 19:06 | SO | Southern |
| RHTT | 3S76BC | 07:12 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 15:32 | Su | Southern |
| RHTT | 3S78BA | 06:51 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 16:33 | SX | Southern |
| RHTT | 3S78BB | 07:05 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 15:40 | SO | Southern |
| RHTT | 3S78BC | 08:59 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 17:47 | Su | Southern |
| RHTT | 3S80CI | 16:55 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 01:25 | Su | Southern |
| RHTT | 3S80CJ | 06:17 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 15:14 | SO | Southern |
| RHTT | 3S80CN | 06:16 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 14:46 | SX | Southern |
| RHTT | 3S80CP | 15:24 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 23:16 | SX | Southern |
| RHTT | 3S80CR | 17:45 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 02:10 | SO | Southern |
| RHTT | 3S80CS | 05:57 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 14:03 | Su | Southern |

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|---------|--------|-------|-------------------------|-------------------------|-------|------|----------|
| RHTT | 3S81CI | 16:20 | TOTTON YARD | TOTTON YARD | 23:59 | Su | Southern |
| RHTT | 3S81CJ | 05:47 | TOTTON YARD | TOTTON YARD | 13:07 | SO | Southern |
| RHTT | 3S81CN | 05:51 | TOTTON YARD | TOTTON YARD | 15:00 | SX | Southern |
| RHTT | 3S81CP | 16:45 | TOTTON YARD | TOTTON YARD | 23:11 | SX | Southern |
| RHTT | 3S81CR | 16:35 | TOTTON YARD | TOTTON YARD | 00:07 | SO | Southern |
| RHTT | 3S81CS | 05:53 | TOTTON YARD | TOTTON YARD | 14:06 | Su | Southern |
| RHTT | 3S82CI | 15:35 | TOTTON YARD | TOTTON YARD | 01:07 | Su | Southern |
| RHTT | 3S82CJ | 06:34 | TOTTON YARD | TOTTON YARD | 15:18 | SO | Southern |
| RHTT | 3S82CN | 06:07 | TOTTON YARD | TOTTON YARD | 15:42 | SX | Southern |
| RHTT | 3S82CP | 19:31 | TOTTON YARD | TOTTON YARD | 01:46 | SX | Southern |
| RHTT | 3S82CR | 18:07 | TOTTON YARD | TOTTON YARD | 01:42 | SO | Southern |
| RHTT | 3S82CS | 05:25 | TOTTON YARD | TOTTON YARD | 13:34 | Su | Southern |
| RHTT | 3S83CI | 15:50 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 00:16 | Su | Southern |
| RHTT | 3S83CJ | 03:59 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 13:37 | SO | Southern |
| RHTT | 3S83CL | 03:47 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 13:16 | SX | Southern |
| RHTT | 3S83CN | 16:17 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 01:41 | SX | Southern |
| RHTT | 3S83CR | 16:33 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 01:38 | SO | Southern |
| RHTT | 3S83CS | 06:30 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 15:20 | Su | Southern |
| RHTT | 3S84CI | 07:40 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 15:27 | Su | Southern |
| RHTT | 3S84CJ | 15:24 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 00:09 | SO | Southern |
| RHTT | 3S84CL | 05:06 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 14:18 | SX | Southern |
| RHTT | 3S84CN | 16:25 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 00:47 | SX | Southern |
| RHTT | 3S84CR | 04:20 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 12:01 | SO | Southern |
| RHTT | 3S84CS | 17:51 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 01:16 | Su | Southern |
| RHTT | 3S85CI | 17:25 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 00:43 | Su | Southern |
| RHTT | 3S85CJ | 05:32 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 14:01 | SO | Southern |
| RHTT | 3S85CL | 04:50 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 14:30 | SX | Southern |
| RHTT | 3S85CN | 17:28 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 02:08 | SX | Southern |
| RHTT | 3S85CR | 16:00 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 22:38 | SO | Southern |
| RHTT | 3S85CS | 05:49 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 15:15 | Su | Southern |
| RHTT | 3S86CQ | 05:22 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 14:05 | SX | Southern |
| RHTT | 3S86QA | 16:29 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 01:10 | SX | Southern |
| RHTT | 3S88CQ | 05:22 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 15:01 | SX | Southern |
| De-Icer | 3S90BD | 16:52 | HORSHAM UP T.C. | HORSHAM UP T.C. | 01:34 | SX | Southern |

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| Type | TID | Dep. | From | To | Arr. | Days | Route |
|---------|--------|-------|--------------------------|--------------------------|-------|------|----------|
| De-Icer | 3S90BE | 17:24 | HORSHAM UP T.C. | HORSHAM UP T.C. | 01:39 | SO | Southern |
| De-Icer | 3S90BF | 18:20 | HORSHAM UP T.C. | HORSHAM UP T.C. | 03:15 | Su | Southern |
| De-Icer | 3S91BA | 05:26 | HORSHAM UP T.C. | HORSHAM UP T.C. | 14:24 | SX | Southern |
| De-Icer | 3S91BB | 05:00 | HORSHAM UP T.C. | HORSHAM UP T.C. | 14:23 | SO | Southern |
| De-Icer | 3S91BC | 05:25 | HORSHAM UP T.C. | HORSHAM UP T.C. | 13:41 | Su | Southern |
| De-Icer | 3S91BD | 17:35 | HORSHAM UP T.C. | HORSHAM UP T.C. | 03:14 | SX | Southern |
| De-Icer | 3S91BE | 17:02 | HORSHAM UP T.C. | HORSHAM UP T.C. | 02:38 | SO | Southern |
| De-Icer | 3S91BF | 18:25 | HORSHAM UP T.C. | HORSHAM UP T.C. | 03:06 | Su | Southern |
| De-Icer | 3S92BA | 06:41 | HORSHAM UP T.C. | HORSHAM UP T.C. | 16:17 | SX | Southern |
| De-Icer | 3S92BB | 06:49 | HORSHAM UP T.C. | HORSHAM UP T.C. | 16:25 | SO | Southern |
| De-Icer | 3S92BC | 07:13 | HORSHAM UP T.C. | HORSHAM UP T.C. | 16:20 | Su | Southern |
| De-Icer | 3S92BD | 16:49 | HORSHAM UP T.C. | HORSHAM UP T.C. | 02:32 | SX | Southern |
| De-Icer | 3S92BH | 17:25 | HORSHAM UP T.C. | HORSHAM UP T.C. | 02:30 | SO | Southern |
| De-Icer | 3S92CA | 17:40 | HORSHAM UP T.C. | HORSHAM UP T.C. | 02:04 | Su | Southern |
| De-Icer | 3S93BA | 05:51 | HORSHAM UP T.C. | HORSHAM UP T.C. | 15:06 | SX | Southern |
| De-Icer | 3S93BB | 05:45 | HORSHAM UP T.C. | HORSHAM UP T.C. | 15:14 | SO | Southern |
| De-Icer | 3S93BC | 06:20 | HORSHAM UP T.C. | HORSHAM UP T.C. | 15:21 | Su | Southern |
| De-Icer | 3S93BD | 16:35 | HORSHAM UP T.C. | HORSHAM UP T.C. | 02:09 | SX | Southern |
| De-Icer | 3S93BE | 16:07 | HORSHAM UP T.C. | HORSHAM UP T.C. | 01:47 | SO | Southern |
| De-Icer | 3S93BF | 18:35 | HORSHAM UP T.C. | HORSHAM UP T.C. | 03:23 | Su | Southern |
| RHTT | 3W74BA | 05:36 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 14:25 | SX | Southern |
| RHTT | 3W74BB | 06:00 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 13:52 | SO | Southern |
| RHTT | 3W74BC | 06:11 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 14:13 | Su | Southern |
| RHTT | 3W75BA | 15:26 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 23:17 | SX | Southern |
| RHTT | 3W75BB | 15:15 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 22:37 | SO | Southern |
| RHTT | 3W75BC | 14:45 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 21:32 | Su | Southern |
| RHTT | 3W75BX | 15:15 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 23:13 | SO | Southern |
| RHTT | 3W81CI | 15:58 | EASTLEIGH EAST YARD | EASTLEIGH EAST YARD | 22:42 | Su | Southern |

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| Type | TID | Dep. | From | To | Arr. | Days | Route |
|---------|--------|-------|---------------------------|---------------------------|-------|------|----------|
| RHTT | 3W81CJ | 05:24 | EASTLEIGH EAST YARD | EASTLEIGH EAST YARD | 12:42 | SO | Southern |
| RHTT | 3W81CN | 05:32 | EASTLEIGH EAST YARD | EASTLEIGH EAST YARD | 14:39 | SX | Southern |
| RHTT | 3W81CP | 16:21 | EASTLEIGH EAST YARD | EASTLEIGH EAST YARD | 23:32 | SX | Southern |
| RHTT | 3W82CI | 13:11 | EASTLEIGH EAST YARD | EASTLEIGH EAST YARD | 22:44 | Su | Southern |
| RHTT | 3W82CJ | 07:31 | EASTLEIGH EAST YARD | EASTLEIGH EAST YARD | 16:19 | SO | Southern |
| RHTT | 3W82CN | 05:51 | EASTLEIGH EAST YARD | EASTLEIGH EAST YARD | 15:13 | SX | Southern |
| RHTT | 3W82CP | 19:26 | EASTLEIGH EAST YARD | EASTLEIGH EAST YARD | 01:24 | SX | Southern |
| RHTT | 3W90BA | 04:30 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 19:33 | SX | Southern |
| RHTT | 3W90BB | 04:32 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 15:35 | SO | Southern |
| RHTT | 3W90BC | 07:15 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 20:56 | Su | Southern |
| De-Icer | 3Y09CA | 06:22 | HORSHAM UP T.C. | WIMBLEDON PARK DEPOT SDGS | 07:49 | SX | Southern |
| RHTT | 3Y10CA | 11:00 | WIMBLEDON PARK DEPOT SDGS | HORSHAM UP T.C. | 12:14 | SX | Southern |
| RHTT | 3Y11CA | 06:49 | EFFINGHAM JN. C.H.S. | WIMBLEDON PARK DEPOT SDGS | 07:49 | SX | Southern |
| RHTT | 3Y12CA | 11:00 | WIMBLEDON PARK DEPOT SDGS | EFFINGHAM JN. C.H.S. | 12:01 | SX | Southern |
| De-Icer | 3Y74BA | 10:15 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 17:29 | SX | Southern |
| De-Icer | 3Y74BB | 10:32 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 18:24 | SO | Southern |
| De-Icer | 3Y74BC | 09:18 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 17:52 | Su | Southern |
| De-Icer | 3Y75BA | 22:10 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 05:02 | SX | Southern |
| De-Icer | 3Y75BB | 23:32 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 06:12 | SO | Southern |
| De-Icer | 3Y75BC | 23:26 | TONBRIDGE WEST YARD GBRF | TONBRIDGE WEST YARD GBRF | 06:49 | Su | Southern |
| De-Icer | 3Y90BA | 11:53 | TONBRIDGE WEST YARD GBRF | PURLEY DOWN SIDING | 21:00 | SX | Southern |
| De-Icer | 3Y90BC | 16:07 | TONBRIDGE WEST YARD GBRF | LONDON BRIDGE | 22:37 | Su | Southern |
| De-Icer | 3Y90BD | 22:19 | PURLEY DOWN SIDING | TONBRIDGE WEST YARD GBRF | 05:17 | SX | Southern |
| De-Icer | 3Y90BE | 14:37 | TONBRIDGE WEST YARD GBRF | PURLEY DOWN SIDING | 20:30 | SO | Southern |

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| Type | TID | Dep. | From | To | Arr. | Days | Route |
|---------|--------|-------|-------------------------------|----------------------------------|-------|------|----------|
| De-Icer | 3Y90BF | 23:05 | LONDON BRIDGE | TONBRIDGE WEST YARD GBRF | 04:23 | Su | Southern |
| De-Icer | 3Y90BK | 20:55 | PURLEY DOWN SIDING | TONBRIDGE WEST YARD GBRF | 06:21 | SO | Southern |
| De-Icer | 8Y71BA | 20:42 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 05:51 | SX | Southern |
| De-Icer | 8Y71BB | 20:20 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 03:40 | SO | Southern |
| De-Icer | 8Y71BC | 19:57 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 03:31 | Su | Southern |
| De-Icer | 8Y72BA | 20:20 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 05:04 | SX | Southern |
| De-Icer | 8Y72BB | 22:20 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 05:51 | SO | Southern |
| De-Icer | 8Y72BC | 20:22 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 04:54 | Su | Southern |
| De-Icer | 8Y73BA | 10:48 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 19:47 | SX | Southern |
| De-Icer | 8Y73BB | 05:38 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 14:14 | SO | Southern |
| De-Icer | 8Y73BC | 08:35 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 16:20 | Su | Southern |
| De-Icer | 8Y74BA | 07:01 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 15:10 | SX | Southern |
| De-Icer | 8Y74BB | 10:32 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 18:24 | SO | Southern |
| De-Icer | 8Y74BC | 09:13 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 18:02 | Su | Southern |
| De-Icer | 8Y75BA | 22:09 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 05:19 | SX | Southern |
| De-Icer | 8Y75BB | 23:24 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 06:27 | SO | Southern |
| De-Icer | 8Y75BC | 23:22 | TONBRIDGE ENGINEERS SIDING | TONBRIDGE ENGINEERS SIDING | 06:54 | Su | Southern |
| De-Icer | 8Y82RG | 20:52 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 06:43 | Su | Southern |
| De-Icer | 8Y82RG | 21:27 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 07:02 | SO | Southern |
| De-Icer | 8Y82RG | 21:27 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 07:10 | SX | Southern |
| De-Icer | 8Y83CA | 19:08 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 03:30 | FSX | Southern |
| De-Icer | 8Y83CA | 19:08 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 03:30 | FO | Southern |
| De-Icer | 8Y83CB | 19:33 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 04:16 | SO | Southern |

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| Type | TID | Dep. | From | To | Arr. | Days | Route |
|---------|--------|-------|-------------------------|--------------------------|-------|------|-----------------|
| De-Icer | 8Y83CC | 20:08 | EFFINGHAM JN. C.H.S. | EFFINGHAM JN. C.H.S. | 03:53 | Su | Southern |
| De-Icer | 8Y84CP | 19:28 | TOTTON YARD | TOTTON YARD | 03:19 | SX | Southern |
| De-Icer | 8Y84CQ | 20:13 | TOTTON YARD | TOTTON YARD | 03:14 | SO | Southern |
| De-Icer | 8Y84CW | 20:24 | TOTTON YARD | TOTTON YARD | 03:22 | Su | Southern |
| De-Icer | 8Y85CA | 21:03 | TOTTON YARD | TOTTON YARD | 06:19 | SX | Southern |
| De-Icer | 8Y85CQ | 20:09 | TOTTON YARD | TOTTON YARD | 05:23 | SO | Southern |
| De-Icer | 8Y85CW | 20:16 | TOTTON YARD | TOTTON YARD | 05:48 | Su | Southern |
| De-Icer | 8Y90BG | 05:07 | HORSHAM UP T.C. | HORSHAM UP T.C. | 14:52 | SX | Southern |
| De-Icer | 8Y90BH | 05:06 | HORSHAM UP T.C. | HORSHAM UP T.C. | 14:22 | SO | Southern |
| De-Icer | 8Y90BI | 06:35 | HORSHAM UP T.C. | HORSHAM UP T.C. | 15:37 | Su | Southern |
| De-Icer | 8Y91BA | 17:00 | HORSHAM UP T.C. | HORSHAM UP T.C. | 01:31 | SX | Southern |
| De-Icer | 8Y91BB | 17:06 | HORSHAM UP T.C. | HORSHAM UP T.C. | 01:19 | SO | Southern |
| De-Icer | 8Y91BF | 16:10 | HORSHAM UP T.C. | HORSHAM UP T.C. | 00:40 | Su | Southern |
| De-Icer | 8Y92BA | 18:47 | HORSHAM UP T.C. | STREATHAM | 01:59 | SX | Southern |
| De-Icer | 8Y92BC | 16:36 | HORSHAM UP T.C. | STREATHAM | 23:54 | Su | Southern |
| De-Icer | 8Y92BD | 02:03 | STREATHAM | HORSHAM UP T.C. | 03:24 | MX | Southern |
| De-Icer | 8Y92BE | 17:48 | HORSHAM UP T.C. | STREATHAM | 01:22 | SO | Southern |
| De-Icer | 8Y92BF | 00:09 | STREATHAM | HORSHAM UP T.C. | 01:43 | MO | Southern |
| De-Icer | 8Y92BI | 01:25 | STREATHAM | HORSHAM UP T.C. | 02:36 | Su | Southern |
| De-Icer | 8Y93BA | 19:01 | HORSHAM UP T.C. | PRESTON PARK | 00:16 | SX | Southern |
| De-Icer | 8Y93BB | 12:58 | HORSHAM UP T.C. | HORSHAM UP T.C. | 21:53 | SO | Southern |
| De-Icer | 8Y93BC | 13:25 | HORSHAM UP T.C. | BRIGHTON | 18:27 | Su | Southern |
| De-Icer | 8Y93BD | 00:19 | PRESTON PARK | HORSHAM UP T.C. | 04:44 | MX | Southern |
| De-Icer | 8Y93BF | 18:42 | BRIGHTON | HORSHAM UP T.C. | 23:02 | Su | Southern |
| RHTT | 3J06ES | 02:46 | OXFORD | LONDON MARYLEBONE | 05:30 | MSX | Western & Wales |
| RHTT | 3J11DA | 21:06 | ST BLAZEY L I P | PAR | 01:06 | SX | Western & Wales |
| RHTT | 3J11DE | 21:04 | ST BLAZEY L I P | PAR | 00:57 | Su | Western & Wales |
| RHTT | 3J12DD | 01:21 | PAR | WESTBURY | 08:42 | SO | Western & Wales |
| RHTT | 3J12DD | 01:21 | PAR | WESTBURY | 08:32 | TO | Western & Wales |
| RHTT | 3J12DD | 01:21 | PAR | WESTBURY | 08:32 | TSX | Western & Wales |
| RHTT | 3J13DE | 08:46 | WESTBURY | ST BLAZEY L I P | 16:59 | MO | Western & Wales |
| RHTT | 3J13DE | 08:46 | WESTBURY | ST BLAZEY L I P | 16:59 | MSX | Western & Wales |
| RHTT | 3J13DE | 09:08 | WESTBURY | ST BLAZEY L I P | 16:02 | SO | Western & Wales |
| RHTT | 3J14DD | 08:32 | ST BLAZEY L I P | PAR | 13:33 | Su | Western & Wales |
| RHTT | 3J15DD | 13:45 | PAR | ST BLAZEY L I P | 16:33 | Su | Western & Wales |
| RHTT | 3J44DB | 05:24 | DIDCOT PARKWAY | DIDCOT FUELLING POINT | 08:24 | MSX | Western & Wales |

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| Type | TID | Dep. | From | To | Arr. | Days | Route |
|------|--------|-------|-----------------------------|--------------------------------|-------|-------|-----------------|
| RHTT | 3J44DB | 05:28 | DIDCOT PARKWAY | DIDCOT FUELLING POINT | 08:59 | SO | Western & Wales |
| RHTT | 3S31DG | 21:46 | SWINDON TRANSFER | CHELTENHAM LANSDOWN LOOP | 10:49 | FO | Western & Wales |
| RHTT | 3S31DG | 22:01 | SWINDON TRANSFER | CHELTENHAM LANSDOWN LOOP | 11:06 | FSX | Western & Wales |
| RHTT | 3S31GQ | 11:58 | SWINDON TRANSFER | WORCESTER SHRUB HILL | 00:16 | Su | Western & Wales |
| RHTT | 3S32DH | 10:50 | CHELTENHAM LANSDOWN LOOP | SWINDON TRANSFER | 14:18 | SO | Western & Wales |
| RHTT | 3S32DH | 11:07 | CHELTENHAM LANSDOWN LOOP | SWINDON TRANSFER | 14:48 | TThO | Western & Wales |
| RHTT | 3S32DH | 11:07 | CHELTENHAM LANSDOWN LOOP | SWINDON TRANSFER | 14:48 | WFO | Western & Wales |
| RHTT | 3S32GQ | 00:31 | WORCESTER SHRUB HILL | DIDCOT PARKWAY | 04:58 | MO | Western & Wales |
| RHTT | 3S33GQ | 05:22 | DIDCOT PARKWAY | SWINDON TRANSFER | 06:11 | MO | Western & Wales |
| RHTT | 3S59BB | 15:54 | SWINDON TRANSFER | MORETON-ON- LUGG | 05:42 | Su | Western & Wales |
| RHTT | 3S59BB | 21:00 | SWINDON TRANSFER | HEREFORD | 08:02 | TO | Western & Wales |
| RHTT | 3S59BB | 21:00 | SWINDON TRANSFER | HEREFORD | 08:02 | MWThO | Western & Wales |
| RHTT | 3S59BB | 21:00 | SWINDON TRANSFER | HEREFORD | 08:05 | FO | Western & Wales |
| RHTT | 3S59BC | 05:57 | MORETON-ON- LUGG | SWINDON TRANSFER | 14:33 | MO | Western & Wales |
| RHTT | 3S59BC | 09:00 | HEREFORD | SWINDON TRANSFER | 14:02 | SO | Western & Wales |
| RHTT | 3S59BC | 09:11 | HEREFORD | SWINDON TRANSFER | 14:10 | WO | Western & Wales |
| RHTT | 3S59BC | 09:11 | HEREFORD | SWINDON TRANSFER | 14:38 | TThFO | Western & Wales |
| RHTT | 3S61DB | 17:23 | MARGAM T.C. | MARGAM T.C. | 13:37 | Su | Western & Wales |
| RHTT | 3S61DG | 18:46 | MARGAM T.C. | MARGAM T.C. | 01:11 | SX | Western & Wales |
| RHTT | 3S62DB | 01:23 | MARGAM T.C. | MARGAM T.C. | 14:36 | TThO | Western & Wales |
| RHTT | 3S62DB | 01:23 | MARGAM T.C. | MARGAM T.C. | 14:36 | WO | Western & Wales |
| RHTT | 3S62DB | 01:38 | MARGAM T.C. | MARGAM T.C. | 14:35 | FO | Western & Wales |
| RHTT | 3S62DB | 01:43 | MARGAM T.C. | MARGAM T.C. | 12:16 | SO | Western & Wales |
| RHTT | 3S71FF | 21:13 | COLEHAM LMD | COLEHAM LMD | 14:48 | FO | Western & Wales |
| RHTT | 3S71FM | 21:13 | COLEHAM LMD | COLEHAM LMD | 15:57 | FSX | Western & Wales |
| RHTT | 3S71FY | 21:13 | COLEHAM LMD | COLEHAM LMD | 16:50 | FO | Western & Wales |
| RHTT | 3S71FZ | 19:36 | COLEHAM LMD | COLEHAM LMD | 15:57 | Su | Western & Wales |

Infrastructure Measurement services running at a frequency of more than 1 in 13 weeks.

| Name | Frequency | Start Date | Weeks Run In | Route | TID | Day | Dep | From | To | Arr. | Model Train |
|-------------|------------|----------------|---|--|------------|-----|-----------|-------------------------------|----------------------------------|-------|-------------|
| PLP3 12 | 4 - weekly | 29/12/ 2024 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Derby RTC - Sutton Park - Merseyrail Northern Lines - North Staffs - Derby RTC | 1Q01FA | Su | 20.37 | DERBY R.T.C.(NETWORK RAIL) | LIVERPOOL LIME STREET | 23.44 | LD75 |
| | | 30/12/ 2024 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | | 1Q02FA | MO | 00.02 | LIVERPOOL LIME STREET | LIVERPOOL LIME STREET | 04.20 | LD75 |
| | | 30/12/ 2024 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | | 1Q03GA | MO | 04.33 | LIVERPOOL LIME STREET | DERBY R.T.C.(NETWORK RAIL) | 07.01 | LD75 |
| PLP1 43A | 8 - weekly | 23/12/ 2024 | 39, 47, 03, 11, 19, 27 & 35 | Heaton - Newcastle - Babworth - Kings Cross - Cambridge | 1Q04G S | MO | 08.3 9 | HEATON T&R.S.M.D. | LONDON KINGS CROSS | 14.07 | HSMT |

| | | | | | | | | | | | |
|-------------|------------|------------|---|--|------------|----|-----------|----------------------------|----------------------------|-------|--------------|
| | | 23/12/2024 | 39, 47, 03, 11, 19, 27 & 35 | | 1Q05G S | MO | 14.2 3 | LONDON KINGS CROSS | CAMBRIDGE SIDINGS NORTH | 16.26 | HSMT |
| PLP1 83A | 8 - weekly | 20/01/2025 | 43, 51, 07, 15, 23 & 31 | Heaton Depot - Newcastle - Claypole - Connington - Kings Cross - Cambridge | 1Q06G S | MO | 08.3 9 | HEATON T&R.S.M.D. | LONDON KINGS CROSS | 14.07 | HSMT |
| | | 20/01/2025 | 43, 51, 07, 15, 23 & 31 | | 1Q07G S | MO | 14.2 3 | LONDON KINGS CROSS | CAMBRIDGE SIDINGS NORTH | 16.26 | HSMT |
| PLP1 43B | 4 - weekly | 23/12/2024 | 39, 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Cambridge - Kings Cross - Doncaster - Leeds – Derby – Derby RTC | 1Q08G S | MO | 21.3 9 | CAMBRIDGE SIDINGS NORTH | LONDON KINGS CROSS | 23.25 | HST7- 125 |
| | | 23/12/2024 | 39, 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | | 1Q09G S | MO | 23.3 6 | LONDON KINGS CROSS | NEVILLE HILL UP SIDINGS | 02:09 | HST7- 125 |

| | | | | | | | | | | | |
|------------|------------|------------|---|---|---------|----|-------|-------------------------|----------------------------|-------|----------|
| | | 24/12/2024 | 39, 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | | 1Q10G A | TO | 02.23 | NEVILLE HILL UP SIDINGS | DERBY R.T.C.(NETWORK RAIL) | 04.12 | HST7-125 |
| PLP1 33 | 4 - weekly | 16/12/2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Heaton - Newcastle - Carlisle - S&C – Leeds – Derby RTC | 1Q13G B | MO | 14.22 | CARLISLE | YORK | 17.29 | HSMT |
| | | 16/12/2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | | 1Q14G B | MO | 19.37 | YORK | MANCHESTER PICCADILLY | 21.19 | HST7-125 |
| | | 16/12/2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | | 1Q15G B | MO | 21.27 | MANCHESTER PICCADILLY | NEVILLE HILL UP SIDINGS | 22.31 | HST7-125 |
| | | 16/12/2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | | 1Q16E B | MO | 22.39 | NEVILLE HILL UP SIDINGS | DERBY R.T.C.(NETWORK RAIL) | 00.31 | HST7-125 |

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| PLP1 34 | 4 - weekly | 17/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Derby - Hereford & Swansea | 1Q15D D | TO | 06:4 4 | DERBY R.T.C.(NETWORK RAIL) | SWANSEA | 20.00 | HSMT |
| PLP1 35 | 4 - weekly | 18/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Swansea - West Wales & Derby RTC | 1Q16E A | WO | 03.3 3 | SWANSEA | DERBY R.T.C.(NETWORK RAIL) | 20.24 | HSMT |
| PLP1 25 | 4 - weekly | 11/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | Derby RTC - Bord - Banbury - Chilterns - Paddington - Banbury - Oxford - Paddington - Reading Triangle | 1Q16F A | WO | 19.0 2 | DERBY R.T.C.(NETWORK RAIL) | LONDON MARYLEBONE | 22.55 | HST7- 125 |
| | | 12/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | | 1Q16G A | ThO | 00.2 3 | LONDON MARYLEBONE | BANBURY | 02.46 | HSMT |
| | | 12/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | | 1Q16W W | ThO | 02.5 5 | BANBURY | READING | 05.22 | HSMT |

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| PLP1 16B | 4 - weekly | 02/01/ 2025 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Derby - Bristol Temple Meads - Swindon - Bristol Temple Meads - Severn Beach - Reading - London Paddington | 1Q17D B | ThO | 17.3 3 | DERBY | LONDON PADDINGTON | 04.23 | HSMT |
| PLP1 41 | 4 - weekly | 22/12/ 2024 | 39, 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Derby RTC - Leeds - S&C - Carlisle - Newcastle - Heaton | 1Q17G B | Su | 10.2 2 | DERBY R.T.C.(NETWORK RAIL) | DARLINGTON UP S.S | 16:57 | HSMT |
| PLP1 27 | 4 - weekly | 13/12/ 2025 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | Reading Triangle - Penzance, Paignton , Bristol & Bordesley - Derby | 1Q18D A | FO | 05.4 3 | READING TRIANGLE SIDINGS | PAIGNTON | 15.30 | HSMT |
| | | 13/12/ 2025 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | | 1Z18D A | FO | 15.3 9 | PAIGNTON | TAUNTON | 18:21 | UTU- T |
| | | 13/12/ 2025 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | | 1Q19D A | FO | 18.3 7½ | TAUNTON | LONDON PADDINGTON | 20:42 | HSMT |

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| | | 13/12/2025 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | | 1Q21D B | FO | 20:5 8 | LONDON PADDINGTON | DERBY R.T.C.(NETWORK RAIL) | 00:35 | HSMT |
| PLP1 23 | 4 - weekly | 09/12/2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | Heaton - Tees - Donc - KX Slows and Loops - Derby RTC | 1Q19G S | MO | 08.3 9 | HEATON T&R.S.M.D. | LONDON KINGS CROSS | 20.17 | HSMT |
| | | 09/12/2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | | 1Q20G S | MO | 20.3 5 | LONDON KINGS CROSS | DERBY R.T.C.(NETWORK RAIL) | 02.10 | HSMT |
| PLP1 17 | 4 - weekly | 03/01/2025 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | London Paddington - Swansea - Bristol Parkway - Derby RTC | 1Q20E A | FO | 05.3 4 | LONDON PADDINGTON | DERBY R.T.C.(NETWORK RAIL) | 14.46 | HSMT |
| PLP2 35 | 4 - weekly | 18/12/2024 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Tyseley LMD - Didcot - Weymouth - Bristol TM | 1Q22D A | WO | 08.4 9 | TYSELEY L.M.D. | BRISTOL KINGSLAND ROAD | 22:54 | LD75 |

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| PLP1 26 | 4 - weekly | 12/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | Reading T - Exeter - Southampton - Westbury - Reading T | 1Q23D B | ThO | 05.5 2 | READING | SALISBURY | 15:24 | HST7- 125 |
| | | 12/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | | 1X23D D | ThO | 15:2 8 | SALISBURY | SALISBURY | 16.50 | HSMT |
| | | 12/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | | 1Q23D D | ThO | 17.0 4 | SALISBURY | READING TRIANGLE SIDINGS | 18.17 | HST7- 125 |
| PLP2 36 | 4 - weekly | 19/12/ 2024 | 38, 43, 47, 51, 04, 07, 11, 15, 19, 23, 27, 31 & 35 | Bristol TM - Didcot - Wigston - Tyseley LMD | 1Q23E A | ThO | 06.4 5 | BRISTOL KINGSLAND ROAD | TYSELEY L.M.D. | 17.58 | HSMT |
| PLP1 53A | 8 - weekly | 30/12/ 2024 | 40, 48, 04, 12, 20, 28 & 36 | Heaton - Edinburgh - Gartshore DPL - Glasgow Queens Street - Polmont UPL - Edinburgh - Newcastle | 1Q23G B | MO | 09:3 6 | DARLINGTON UP S.S | NEWCASTLE | 16:52 | HST7- 125 |

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| PLP1 16A | 8 - weekly | 30/01/ 2025 | 44, 52, 08, 16, 24 & 32 | Derby - Colw - Cheadle - Birm - Rugby - Dn Cov -TV Jn - Stoke - Colw - Derby | 1Q22D B | ThO | 06.4 4 | DERBY R.T.C.(NETWORK RAIL) | STOCKPORT | 08.43 | HST7- 125 |
| | | 30/01/ 2025 | 44, 52, 08, 16, 24 & 32 | | 1Q23G D | ThO | 09.1 4 | STOCKPORT | NORTHAMPTON | 12.22 | HST7- 125 |
| | | 30/01/ 2025 | 44, 52, 08, 16, 24 & 32 | | 1Q24E F | ThO | 13.3 3 | NORTHAMPTON | STOKE ON TRENT NORTH | 15.34 | HST7- 125 |
| | | 30/01/ 2025 | 44, 52, 08, 16, 24 & 32 | | 1Q26E E | ThO | 16.1 3 | STOKE ON TRENT NORTH | DERBY | 17:11 | HST7- 125 |
| PLP1 13A | 8 - weekly | 27/01/ 2025 | 44, 52, 08, 16, 24 & 32 | Heaton Depot - Manors - Edinburgh - Glasgow QS - Edinburgh - Newcastle | 1Q24G B | MO | 09:3 6 | DARLINGTON UP S.S | NEWCASTLE | 16:52 | HST7- 125 |
| PLP1 56A | 8 - weekly | 02/01/ 2025 | 40, 48, 04, 12, 20, 28 & 36 | Derby RTC - Colw - Cheadle - Birm - Rugby - DF - TV Jn - Stoke - Colw - Derby | 1Q22D B | ThO | 06.4 4 | DERBY R.T.C.(NETWORK RAIL) | STOCKPORT | 08.43 | HST7- 125 |

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| | | 02/01/ 2025 | 40, 48, 04, 12, 20, 28 & 36 | | 1Q23G D | ThO | 09.1 4 | STOCKPORT | NORTHAMPTON | 12.22 | HST7- 125 |
| | | 02/01/ 2025 | 40, 48, 04, 12, 20, 28 & 36 | | 1Q25E F | ThO | 13.3 3 | NORTHAMPTON | STOKE ON TRENT NORTH | 15.34 | HST7- 125 |
| | | 02/01/ 2025 | 40, 48, 04, 12, 20, 28 & 36 | | 1Q26E E | ThO | 16.1 3 | STOKE ON TRENT NORTH | DERBY | 17:11 | HST7- 125 |
| PLP1 55A | 8 - weekly | 26/02/ 2025 | 41, 48, 04, 12, 20, 28 & 36 | Slatford Depot - Haymarket - Carstairs South Jn - Crewe LNWR Week 41 04/01/2025 is booked to run on Saturday due to the Christmas break please base the STP path on this route and times | 1Q26IK | WO | 07:5 2 | SLATEFORD DEPOT | CREWE C.S. (L&NWR SITE) | 11.31 | HST7- 125 |
| PLP1 15A | 8 - weekly | 29/01/ 2025 | 44, 52, 08, 16, 24 & 32 | Slatford Depot - Craiglockhart Jn - Slateford Jn - Carstairs - Crewe | 1Q26L S | WO | 06:3 9 | SLATEFORD DEPOT | CREWE C.S. (L&NWR SITE) | 11.31 | HST7- 125 |

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| PLP1 14 | 8 - weekly | 2//01/2 025 | 44, 52, 08, 16, 24 & 32 | Derby RTC - Colwich - WCML - Glasgow - Edinburgh - Aberdeen - Slatford Depot | 1Q26R R | TO | 06.1 3 | DERBY R.T.C.(NETWORK RAIL) | EDINBURGH | 13.17 | HST7- 125 |
| PLP1 54 | 8 - weekly | 03/01/ 2025 | 40, 48, 04, 12, 20, 28 & 36 | Derby RTC - Colwich - WCML - Glasgow - Edinburgh - Aberdeen - Slatford Depot | 1Q26R T | TO | 06.1 3 | DERBY R.T.C.(NETWORK RAIL) | EDINBURGH | 13.17 | HSMT |
| PLP1 14 & PLP1 54 | 4 - weekly | 03/01/ 2025 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Derby RTC - Colwich - WCML - Glasgow - Edinburgh - Aberdeen - Slatford Depot | 1Q26R S | TO | 13.4 5 | EDINBURGH | SLATEFORD DEPOT | 23.44 | HSMT |
| PLP1 55B | 8 - weekly | 04/01/ 2025 | 41, 48, 04, 12, 20, 28 & 36 | Crewe LNWR - Euston A and X - Rugby - Crewe - Derby RTC | 1Q27G B | WO | 11.5 7 | CREWE C.S. (L&NWR SITE) | DERBY R.T.C.(NETWORK RAIL) | 19.20 | HSMT |
| PLP1 44 | 4 - weekly | 21/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Derby RTC - Lich - Euston - Crewe - Lich - Derby RTC Week 40 30/12/2024 is booked to run on Monday due to the Christmas break please base the STP path on this route and times | 1Q28E A | TO | 14.2 8 | DERBY R.T.C.(NETWORK RAIL) | DERBY R.T.C.(NETWORK RAIL) | 23:17 | HSMT |

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| PLP1 21 | 4 - weekly | 01/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | Derby RTC - Sheet Stores - S and K - York - Sunderland - Newcastle - Heaton Depot | 1Q28G A | Su | 10.2 2 | DERBY R.T.C.(NETWORK RAIL) | DARLINGTON UP S.S | 15.03½ | HSMT |
| PLP1 15B | 8 - weekly | 29/01/ 2025 | 44, 52, 08, 16, 24 & 32 | Crewe - MK - Euston D and E - MK - Crewe - Derby RTC | 1Q29G B | WO | 11.5 7 | CREWE C.S. (L&NWR SITE) | DERBY R.T.C.(NETWORK RAIL) | 19.21 | HST7- 125 |
| PLP1 46 | 4 - weekly | 23/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Derby RTC - Crewe - Holyhead - Crewe LNWR | 1Q30F A | ThO | 10:5 4 | DERBY R.T.C.(NETWORK RAIL) | CREWE C.S. (L&NWR SITE) | 00.01 | HST7- 125 |
| PLP3 32 | 4 - weekly | 15/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Derby RTC - Hope Valley - Merseyrail Wirral Lines - Hope Valley - Derby RTC | 1Q31FA | Su | 21.11 | DERBY R.T.C.(NETWORK RAIL) | CHESTER | 23.49 | LD75 |
| | | 16/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | | 1Q32FA | MO | 00.55 | CHESTER | CHESTER | 03OP19 | LD75 |

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| | | 16/12/2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | | 1Q33GA | MO | 03.26 | CHESTER | DERBY R.T.C.(NETWORK RAIL) | 06.27 | LD75 |
| PLP1 31 | 4 - weekly | 15/12/2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Derby RTC - Saltburn - Heaton | 1Q31G B | Su | 10:08 | DERBY R.T.C.(NETWORK RAIL) | CARLISLE | 17.42 | HST7-125 |
| PLP1 11 | 4 - weekly | 29/12/2024 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Derby RTC - Derby - Doncaster - Hull - Newcastle - Heaton Depot | 1Q34G B | Su | 10.22 | DERBY R.T.C.(NETWORK RAIL) | HULL | 12.01 | HST7-125 |
| | | 29/12/2024 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | | 1Q35G C | Su | 12:24 | HULL | DARLINGTON UP S.S | 16:06 | HST7-125 |
| PLP1 47 | 4 - weekly | 24/01/2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Crewe LNWR - Newport - Crewe - Derby RTC | 1Q36D B | FO | 06.29 | CREWE C.S. (L&NWR SITE) | DERBY R.T.C.(NETWORK RAIL) | 14.25 | HSMT |

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| PLP1 13B | 4 - weekly | 30/12/ 2024 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Newcastle - Sunderland - York - S and K - Sheet Stores - Derby RTC | 1Q37G B | MO | 17.5 9 | NEWCASTLE | DERBY R.T.C.(NETWORK RAIL) | 22.52½ | HST7- 125 |
| PLP2 23 | 4 - weekly | 16/12/ 2024 | 38, 42, 46, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Derby RTC - Peak Forest - Wrexham and Wirral Lines - Crewe LNWR | 1Q41F A | MO | 13:1 1 | DERBY R.T.C.(NETWORK RAIL) | CREWE C.S. (L&NWR SITE) | 02:14 | LD75 |
| PLP2 24 | 4 - weekly | 17/12/ 2024 | 38, 42, 46, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Crewe LNWR - Warrington and Mersey North Electrics - Crewe LNWR | 1Q42F A | TO | 18.4 5 | CREWE C.S. (L&NWR SITE) | CREWE C.S. (L&NWR SITE) | 04:24 | LD75 |
| PLP2 25 | 4 - weekly | 18/12/ 2024 | 38, 42, 46, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Crewe LNWR - Manchester Eastern Suburbans - Crewe LNWR | 1Q43F A | WO | 18:4 3 | CREWE C.S. (L&NWR SITE) | CREWE C.S. (L&NWR SITE) | 07.22 | LD75 |
| PLP2 26 | 4 - weekly | 19/12/ 2024 | 38, 42, 46, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Crewe LNWR - Manchester Liverpool Lines - Crewe LNWR | 1Q44F A | ThO | 19.1 6 | CREWE C.S. (L&NWR SITE) | CREWE C.S. (L&NWR SITE) | 07.22 | LD75 |
| PLP2 27 | 4 - weekly | 20/12/ 2024 | 38, 42, 46, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Crewe LNWR - Manchester - Buxton - Sheffield - Derby RTC | 1Q45F A | FO | 21.1 1 | CREWE C.S. (L&NWR SITE) | DERBY R.T.C.(NETWORK RAIL) | 06.42 | LD75 |

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| PLP2 33 | 4 - weekly | 16/12/ 2024 | 38, 43, 47, 51, 04, 07, 11, 15, 19, 23, 27, 31 & 35 | Derby RTC - KSL - Toton - Tyseley LMD | 1Q46E A | MO | 08.4 8 | DERBY R.T.C.(NETWORK RAIL) | TYSELEY L.M.D. | 17.15 | LD75 |
| PLP4 34 | 4 - weekly | 17/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Derby RTC - Cumbrian Coast - Carlisle | 1Q47F A | TO | 10:5 4 | DERBY R.T.C.(NETWORK RAIL) | CARLISLE A SIDING | 19.20 | LD75 |
| PLP2 34 | 4 - weekly | 17/12/ 2024 | 38, 43, 47, 51, 04, 07, 11, 15, 19, 23, 27, 31 & 35 | Tyseley LMD - Stratford - Nuneaton - Kenilworth - Tyseley LMD | 1Q48F A | TO | 19.3 7 | TYSELEY L.M.D. | TYSELEY L.M.D. | 03:58 | HSMT |
| PLP1 37A | 8 - weekly | 16/01/ 2025 | 42, 50, 06, 14, 22 & 30 | Derby RTC - Grantham - Skegness - Derby RTC | 1Q49E E | ThO | 09.3 6 | DERBY R.T.C.(NETWORK RAIL) | DERBY R.T.C.(NETWORK RAIL) | 16:57 | HSMT |
| PLP1 37B | 8 - weekly | 19/12/ 2024 | 38, 46, 02, 10, 18, 26 & 34 | Derby RTC - Grantham - Derby RTC | 1Q49E F | ThO | 09.3 6 | DERBY R.T.C.(NETWORK RAIL) | DERBY R.T.C.(NETWORK RAIL) | 13.34 | HSMT |

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| PLP2 46 | 4 - weekly | 12/12/ 2024 | 37, 41, 45, 49, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | Derby RTC - Cleethorpes - Sheffield - Doncaster West Yard | 1Q50G C | ThO | 13.4 3 | DERBY R.T.C.(NETWORK RAIL) | DONCASTER WEST YARD | 03.16 | LD75 |
| PLP3 33 | 4 - weekly | 16/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30, & 34 | Derby RTC - Corby - Weymouth - Eastleigh | 1Q51C A | MO | 11:1 5 | DERBY R.T.C.(NETWORK RAIL) | EASTLEIGH EAST YARD | 00.01 | LD75 |
| PLP3 34 | 4 - weekly | 17/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30, & 34 | Eastleigh - Littlehampton - Lymington Pier - Eastleigh | 1Q52C A | TO | 10.4 7 | EASTLEIGH EAST YARD | EASTLEIGH EAST YARD | 00.01 | LD75 |
| PLP1 36 | 4 - weekly | 20/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Derby RTC - Loughborough - Nottingham - St Pancras - Radlett - St Pancras - Derby - Derby RTC | 1Q52E S | FO | 22.3 0 | DERBY R.T.C.(NETWORK RAIL) | ST PANCRAS INTERNATIONAL | 01.37 | HSMT |
| | | 21/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | | 1Q53E S | SO | 02.2 0 | ST PANCRAS INTERNATIONAL | ST PANCRAS INTERNATIONAL | 03:34 | LD75 |

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| | | 21/12/2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | | 1Q54E S | SO | 03.45 | ST PANCRAS INTERNATIONAL | DERBY R.T.C.(NETWORK RAIL) | 05.45 | LD75 |
| PLP3 35 | 4 - weekly | 18/12/2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30, & 34 | Eastleigh - Wimbledon - Eastleigh | 1Q53C A | WO | 12.00 | EASTLEIGH EAST YARD | SOUTHAMPTON UP YARD (FL) | 17.18 | LD75 |
| | 4 - weekly | 18/12/2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30, & 34 | | 1Q53C B | WO | 18.05 | SOUTHAMPTON UP YARD (FL) | EASTLEIGH EAST YARD | 00.52 | LD75 |
| PLP2 47 | 4 - weekly | 13/12/2024 | 37, 41, 45, 49, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | Doncaster West Yard - Sheffield - Immingham - Derby RTC | 1Q53G C | FO | 20.46 | DONCASTER WEST YARD | DERBY R.T.C.(NETWORK RAIL) | 06.15½ | HSMT |
| PLP3 36 | 4 - weekly | 19/12/2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30, & 34 | Eastleigh - Aldershot - Reading - Guildford - Alton - Tonbridge West Yard | 1Q54C A | ThO | 12.55 | EASTLEIGH EAST YARD | READING | 19.48 | LD75 |

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| | 4 - weekly | 19/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30, & 34 | | 1Q54C B | ThO | 19.5 8 | READING | TONBRIDGE WEST YARD | 02.32 | LD75 |
| PLP3 37 | 24 -weekly | 14/03/ 2025 21/11/ 2025 | 50 & 34 | Hither Green - Dollands Moor | 1Q55C A | FO | 11:0 5 | HITHER GREEN P.A.D. | DOLLANDS MOOR SDGS | 12:12 | LD75 |
| PLP2 37 | 4 - weekly | 20/12/ 2024 | 38, 43, 47, 51, 04, 07, 11, 15, 19, 23, 27, 31 & 35 | Tyseley LMD - Wrexham - Snow Hill - Derby RTC | 1Q55E A | FO | 15.2 0 | TYSELEY L.M.D. | DERBY R.T.C.(NETWORK RAIL) | 03.25 | LD75 |
| PLP3 41A | 4 - weekly | 21/12/ 2024 | 39, 43, 47, 03, 07, 11, 15, 19, 23, 27, & 31 | Tonbridge West Yard - Hastings - Eastbourne - Aldershot - Woking | 1Q56B A | SO | 10.2 4½ | HITHER GREEN P.A.D. | WOKING UP C.H.S. | 23.51 | LD75 |
| PLP2 43 | 4 - weekly | 09/12/ 2024 | 37, 41, 45, 49, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | Derby RTC - West Midlands - Derby RTC | 1Q56E A | MO | 20.3 4 | DERBY R.T.C.(NETWORK RAIL) | DERBY R.T.C.(NETWORK RAIL) | 06.07 | LD75 |

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| PLP3 41B | 24 -weekly | 15/12/ 2025 | 51 & 35 | Dollands Moor - Hastings - Eastbourne - Aldershot - Woking | 1Q57B A | SO | 11.1 7 | DOLLANDS MOOR SDGS | WOKING UP C.H.S. | 23.51 | LD75 |
| TRV6 01 | 13 - weekly | 07/01/ 2025 | 41, 49, 13 & 25 | Cardiff - ADJ - Cardiff Valleys - ADJ - Cardiff | 1Q58D A | TO | 21.5 2 | CARDIFF CANTON SIDINGS | CARDIFF CANTON SIDINGS | 05.29 | LD75 |
| TRV6 02 | 13 - weekly | 08/01/ 2025 | 41, 49, 13 & 25 | Cardiff - ADJ - VOG - Cardiff Valleys - ADJ - Cardiff | 1Q59D A | WO | 21.0 9 | CARDIFF CANTON SIDINGS | CARDIFF CANTON SIDINGS | 06:52 | LD75 |
| PLP3 45 | 4 - weekly | 22/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Woking Up Yard - St Albans - Watford DC - Richmond - Woking Up Yard | 1Q60E A | WO | 20.2 8 | WOKING UP YARD RECP. | ST ALBANS ABBEY | 22.58 | LD75 |
| | | 22/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | | 1Q61H A | WO | 23:2 7 | ST ALBANS ABBEY | RICHMOND NLL | 01:17 | LD75 |
| | | 23/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | | 1Q62E B | ThO | 01.2 7 | RICHMOND NLL | WATFORD JUNCTION DC | 02.45 | LD75 |

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| | | 23/01/2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | | 1Q63E C | ThO | 03.0 1 | WATFORD JUNCTION DC | QUEEN'S PARK (LONDON) | 04.38 | LD75 |
| | | 23/01/2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | | 1Q64E D | ThO | 04.4 5 | QUEEN'S PARK (LONDON) | WILLESDEN UP & DOWN RELIEF | 05.23 | LD75 |
| | | 23/01/2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | | 1Q65C B | ThO | 05.4 1 | WILLESDEN UP & DOWN RELIEF | WOKING UP YARD RECP. | 07.19 | LD75 |
| PLP4 13 | 4 - weekly | 09/12/2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | Derby RTC - Maltby - Scarborough - York Holgate Siding | 1Q60R S | MO | 08.4 8 | DERBY R.T.C.(NETWORK RAIL) | BARLBY LOOPS | 15.06 | LD75 |
| | | 09/12/2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | | 1Q61R S | MO | 15.3 6 | BARLBY LOOPS | GASCOIGNE WOOD DOWN LOOP | 17.35 | LD75 |

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| | | 09/12/2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | | 1Q62R S | MO | 19.0 7 | GASCOIGNE WOOD DOWN LOOP | SCARBOROUGH | 20.31 | LD75 |
| | | 09/12/2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | | 1Q63R S | MO | 21:1 4 | SCARBOROUGH | MILFORD LOOP | 22.18 | LD75 |
| | | 09/12/2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | | 1Q64R S | MO | 22.3 8 | MILFORD LOOP | YORK HOLGATE SIDING (FLHH) | 23.52 | LD75 |
| PLP3 43 | 4 - weekly | 23/12/2024 | 39, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Woking - Windsor - Waterloo - Strawberry Hill - Woking | 1Q64C A | MO | 20.50 | WOKING UP YARD SIDINGS | WOKING UP YARD SIDINGS | 05.26 | LD75 |
| PLP3 44 | 4 - weekly | 21/01/2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Woking - Horsham - Chessington - Hampton Court - Woking | 1Q65C A | TO | 20.49 | WOKING UP YARD RECP. | WOKING UP YARD SIDINGS | 05.51 | LD75 |

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| PLP4 14 | 4 - weekly | 10/12/ 2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | York Holgate Siding - Selby - Skipton and Brad - York Holgate Siding | 1Q65G A | TO | 21:2 6 | YORK HOLGATE SIDING (FLHH) | SELBY | 22:35 | LD75 |
| | | 10/12/ 2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | | 1Q75G A | TO | 22.5 2 | SELBY | ILKLEY | 00.24 | LD75 |
| | | 11/12/ 2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | | 1Q76G A | WO | 00.3 5 | ILKLEY | LEEDS | 01.08 | LD75 |
| | | 11/12/ 2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | | 1Q85G A | WO | 01.2 5 | LEEDS | SKIPTON DOWN SHIPLEY SLOW | 03.28 | LD75 |
| | | 11/12/ 2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | | 1Q86G A | WO | 03.3 7 | SKIPTON DOWN SHIPLEY SLOW | YORK HOLGATE SIDING (FLHH) | 06.32 | LD75 |

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|-------------|----------------|----------------|---|--|------------|-----|-----------|-------------------------------|-------------------------------|-------|------|
| TRV4 50 | 13 - weekly | 21/02/ 2025 | 47, 07, 19 & 31 | East London Line | 1Q66B A | FO | 22.5 8 | TONBRIDGE WEST YARD | TONBRIDGE WEST YARD | 06.43 | LD75 |
| PLP4 15 | 4 - weekly | 11/12/ 2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | York Holgate Siding - Goole - Barnsley and Bradford - York Holgate Siding | 1Q66G A | WO | 20.4 8 | YORK HOLGATE SIDING (FLHH) | GOOLE UP GOODS LOOP | 23.04 | LD75 |
| | | 11/12/ 2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | | 1Q67G A | WO | 23.4 9 | GOOLE UP GOODS LOOP | YORK HOLGATE SIDING (FLHH) | 07.56 | LD75 |
| PLP3 46A | 4 - weekly | 23/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Woking - London - Orpington - Guildford - Tonbridge West Yard | 1Q67B A | ThO | 17.4 4 | WOKING UP YARD RECP. | LONDON CANNON STREET | 05.04 | LD75 |
| | | 24/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | | 1Q67B B | FO | 05.1 6 | LONDON CANNON STREET | TONBRIDGE WEST YARD | 06.24 | LD75 |

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| PLP4 16 | 4 - weekly | 12/12/ 2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | York Holgate Siding - Leeds - Man Vic - Blackburn and Bradford - Doncaster CHS | 1Q67F A | ThO | 16:3 1 | YORK HOLGATE SIDING (FLHH) | WIGAN NORTH WESTERN | 23.19 | LD75 |
| | | 12/12/ 2024 | 37, 41, 45, 48, 01, 05, 08, 13, 17, 21, 25, 29, 33 & 37 | | 1Q68G A | ThO | 23.3 8 | WIGAN NORTH WESTERN | DONCASTER C.H.S. | 02.27 | LD75 |
| PLP3 46B | 13 - weekly | NO Runnin g Dates | NO Week Numbers | Woking - London - Orpington - Guildford - Dollands Moor | 1Q68B A | ThO | 17.4 4 | WOKING UP YARD RECP. | LONDON CANNON STREET | 05.04 | LD75 |
| | | NO Runnin g Dates | NO Week Numbers | | 1Q68B B | FO | 05.1 6 | LONDON CANNON STREET | DOLLANDS MOOR SDGS | 06.44 | LD75 |
| PLP4 17 | 4 - weekly | 14/12/ 2024 | 38, 42, 46, 49, 02, 14, 18, 22, 26, 30 & 34 | Doncaster CHS - Doncaster - Maltby - Derby RTC | 1Q68R D | SO | 02.4 9 | DONCASTER C.H.S. | DERBY R.T.C.(NETWORK RAIL) | 12.50 | LD75 |

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| PLP3 11A | 4 - weekly | 28/12/ 2024 | 40, 44, 48, 52, 08, 12, 16, 20, 24, 28, 32 & 36 | Tonbridge West Yard - Ashford - Guildford - Leicester - Derby RTC | 1Q69B A | SO | 08.5 3 | TONBRIDGE WEST YARD | SOUTH CROYDON | 12.05 | LD75 |
| | | 28/12/ 2024 | 40, 44, 48, 52, 08, 12, 16, 20, 24, 28, 32 & 36 | | 1Q69B B | SO | 12.1 5 | SOUTH CROYDON | DERBY R.T.C.(NETWORK RAIL) | 22.01 | LD75 |
| PLP3 11B | 13 - weekly | NO Runnin g Dates | NO Week Numbers | Dollands Moor - Guildford - Leicester - Derby RTC please note 1Q69BB to be used from South Croydon to Derby RTC | 1Q70B A | SO | 10.0 6 | DOLLANDS MOOR SDGS | SOUTH CROYDON | 12.05 | LD75 |
| PLP3 13 | 4 - weekly | 30/12/ 2024 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Derby RTC - Leicester - Victoria - East Croydon - Tonbridge West Yard | 1Q71B A | MO | 19:5 0 | DERBY R.T.C.(NETWORK RAIL) | TONBRIDGE WEST YARD | 06.46 | LD75 |
| PLP3 14 | 4 - weekly | 28/01/ 2025 | 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Tonbridge West Yard - Victoria - East Croydon - London Bridge - Tonbridge West Yard | 1Q72B A | TO | 18.1 3 | TONBRIDGE WEST YARD | LONDON BRIDGE | 01.20 | LD75 |

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| | | 29/01/ 2025 | 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | | 1Q72B B | WO | 01.3 0 | LONDON BRIDGE | TONBRIDGE WEST YARD | 06:14 | LD75 |
| PLP3 16A | 4 - weekly | 30/01/ 2025 | 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Tonbridge - South London - Maidstone West - Tonbridge | 1Q73B A | ThO | 18.1 3 | TONBRIDGE WEST YARD | LONDON CHARING CROSS | 03:19 | LD75 |
| | | 31/01/ 2025 | 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | | 1Q73B B | FO | 03.2 9 | LONDON CHARING CROSS | SEVENOAKS | 09:05 | LD75 |
| | | 31/01/ 2025 | 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | | 1Q73B C | FO | 09.1 5 | SEVENOAKS | TONBRIDGE WEST YARD | 09.40 | LD75 |
| PLP3 16B | 13 - weekly | 27/03/ 2025 | 52, 08, 24 & 36 | Tonbridge - South London - Maidstone West - Dollands Moor runs as an alternative to 1Q73BC when required | 1Q88B B | FO | 09.1 5 | SEVENOAKS | DOLLANDS MOOR SDGS | 10:14 | LD75 |

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| PLP3 15 | 4 - weekly | 29/01/ 2025 | 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Tonbridge West Yard - North Kent - Dover - Tonbridge West Yard | 1Q74B A | WO | 22.0 0 | TONBRIDGE WEST YARD | NEW CROSS | 03.58 | LD75 |
| | | 30/01/ 2025 | 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | | 1Q74B B | ThO | 04.0 9 | NEW CROSS | TONBRIDGE WEST YARD | 12.14 | LD75 |
| PLP4 35 | 4 - weekly | 18/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Carlisle - GSW - Mossend | 1Q74R D | WO | 05.4 7 | CARLISLE A SIDING | MOSSEND DOWN YARD | 18:39 | LD75 |
| PLP3 23 | 4 - weekly | 09/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | Tonbridge West Yard - Littlehampton - Brighton - Wimbledon - Tonbridge West Yard | 1Q75B A | MO | 12.3 1 | TONBRIDGE WEST YARD | BRIGHTON | 17.56 | LD75 |
| | | 09/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | | 1Q75B B | MO | 18.1 8 | BRIGHTON | TONBRIDGE WEST YARD | 04.06 | LD75 |

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| PLP4 36 | 4 - weekly | 19/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Mossend - Lanark - N Berwick - Bathgate - Ed Subs - Milngavie - Mossend | 1Q75L A | ThO | 17:0 1 | MOSSEND DOWN YARD | MOSSEND DOWN YARD | 05:56 | LD75 |
| PLP3 26A | 4 - weekly | 11/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | Tonbridge West Yard - Bognor Regis - Eastbourne - Brighton - Tonbridge West Yard | 1Q76B A | ThO | 11.0 9 | TONBRIDGE WEST YARD | SEAFORD | 00.45 | LD75 |
| | | 09/01/ 2025 | 41, 49, 01, 09, 13, 21, 33 & 37 | | 1Q76B B | FO | 00.5 4 | SEAFORD | TONBRIDGE WEST YARD | 03.25 | LD75 |
| PLP3 26B | 13 - weekly | 12/12/ 2024 | 37, 45, 05, 17, 25 & 29 | Tonbridge West Yard - Bognor Regis - Eastbourne - Brighton - Dollands Moor, runs as an Altrantive to 1Q76BB when required | 1Q87B B | FO | 00.5 4 | SEAFORD | DOLLANDS MOOR SDGS | 04.01 | LD75 |
| PLP4 37 | 4 - weekly | 20/12/ 2024 | 38, 42, 46, 50, 02, 06, 10, 14, 18, 22, 26, 30 & 34 | Mossend - Ayrshire - WCML Electrics - Mossend | 1Q76R L | FO | 18.1 3 | MOSSEND DOWN YARD | MOSSEND DOWN YARD | 06:46 | LD75 |

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| PLP3 25 | 4 - weekly | 11/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | Tonbridge West Yard - Margate - Maidstone - Canterbury - Tonbridge West Yard | 1Q77B A | WO | 11.0 9 | TONBRIDGE WEST YARD | TONBRIDGE WEST YARD | 01.42 | LD75 |
| PLP4 41 | 4 - weekly | 18/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Mossend - Inverness - Aberdeen - Inverness | 1Q77L A | SO | 13:3 5 | MOSSEND DOWN YARD | INVERNESS MILLBURN C.RAIL | 02.11 | LD75 |
| PLP3 24 | 4 - weekly | 10/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | Tonbridge - Sheerness - Uckfield - Caterham - Tonbridge | 1Q78B A | TO | 13.1 1 | TONBRIDGE WEST YARD | TONBRIDGE WEST YARD | 03:43 | LD75 |
| TRV6 42B | 13 - weekly | 16/02/ 2025 | 47, 07, 19 & 31 | Inverness - Kyle of Lochalsh - Inverness | 1Q78R A | Sun | 13:2 8 | INVERNESS MILLBURN C.RAIL | INVERNESS MILLBURN C.RAIL | 21:41 | PLP9 0 |
| TRV6 42A | 13 - weekly | 19/01/ 2025 | 43, 03, 15 & 27 | Inverness - Thurso - Wick - Inverness | 1Q78R B | Sun | 11:1 0 | INVERNESS MILLBURN C.RAIL | INVERNESS MILLBURN C.RAIL | 21:42 | PLP9 0 |

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| PLP3 31A | 4 - weekly | 11/01/ 2025 | 42, 50, 02, 10, 14, 22 & 34 | Tonbridge West Yard - Catford - Corby - Derby RTC | 1Q79B A | SO | 09.1 1 | TONBRIDGE WEST YARD | DERBY R.T.C.(NETWORK RAIL) | 21:36 | LD75 |
| PLP4 43 | 4 - weekly | 20/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Inverness - Fife - Mossend | 1Q79R A | MO | 15.3 8 | INVERNESS MILLBURN C.RAIL | MOSSEND DOWN YARD | 04:58 | LD75 |
| PLP3 31B | 13 - weekly | 14/12/ 2024 | 38, 46, 06, 18, 26 & 30 | Dollands Moor - Catford - Corby - Derby RTC | 1Q80B A | SO | 13.3 2 | DOLLANDS MOOR SDGS | DERBY R.T.C.(NETWORK RAIL) | 21:36 | LD75 |
| PLP4 44 | 4 - weekly | 21/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Mossend - Helensburgh - Balloch - Anniesland - Mossend | 1Q80R T | TO | 15.5 7 | MOSSEND DOWN YARD | MOSSEND DOWN YARD | 05.16 | LD75 |
| PLP4 45 | 4 - weekly | 22/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Mossend - Grangemouth - Kilmarnock - Carlisle Week 39 to run as a STP path on Saturday 21/12/2024 via this route and times | 1Q81R A | WO | 18:5 7 | MOSSEND DOWN YARD | CARLISLE A SIDING | 04:36 | LD75 |

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| PLP4 46 | 4 - weekly | 23/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Carlisle - Barrow - Blackpool Week 39 to run as a STP path on Sunday 22/12/2024 via this route and times | 1Q82R A | ThO | 16.4 5 | CARLISLE A SIDING | BLACKPOOL NORTH | 05.48 | LD75 |
| PLP4 47 | 4 - weekly | 24/01/ 2025 | 43, 47, 51, 03, 07, 11, 15, 19, 23, 27, 31 & 35 | Blackpool - Preston - Settle - Bolton - Crewe - Derby RTC Week 39 to run as a STP path on Monday 23/12/2024 via this route and times | 1Q83R J | FO | 14.1 5 | BLACKPOOL NORTH | DERBY R.T.C.(NETWORK RAIL) | 04.14 | LD75 |
| TRV6 22 | 13 - weekly | 04/01/ 2025 | 41, 49, 05, 13, 21, 29 & 37 | Derby RTC - Tonbridge West Yard - Thameslink - Tonbridge West Yard - Derby | 1Q85B A | SO | 23.5 6 | TONBRIDGE WEST YARD | TONBRIDGE WEST YARD | 04.18 | LD75 |
| PLP4 31 | 4 - weekly | 07/12/ 2024 | 37, 41, 45, 49, 01, 05, 09, 13, 17, 21, 25, 29, 33 & 37 | March - Peterborough - Doncaster - Derby | 1Q86R F | SO | 11.2 3 | MARCH DOWN R.S. | DERBY R.T.C.(NETWORK RAIL) | 20.09 | LD75 |
| PLP3 21B | 13 - weekly | 04/01/ 2025 | 41, 01, 09, 13 & 37 | Dollands Moor - Tonbridge West Yard | 1Q89B A | SO | 12.3 1 | DOLLANDS MOOR SDGS | TONBRIDGE WEST YARD | 13.17 | LD75 |

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| PLP4 23 | 4 - weekly | 30/12/ 2024 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Derby RTC - Cambridge - Liverpool Street - Ferme Park | 1Q90R A | MO | 15.1 4 | DERBY R.T.C.(NETWORK RAIL) | FERME PARK RECP. | 05.01 | LD75 |
| PLP4 24 | 4 - weekly | 28/01/ 2025 | 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Ferme Park - LTS - NLL - WLL - T and H - Ferme Park | 1Q95R W | TO | 15.0 3 | FERME PARK RECP. | RIPPLE LANE WEST S.S. | 18.22 | LD75 |
| | | 28/01/ 2025 | 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | | 1Q96R W | TO | 19.5 6 | RIPPLE LANE WEST S.S. | FERME PARK RECP. | 06.31 | LD75 |
| PLP4 25 | 4 - weekly | 29/01/ 2025 | 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Ferme Park - London - Colchester - Cambridge | 1Q97R F | WO | 10.5 0 | FERME PARK RECP. | CLACTON-ON- SEA | 18.28 | LD75 |
| | | 29/01/ 2025 | 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | | 1Q98R G | WO | 19.4 1 | CLACTON-ON-SEA | CAMBRIDGE T.&R.S.M.D. | 03.19 | LD75 |
| TRV6 04 | 13 - weekly | 04/02/ 2025 | 45, 05, 17 & 29 | Shrewsbury - Aberystwyth - Machynlleth | 1Q97E A | TO | 19:5 8 | DERBY R.T.C.(NETWORK RAIL) | MACHYNLLETH | 02.56 | LD75 |

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| TRV6 05 | 13 - weekly | 05/05/ 2025 | 45, 05, 17 & 29 | Pwllheli - Dovey Junction - Shrewsbury - Sinfin | 1Q98E A | WO | 23.3 0 | MACHYNLLETH | DERBY R.T.C.(NETWORK RAIL) | 09:31 | LD75 |
| PLP4 26 | 4 - weekly | 30/01/ 2025 | 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Cambridge - Yarmouth and Lowestoft - Cambridge | 1Q98B E | ThO | 13.5 7 | CAMBRIDGE T.&R.S.M.D. | CAMBRIDGE T.&R.S.M.D. | 04.49 | LD75 |
| PLP4 27 | 4 - weekly | 03/01/ 2025 | 40, 44, 48, 52, 04, 08, 12, 16, 20, 24, 28, 32 & 36 | Cambridge - Felixstowe - Peterborough - March | 1Q99Z P | FO | 16.2 8 | CAMBRIDGE RECEPTION SDGS | MARCH DOWN R.S. | 03:35 | LD75 |

Class 3 IM Paths –

| Name | Frequency | Start Date | Weeks Run In | Route | TID | Day | Dep | From | To | Arr | Model Train |
|----------------------|---|------------|-----------------------------|---|--------|-----|-------|----------------------|----------------------------|-------|-------------|
| UTU/PLP Transit Path | As Required: Route Services SCO to bid as part of the weeks work | | | Dollands Moor Sdgs – Derby RTC (via Barnes & MML) Transit | 3M05BB | SO | 10.50 | DOLLANDS MOOR SDGS | DERBY R.T.C.(NETWORK RAIL) | 17.57 | UTU-T |
| UTU051 | 8 - weekly | 14/01/2025 | 42, 50, 06, 14, 22 & 30 | Woking - Wimbledon - Basingstoke - Reading - Basingstoke - Woking - Eastleigh | 3Q01CA | TO | 23.38 | WOKING UP YARD RECP. | EASTLEIGH EAST YARD | 06.52 | UTU-T |
| UTU034N | 8 - weekly | 13/12/2024 | 37, 45, 01, 09, 17, 25 & 33 | Hither Green - Kings Cross - FL - Grantham - Derby RTC | 3Q01ES | FO | 23.07 | HITHER GREEN P.A.D. | NEW BARNET | 01.07 | UTU-T |
| | | 14/12/2024 | 37, 45, 01, 09, 17, 25 & 33 | | 3Q02ES | SO | 01.14 | NEW BARNET | LONDON KINGS CROSS | 01.36 | UTU-T |
| | | 14/12/2024 | 37, 45, 01, 09, 17, 25 & 33 | | 3Q03ES | SO | 02.07 | LONDON KINGS CROSS | DERBY R.T.C.(NETWORK RAIL) | 07.51 | UTU-T |

| Name | Frequency | Start Date | Weeks Run In | Route | TID | Day | Dep | From | To | Arr | Model Train |
|-------------------|------------|------------|-----------------------------|---|--------|-----|-------|----------------------------|----------------------------|-------|-------------|
| UTU007 | 8 - weekly | 19/12/2024 | 38, 47, 03, 11, 19, 27 & 35 | Tyseley - Bordesley - Banbury - Leamington Spa - Coventry - Leamington Spa - Bordesley - Derby | 3Q02SB | ThO | 23.42 | TYSELEY L.M.D. | DERBY R.T.C.(NETWORK RAIL) | 08.17 | UTU-R |
| UTU053 | 8 - weekly | 16/01/2025 | 42, 50, 06, 14, 22 & 30 | Eastleigh - Southampton - Basingstoke - Reading - Didcot - Reading | 3Q04CB | ThO | 21:37 | EASTLEIGH EAST YARD | READING TRIANGLE SIDINGS | 05.30 | UTU-T |
| UTU031A & UTU031B | 8 - weekly | 17/12/2024 | 38, 47, 03, 11, 19, 27 & 35 | Reading - Guildford - Woking - Portsmouth - Guildford - Reading different recording sections | 3Q05DA | TO | 23.18 | READING TRIANGLE SIDINGS | READING TRIANGLE SIDINGS | 06.12 | UTU-T |
| UTU058 | 8 - weekly | 16/12/2024 | 38, 46, 02, 10, 18, 26 & 34 | Derby - Reading - Cogload - Exeter | 3Q06DD | MO | 14.28 | DERBY R.T.C.(NETWORK RAIL) | EXETER RIVERSIDE N.Y. | 02:46 | UTU-R |

| Name | Frequency | Start Date | Weeks Run In | Route | TID | Day | Dep | From | To | Arr | Model Train |
|-------------------------|------------|------------|--------------------------------------|---|--------|-----|-------|-----------------------------|----------------------------------|-------|-------------|
| UTU147A & UTU147B | 8 - weekly | 19/12/2024 | 38, 46, 02, 10, 18, 26 & 34 | Exeter - Salisbury - Exeter different recording sections | 3Q07DA | ThO | 20:31 | EXETER RIVERSIDE N.Y. | EXETER RIVERSIDE N.Y. | 04.58 | UTU- T |
| UTU041 | 8 - weekly | 23/12/2024 | 39, 17, 03, 11, 19, 27 & 35 | Reading - Cricklewood - Leicester - Derby | 3Q07SG | MO | 21.20 | READING TRIANGLE SIDINGS | DERBY R.T.C.(NETWORK RAIL) | 04:53 | UTU- T |
| UTU017 | 8 - weekly | 13/12/2024 | 37, 45, 01, 09, 17, 25 & 33 | Heaton - Newcastle - Doncaster - Barrow Hill - Derby | 3Q08GN | FO | 20:55 | DARLINGTON UP S.S | DERBY R.T.C.(NETWORK RAIL) | 06.24 | UTU- T |
| UTU046 | 8 - weekly | 20/01/2025 | 43, 51, 07, 15, 23 & 31 | Woking - Waterloo - Epsom - Wimbledon - | 3Q09CB | MO | 22.04 | WOKING UP YARD RECP. | LONDON WATERLOO | 05.01 | UTU- T |
| | | 21/01/2025 | 43, 51, 07, 15, 23 & 31 | Woking - Waterloo - Hither Green | 3Q10CB | TO | 05.20 | LONDON WATERLOO | HITHER GREEN P.A.D. | 06.45 | UTU- T |

| Name | Frequency | Start Date | Weeks Run In | Route | TID | Day | Dep | From | To | Arr | Model Train |
|---------|-------------|--|-----------------------------|--|--------|-----|-------|----------------------------|----------------------|-------|-------------|
| UTU034S | 8 - weekly | 27/01/2025 | 44, 52, 08, 16, 24 & 32 | Derby - Grantham - FL - Kings Cross - Hither Green | 3Q10BA | MO | 21.12 | DERBY R.T.C.(NETWORK RAIL) | HITHER GREEN P.A.D. | 06.38 | UTU-T |
| UTU016S | 8 - weekly | 13/01/2025 | 42, 50, 06, 14, 22 & 30 | Derby - Kettering - St Panc - Mill Hill Bway - Acton W - Weyb - Byfleet - Woking | 3Q10EL | MO | 20.47 | DERBY R.T.C.(NETWORK RAIL) | WOKING UP YARD RECP. | 05.39 | UTU-T |
| UTU072 | 8 - weekly | 24/02/2025 | 48, 04, 12, 20, 28 & 36 | Derby - Weaver Jn - Carlisle A Sunday STP path will be required in Week 40 | 3Q12FC | MO | 22.41 | DERBY R.T.C.(NETWORK RAIL) | CARLISLE A SIDING | 06.08 | UTU-T |
| UTU110 | 16 - weekly | 12/03/2025 02/07/2025 22/10/2025 | 50,14 & 30 | Doncaster West Yard - Doncaster - Brocklesby - Immingham - Lincoln - Doncaster - Doncaster West Yard | 3Q13SC | WO | 21:58 | DONCASTER WEST YARD | DONCASTER WEST YARD | 04:43 | UTU-T |
| UTU090 | 8 - weekly | 12/12/2024 | 37, 45, 01, 09, 17, 25 & 33 | Slateford - Edinburgh - Newcastle - Heaton | 3Q14GS | ThO | 21.03 | SLATEFORD DEPOT | HEATON T&R.S.M.D. | 04:49 | UTU-T |

| Name | Frequency | Start Date | Weeks Run In | Route | TID | Day | Dep | From | To | Arr | Model Train |
|-------------------|------------|------------|-----------------------------|--|--------|-----|-------|----------------------------|----------------------------|-------|-------------|
| UTU086 | 8 - weekly | 27/01/2025 | 44, 52, 08, 16, 24 & 32 | Derby - Barrow Hill - Doncaster - Newcastle - Heaton | 3Q15GN | MO | 22.10 | DERBY R.T.C.(NETWORK RAIL) | HEATON T&R.S.M.D. | 05.34 | UTU-T |
| UTU045 | 8 - weekly | 06/01/2025 | 41, 48, 04, 12, 20, 28 & 36 | Derby - Colwich - Cheadle - Crewe | 3Q16FA | MO | 20.46 | DERBY R.T.C.(NETWORK RAIL) | CREWE C.S. (L&NWR SITE) | 06:29 | UTU-T |
| UTU008A & UTU008B | 8 - weekly | 26/02/2025 | 48, 04, 12, 20, 28 & 36 | Carlisle - Glasgow - Paisley - Mossend A Friday STP path will be required for Week 40 | 3Q16LM | WO | 00.03 | CARLISLE A SIDING | MOSSEND DOWN YARD | 06.19 | UTU-T |
| UTU015A & UTU015B | 8 - weekly | 10/01/2025 | 41, 48, 04, 12, 20, 28 & 36 | Crewe - Stafford - Rugby via Birmingham New Street - Derby RTC | 3Q17EB | FO | 23:26 | CREWE C.S. (L&NWR SITE) | DERBY R.T.C.(NETWORK RAIL) | 08.32 | UTU-T |
| UTU043 | 8 - weekly | 09/12/2024 | 37, 45, 01, 09, 17, 25 & 33 | Derby - York - Moorthorpe - Leeds - Doncaster West Yard | 3Q19SB | MO | 23.08 | DERBY R.T.C.(NETWORK RAIL) | DONCASTER WEST YARD | 05.49 | UTU-T |

| Name | Frequency | Start Date | Weeks Run In | Route | TID | Day | Dep | From | To | Arr | Model Train |
|-------------------|------------|------------|-----------------------------|---|--------|-----|-------|----------------------------|----------------------------|-------|-------------|
| UTU062 | 8 - weekly | 29/01/2025 | 44, 52, 08, 16, 24 & 32 | Hither Green - Victoria - Brighton Fasts - Hither Green | 3Q20BC | WO | 22.02 | HITHER GREEN P.A.D. | HITHER GREEN P.A.D. | 05.54 | UTU-T |
| UTU040 | 8 - weekly | 16/12/2024 | 38, 46, 02, 10, 18, 26 & 34 | Derby - MML - St Pancs - Liverpool St - Stansted - Cambridge | 3Q20SB | MO | 21.22 | DERBY R.T.C.(NETWORK RAIL) | CAMBRIDGE T.&R.S.M.D. | 05.48 | UTU-T |
| UTU022A & UTU022B | 8 - weekly | 20/12/2024 | 38, 47, 03, 11, 19, 27 & 35 | Bristol Kingsland Road Level - Swindon - Didcot - Banbury - Derby RTC | 3Q21SB | FO | 22.27 | BRISTOL KINGSLAND ROAD | DERBY R.T.C.(NETWORK RAIL) | 09:31 | UTU-T |
| UTU037 | 8 - weekly | 22/01/2025 | 43, 51, 07, 15, 23 & 31 | Hither Green - Victoria - Balcombe - Horsham Slows - Hither Green | 3Q22BC | WO | 20.25 | HITHER GREEN P.A.D. | HITHER GREEN P.A.D. | 05.28 | UTU-T |
| UTU016N | 8 - weekly | 25/01/2025 | 44, 52, 08, 16, 24, & 32 | Woking - Basingstoke - Woking and MML Slow North - Derby | 3Q26EM | SO | 00.21 | WOKING UP YARD RECP. | DERBY R.T.C.(NETWORK RAIL) | 09.31 | UTU-T |

| Name | Frequency | Start Date | Weeks Run In | Route | TID | Day | Dep | From | To | Arr | Model Train |
|--------|------------|------------|-----------------------------|---|--------|-----|-------|----------------------------|--------------------------|-------|-------------|
| UTU006 | 8 - weekly | 18/12/2024 | 38, 47, 03, 11, 19, 27 & 35 | Derby - Crewe - Liverpool - Crewe - Tyseley | 3Q30SB | WO | 22.44 | DERBY R.T.C.(NETWORK RAIL) | TYSELEY L.M.D. | 07.04 | UTU-R |
| UTU057 | 8 - weekly | 17/01/2025 | 42, 50, 06, 14, 22 & 30 | Reading - Paddington Reliefs - Basingstoke - Eastleigh - Woking | 3Q40DC | FO | 23.53 | READING TRIANGLE SIDINGS | WOKING UP YARD RECP. | 06.48 | UTU-R |
| UTU039 | 8 - weekly | 16/12/2025 | 38, 47, 03, 11, 19, 27 & 35 | Derby - Banbury - Didcot - Paddington - Reading | 3Q40SC | MO | 21.49 | DERBY R.T.C.(NETWORK RAIL) | READING TRIANGLE SIDINGS | 05.40 | UTU-T |
| UTU065 | 8 - weekly | 12/12/2024 | 37, 45, 01, 09, 17, 25 & 33 | Hither Green - Rochester - Charing X - Orpington Fasts - Hither Green | 3Q41BB | ThO | 19.57 | HITHER GREEN P.A.D. | HITHER GREEN P.A.D. | 05.04 | UTU-T |
| UTU048 | 8 - weekly | 11/12/2024 | 37, 45, 01, 09, 17, 25 & 33 | Hither Green - Swanley - Ashford - Ramsgate - Swanley - Hither Green | 3Q43BA | WO | 21.58 | HITHER GREEN P.A.D. | HITHER GREEN P.A.D. | 05:51 | UTU-T |

| Name | Frequency | Start Date | Weeks Run In | Route | TID | Day | Dep | From | To | Arr | Model Train |
|-------------------------|------------|------------|--|---|--------|-----|-------|---------------------|----------------------------------|-------|-------------|
| UTU050A & UTU050B | 8 - weekly | 31/01/2025 | 44, 52, 08, 16, 24 & 32 | Hither Green - Lewisham - Dartford - Cannon Street - Hither Green | 3Q44BB | FO | 20.59 | HITHER GREEN P.A.D. | HITHER GREEN P.A.D. | 07.14 | UTU- R |
| UTU064 | 8 - weekly | 30/12/2024 | 44, 52, 08, 16, 24 & 32 | Hither Green - Swanley - Ramsgate - Ashford - Swanley - Hither Green | 3Q45BA | ThO | 23.16 | HITHER GREEN P.A.D. | HITHER GREEN P.A.D. | 05.31 | UTU- R |
| UTU049 | 8 - weekly | 28/01/2025 | 44, 52, 08, 16, 24 & 32 | Hither Green - Victoria - Swanley - London Bridge - Hither Green | 3Q46BA | TO | 22.12 | HITHER GREEN P.A.D. | HITHER GREEN P.A.D. | 05.23 | UTU- T |
| UTU047 | 8 - weekly | 21/01/2025 | 43, 51, 07, 15, 23 & 31 | Hither Green - Orpington - Dover - Hither Green | 3Q48BA | TO | 23.57 | HITHER GREEN P.A.D. | HITHER GREEN P.A.D. | 06.47 | UTU- T |
| UTU011 | 8 - weekly | 10/01/2025 | 41, 49, 05, 13, 21 , 29 & 37 | Carlisle - Weaver Jn - Derby RTC | 3Q54FC | FO | 22.26 | CARLISLE A SIDING | DERBY R.T.C.(NETWORK RAIL) | 08.32 | UTU- T |

| Name | Frequency | Start Date | Weeks Run In | Route | TID | Day | Dep | From | To | Arr | Model Train |
|-------------------|------------|------------|-----------------------------|---|--------|-----|-------|----------------------------|----------------------------|-------|-------------|
| UTU100 | 8 - weekly | 13/01/2025 | 42, 50, 06, 14, 22 & 30 | Derby - Grantham - Doncaster - Leeds - York - Doncaster West Yard | 3Q56SB | MO | 20.51 | DERBY R.T.C.(NETWORK RAIL) | YORK | 03.22 | UTU-T |
| | | 14/01/2025 | 42, 50, 06, 14, 22 & 30 | | 3Q57SB | TO | 03.32 | YORK | DONCASTER WEST YARD | 05.55 | UTU-R |
| UTU060A & UTU060B | 8 - weekly | 18/12/2024 | 38, 47, 03, 11, 19, 27 & 35 | Reading - Badminton - Cardiff - Bathampton - Westbury | 3Q60SB | WO | 22.42 | READING TRIANGLE SIDINGS | WESTBURY DOWN T.C. | 07:28 | UTU-T |
| UTU103 | 8 - weekly | 17/12/2024 | 38, 46, 02, 10, 18, 26 & 34 | Cambridge - Liverpool St - Southend Victoria - Ferme Park | 3Q61SB | TO | 22.59 | CAMBRIDGE T.&R.S.M.D. | FERME PARK RECP. | 05:28 | UTU-T |
| UTU107 | 8 - weekly | 20/12/2024 | 38, 46, 02, 10, 18, 26 & 34 | Colchester - Ipswich - Felixstowe - Liverpool Street - Derby | 3Q66SB | FO | 22.53 | COLCHESTER RECEPTION LINE | DERBY R.T.C.(NETWORK RAIL) | 08.16 | UTU-T |

| Name | Frequency | Start Date | Weeks Run In | Route | TID | Day | Dep | From | To | Arr | Model Train |
|--------|------------|------------|-------------------------|---|--------|-----|-------|----------------------------|----------------------------|-------|-------------|
| UTU067 | 8 - weekly | 27/01/2025 | 44, 52, 08, 16, 24 & 32 | Derby - WCML Rugby - Milton Keynes - Rugby | 3Q68SB | MO | 21.22 | DERBY R.T.C.(NETWORK RAIL) | RUGBY DEPOT ACCESS LINE | 06:19 | UTU-T |
| UTU068 | 8 - weekly | 28/01/2025 | 44, 52, 08, 16, 24 & 32 | Rugby - WCML Milton Keynes - Euston - Rugby | 3Q69SB | TO | 21.24 | RUGBY DEPOT ACCESS LINE | RUGBY DEPOT ACCESS LINE | 08.02 | UTU-T |
| UTU069 | 8 - weekly | 29/01/2025 | 44, 52, 08, 16, 24 & 32 | Rugby - WCML South Rugby - Lichfield - Derby | 3Q70SD | WO | 23.05 | RUGBY DEPOT ACCESS LINE | DERBY R.T.C.(NETWORK RAIL) | 07.32 | UTU-T |
| UTU070 | 8 - weekly | 30/01/2025 | 44, 52, 08, 16, 24 & 32 | Derby - WCML South - Lichfield - Crewe | 3Q71SB | ThO | 22.37 | DERBY R.T.C.(NETWORK RAIL) | CREWE C.S. (L&NWR SITE) | 06:32 | UTU-T |
| UTU087 | 8 - weekly | 28/01/2025 | 44, 52, 08, 16, 24 & 32 | Heaton - Newcastle - Edinburgh - Slateford | 3Q81GS | TO | 23:07 | HEATON T&R.S.M.D. | SLATEFORD DEPOT | 05.46 | UTU-T |

| Name | Frequency | Start Date | Weeks Run In | Route | TID | Day | Dep | From | To | Arr | Model Train |
|-------------------|------------|------------|-----------------------------|--|--------|-----|-------|----------------------------|----------------------------|-------|-------------|
| UTU071 | 8 - weekly | 31/01/2025 | 44, 52, 08, 16, 24 & 32 | Crewe - Manchester Piccadilly - Crewe - Derby | 3Q81SB | FO | 23:51 | CREWE C.S. (L&NWR SITE) | DERBY R.T.C.(NETWORK RAIL) | 06.16 | UTU-T |
| UTU012A & UTU012B | 8 - weekly | 06/01/2025 | 41, 48, 04, 12, 20, 28 & 36 | Derby RTC - Leics - Castle Bromwich - Birmingham - Bristol Kingsland Road operates in conjunction with UTU012B | 3Z20DB | MO | 21.22 | DERBY R.T.C.(NETWORK RAIL) | BRISTOL KINGSLAND ROAD | 05:36 | UTU-T |
| UTU115 | 8 - weekly | 07/01/2025 | 41, 48, 04, 12, 20, 28 & 36 | Bristol Kingsland Road - Exeter - Bristol - Cardiff Canton | 3Z22DA | TO | 23.48 | BRISTOL KINGSLAND ROAD | CANTON PULLMANS | 07.49 | UTU-T |
| UTU118 | 8 - weekly | 09/01/2025 | 41, 48, 04, 12, 20, 28 & 36 | Cardiff Canton - Swansea - Bristol Kingsland Road | 3Z33DA | ThO | 23.59 | CANTON PULLMANS | BRISTOL KINGSLAND ROAD | 07:09 | UTU-T |

Appendix K – Dwell Time Methodology Guide

Introduction

- This guide has been designed to accompany the rounding methodology for Station Dwells contained in Section 1.3 of the National Timetable Planning Rules
- The guide has been split into two key topics:
 - Data
 - Consultation

This guide provides advice on how to use data and best practice for consultation when carrying out a station dwell review

- Normally, the starting point for a station dwell investigation will be performance data that suggests that a dwell is currently not being met. This data should prompt further investigation to understand why this result is being shown.
- As expertise for the various solutions sit in multiple areas; a three-pronged approach should be taken for the review involving; NR Capacity Planning, the Operator and NR Route Performance.
- Working together will also ensure that the reviews are more effective and shared objectives are agreed upfront. More details on collaboration are provided in the consultation section of this guide.
- Only when it is known **why** a data source is returning the result, can the best solution be reached to increase dwell adherence, or the performance data can be knowledgeably discounted.
- If new or, alternative rolling stock is introduced to a Line of Route then the standard values should be reviewed, and any new values required should be published in the relevant route Timetable Planning Rules.
- There are many solutions to improving dwell adherence such as, but not exclusive to:
 - Operational changes – including the dispatch process
 - Changing the berth offsets¹
 - Amending other TPR values, such as SRTs
 - Re-balancing dwells across a line of route
 - Increasing the planned dwell

Data

¹ Berth offset values adjust time at signal to time at TIPLOC and are used in SMART, ODA, and Quartz data. Each station will have two offsets – a **departure** offset which is a number of seconds taken for a train to reach the signal beyond a location, and an **arrival** offset which is a number of seconds taken for a train to arrive at a location after passing the signal before the location.

The value is calculated as an average of all services passing that point during the period of observations. As the value is an average, there are a number of variables that can affect the figure, most of which apply to the different mix of traffic using a location:

- Different traction types – different traction types have different maximum speeds, rates of braking and acceleration.
- Mix of stopping and passing services.
- Mix of passenger and freight services.
- Variations in driver behaviour.
- Different lengths of trains.

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- Gathering information from differing data sources will start to build a picture of what is happening during a station dwell. Each data source will need to be assessed for its suitability for providing valid information to a station dwell review.
- The most common sources of data used in a station dwell review are listed in the table below, with pros and cons. GPS/OTMR data provides the most reliable wheels stop to wheels start time for large sample sizes, but other data sources also have pros that should be considered when completing a review of dwell performance.

| Data Source | Who owns the data? | Where is the feed from? | Pros | Cons |
|----------------------------|---|-------------------------|--|---|
| Live observations | N/A | Station | <ul style="list-style-type: none"> ○ Provides a rounded view of the dispatch process ○ Provides insight into why a data source is returning a particular result ○ Can check accuracy of berth offsets | <ul style="list-style-type: none"> ○ Low sample sizes ○ Manual process introduces variance |
| SMART and ODA data | NR Capacity Planning | Signal berths | <ul style="list-style-type: none"> ○ High sample sizes ○ Covers a wide geographical area ○ Analysis can be filtered to a very granular level ○ Early arrivals can be removed or default to planned WTT arrival time ○ 90% of locations are covered by signal berth data | <ul style="list-style-type: none"> ○ Reliant on the use of berth offsets ○ Train length sometimes not known ○ Characteristics on the day not recorded ○ External factors such as engineering blocks need cross-referencing ○ For ODA data there is a lag of 6-12 weeks before data is uploaded into the tool |
| QUARTZ data | Amey Consulting own the programme. NR supply the timing data and NR/Operator station staff can make interventions | Signal berths | <ul style="list-style-type: none"> ○ Station staff can comment on individual times. ○ Provides insight into an overall journey – can demonstrate a ripple effect ○ Shows perceived trends – worst performing trains, worst performing hours, worst delay by day, etc . . . | <ul style="list-style-type: none"> ○ Uses berth offsets to provide a dwell value ○ Classes dwell adherence as within 20-seconds ○ Data gets archived after a set period |
| GPS & OTMR data | Operators | GPS on train | <ul style="list-style-type: none"> ○ High sample sizes ○ Does not rely on berth offset averages ○ Analysis can be filtered to a very granular level ○ Early arrivals can be removed | <ul style="list-style-type: none"> ○ Relies on GPS accuracy ○ Accessibility – can require download from individual units |

- Data from any source should be cleansed to make sure it only includes data relevant to passenger train timings, including the relevant timing loads and stopping patterns.
- If a data source uses berth offsets, then the berth offset should be validated for accuracy before any other changes to the station dwell are proposed.

- Data may need to be narrowed down to build a fuller picture of where the source issue is with dwell adherence. Dwell time variances can exist for certain types of day, direction of travel, or day of the week. Details of the main variances are included in 1.1.3 of the associated rounding methodology.
- Equally, to find the root cause of a poor performing station dwell it may be necessary to broaden the data analysis. A poor performing dwell could be linked to incorrect SRTs on a line of route, or, over-dwelling due to waiting for a path at a proceeding junction. This, together with the cumulative rounding stipulated in the rounding methodology supports a holistic review of TPR values and performance information, rather than looking at single dwells in isolation.

Consultation

Consulting means relevant persons are kept informed on plans and progress. To effectively consult a station dwell review, the following activities should be completed:

- The data that is used to prompt the review should be shared with all impacted parties.
- Any supporting or contradicting data that is held by the affected parties should be shared to provide comparison. The data sources that are used for the review are agreed.
- A project plan with dates for reviewing and making decisions should be agreed.
- Progress is reported against the plan as an agenda item at relevant route TPR forums.
- Any decision that is made should be issued accompanied with supporting data and reasoning.
- Any decisions that are made should be cognisant of how the change will be implemented, and an implementation plan will be made with affected Operators (this could include phased implementation).

The process flow chart on the next page provides a high-level summary of the activities that should take place during a station dwell review

