

From: Goulding, Katherine
Sent: 15 January 2016 10:48 AM
To: 'Track Access'
Cc: Track Access Managers; David Fletcher; 'Ballinger, Stuart'
Subject: RE: Colas Rail Limited: track access contract consultation

Dear Tamzin,

Thank you for your response to our consultation. Regarding the dwelling location of 4V12 at Landor Street, Colas have provided the protocol devised by Network Rail with Freight Operating Companies that is used for all crew relief activities. I have attached this to this email, which should hopefully answer your query. However do please let us know if you need any further information.

Regards,
Katherine

From: Track Access
Sent: 05 January 2016 10:22
To: Goulding, Katherine
Cc: Track Access Managers; David Fletcher
Subject: RE: Colas Rail Limited: track access contract consultation

Dear Katherine,

Thank you for the opportunity to comment on the below application. XCTL doesn't have any particular objections but we have a query about one of the trains in the proposed Schedule 5.

4V12 is not currently listed in the copy of Colas' contract available on the ORR's website so I am unable to see what protections (if any) it currently has. However, Colas have applied for a contractual dwell of a minimum two minutes at Landor Street, which is not reflected in the current schedule. Can Colas please confirm where at Landor St they intend for the train to dwell? We would like to understand the potential impact, if any, on XCTL services.

Kind regards,

Tamzin

Tamzin Cloke Interim Head of Track Access and Possession Strategy, CrossCountry
Address: 5th Floor, Cannon House, 18 The Priory Queensway, Birmingham, B4 6BS

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From: Goulding, Katherine
Sent: 03 December 2015 09:51
To: Goulding, Katherine
Cc: Track Access Managers
Subject: Colas Rail Limited: track access contract consultation

Dear all,

Colas Rail Limited: Application under section 17 of the Railways Act 1993 – track access contract from PCD2016

The Office of Rail and Road (ORR) has received an application from Colas Rail Limited (Colas) under section 17 of the Railways Act 1993 (the Act) asking ORR to direct Network Rail Infrastructure Limited to enter into a track access contract. In line with the Industry Code of practice for track access application consultations, we are consulting you on the proposal. Full details of the application – the application form, the proposed contract and the relevant appendixes - can be found on our website at <http://orr.gov.uk/what-and-how-we-regulate/track-access/track-access-process/current-track-access-applications/new-contracts-section-17-and-18>.

In summary, Colas is seeking a new track access contract from the end date of its existing contract [Principal Change Date (PCD) 2016] to PCD 2026.

I should be grateful if you would let me have any comments you may have on the proposed contract by close of play on **5 January 2016**. You do not need to send a response if you have no comments. Please send your comments by email to me at and copy in track.access@orr.gsi.gov.uk.

Any consultee who is subsequently also identified by Network Rail as an 'interested person' will also be invited to comment on this application in that capacity under the process in Schedule 4 of the Act.

We may copy any consultation responses we receive to both Colas and Network Rail and may also publish them on our website. Therefore, if you wish any part of your response to remain confidential, you should state this in your response and explain why you wish your response to be treated as confidential. Please also provide a summarised version of your response which we can publish and/or forward to the applicant.

Please note that I am emailing you as you are on are list of track access consultees. If you are no longer the correct contact at your organisation please let me know who is. Please note that you might not be the only person in your organisation on our list and who has received this email.

Thank you.

Regards,
Katherine Goulding | Executive, Access and Licensing

Office of Rail and Road | One Kemble Street | London | WC2B 4AN

Web: www.orr.gov.uk | Twitter: [@railregulation](https://twitter.com/railregulation) – [@highwaysmonitor](https://twitter.com/highwaysmonitor)

Protocol for Freight Traincrew Relief – Landor Street Junction

Traincrew relief is planned to occur on certain freight services at Landor Street Junction. The Landor Street area is now controlled by the Washwood Heath Workstation within the West Midlands Signalling Centre (WMSC). As part of the re-signalling the southbound relieving point has been moved to the vicinity of Saltley DB Schenker Depot. This change introduces a performance risk as it means that whilst crew relief is taking place the rear of the train will be occupying the signal section in rear. This protocol is designed to reduce this performance risk.

Protocol

The following signals can be used for Traincrew relief at Landor Street.

Direction	Line Description	Signal Number
Northbound	Up St Andrews	LL4772
Southbound	Down Derby Goods	WP6909
Southbound	Down Saltley Goods Loop	WP8911

Resignalling reduced the standage for northbound traffic to 71 slu – 1500ft. It is essential drivers stop their train at the correct point so as not to be foul of St Andrew's Junction.

When the relieving driver arrives at their designated train crew facility or booking on point they should contact the WMSC Shift Signalling Manager (SSM). They should advise the SSM of their contact details and the headcode of the train that they are to relieve. The SSM will advise where the incoming train is and agree with the driver where the relief will be conducted. The contact details for the SSM are listed below.

If the SSM is unable to provide accurate information regarding the whereabouts of the incoming train then the SSM and driver must make arrangements for further appropriate communication.

<p><u>WMSC Shift Signalling Manager</u> Internal – 085 55015 External – 0121 5762015</p>

In the event of 'No Traincrew' at booked down direction relieving point

If the signaller has not received a call from the relieving driver then they will ordinarily route trains via the Down Derby Goods Line.

In the unlikely event that the driver who is to be relieved at Landor Street arrives at the booked relieving point, and discovers that their relief has not arrived they must do the following

1. Contact the Washwood Heath Workstation Signaller.
2. Advise the Signaller that the relieving driver has not arrived
3. Follow the Signallers instructions. This may include being asked to draw southbound trains forward as far as the Landor Street Walking Route in order to clear the signal section in rear.

If train has been drawn down the Landor Street Walking Route then the driver that is to be relieved should remain with their train while the FOC Control investigates the whereabouts of the relief.

If the relieving driver arrives and the train is unattended they must contact the WMSC Washwood Heath Workstation signaller and advise them that they are ready to take the train forward. The contact numbers for the signaller are listed below

<p style="text-align: center;"><u>WMSC Washwood Heath Workstation Signaller</u> Internal – 085 55011 External – 0121 576 2011</p>
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Planning Allowances

Where planned a minimum of 2 minutes must be added to the TRUST schedule and validated against the booked timetable services.

'Unplanned' Traincrew Relief

When Freight Operators need to conduct traincrew relief which is unplanned it is essential that the Signaller is given as much notice as possible of the arrangements. Where necessary this advice can be passed from FOC Controls to Network Rail Birmingham Train Running Controllers.

Relieving Drivers are responsible for informing the signaller using the numbers shown above which train they are due to relieve and arranging where relief will take place.