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27 August 2025

Network Rail Representations for the 25th Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and Freightliner Limited dated 11 December 2016.

This letter provides final representations from Network Rail Infrastructure Limited (Network Rail) for the 25th Supplemental Agreement (SA) submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail and Freightliner Limited (Freightliner) dated 11 December 2016.

This representation builds upon the representations submitted by Network Rail for this application on the 28 June 2024, and the 14 March ECML General Representation on Complex and/or Competing Applications interacting on Location ECML Kings Cross - Edinburgh and Leeds.

The latter of these letters provided important information to support ORR when it comes to making decisions on applications in this geography including context on the work in developing the ECML Policy, ECML Industry Task Force, key performance information, as well as updates on power supply assessment. The annexes to that letter include relevant information including Timetable Performance Analysis and ECML Power Supply Modelling and where there is specific relevance to this application, reference will be made in this representation.

The purpose of this final representation is to provide ORR with Network Rail's final position on this application (and the specific access rights within it) and will do so by providing facts, data and evidence to support our position. As the access rights sought in this application are at the ECML interacting location some of the evidence and data to support our decision is contained in the ECML General Representation letter dated 14 March 2025. Network Rail can confirm that based on the facts, data and evidence outlined in this representation and the ECML General Representation letter dated 14 March 2025, it is **partially supportive** of this application.

This application is flagged as interacting at several of the ORR defined locations. Annex A shows a list of all the interacting applications and which of the nine locations they interact at. However, there are other locations where this application does interact with other unsupported applications.

Where there are a number of applications seeking capacity at the locations referred to in this letter, and as detailed in Annex A, the basis of our support of applications either in total, or in part (as can be determined by reading the relevant representations), may have a connection to our position on all other applications at that location. You may wish to wait for final representations on related

applications and the information provided therein prior to making your decision.

Background of the Application and Network Rail Representations

In line with ORR's letter of 24 April 2024 to the industry on 'Competing and/or complex track access applications for December 2024, May 2025 and December 2025 timetable changes', Freightliner submitted this application to the ORR on 20 May 2024 as a S22A application in line with ORR's deadline.

As requested by ORR, Network Rail submitted a High-Level Plan in June 2024, and a further detailed plan was published on Network Rail's website in August 2024 and updated in January 2025.

Network Rail made its initial representations on this application on 28 June 2024 where an initial view of the application was provided. There were no significant issues highlighted to ORR at that time and there is nothing outstanding from our initial representations on 28 June 2024.

East Coast Mainline (ECML) General Representation Letter dated 14 March 2025

Network Rail can confirm that this application is seeking the proposed access rights at the interacting location ECML: Kings Cross – Edinburgh and Leeds and therefore the General Representation to ORR on the ECML dated 14 March 2025 is relevant to this application.

Whilst the entire letter is relevant to this application, we would like to highlight key points of that letter which are more pertinent to this application namely Section 4 'ECML Policy and the ECML Timetable Development', Section 5 'Unused LNER Firm Rights', Section 6 'Congested Infrastructure' and Section 8 'Details of Access Rights Sought on ECML'.

Unused London North Eastern Railway (LNER) Firm Directed Rights

The ECML ESG Timetable does not include the Unused LNER Firm Directed Rights as stated in paragraph 5 in Network Rail's ECML General Representation letter to ORR dated 14 March 2025. The ECML Timetable planned for introduction in December 2025 does not include the 8 LNER firm rights Monday to Saturday, 7 firm rights Sunday Only, between London King's Cross and Leeds via Wakefield or Micklefield directed by ORR in 2016, previously held by LNER within their Track Access Contract.

The specification for the LNER service to/from London King's Cross had been reduced from 6.5 trains per hour (tph) to 6 tph with agreement from the DfT in 2021. This reduction retained the 0.5 tph London King's Cross – Middlesbrough service, albeit as far as York, with the 0.5 tph London King's Cross – Leeds service being descoped. ECML Programme Board on 21st March 2021 noted the recommendation from East Coast Route to defer the 0.5 tph London King's Cross – Leeds service, including the conditional outcome of journey time reduction between London Kings Cross and Leeds, to a post-ECML ESG [December 2025] future timetable change.

On 11th July 2025 ORR published its determination of LNER's 34th and 35th Supplemental Agreements submitted under Section 22A of the Railways Act 1993. In this, ORR granted only 5 Rights in each direction between London King's Cross and Leeds, as replacement for those described above, from the completion of the infrastructure work necessary to enable these services. These rights replaced the rights mentioned in the first paragraph of this section.

Work undertaken for the ESG has shown definitively that this 0.5 tph London King's Cross – Leeds service uplift cannot be accommodated alongside the other ESG outputs. As such the service cannot run in this timetable or future timetables, alongside the other industry endorsed aspirations without

additional infrastructure and associated development activity, which is currently unfunded and uncommitted.

As of 14 March 2025 Network Rail have formally declared congested infrastructure on relevant routes between Huntingdon North Junction (Jn) and New England North Jn (Peterborough) and Doncaster Marshgate Jn and Leeds Copley Hill West Jn.

Congested Infrastructure

As stated in the ECML General Representation letter dated 14 March (paragraph 6) Network Rail has declared Congested Infrastructure for the December 2025 New Working Timetable for three lines of route on the ECML.

This application covers two of those locations:-

- Between Doncaster Marshgate Jn and Leeds Copley Hill West Jn
- Between Huntingdon North Jn and New England North Jn (Peterborough)

ECML Proposed December 2025 Timetable

As referred to in the ECML General representation letter dated 14 March 2025, in February 2024 the ESG closed following an ECML Programme Board endorsement on 17 January 2024 to deploy the new ECML Timetable in December 2024, subject to the outputs of the completed performance modelling.

At the point in time of ORR's letter to the Industry on 24 April 2024, the Department for Transport (DfT) had accepted a recommendation from the Industry Timetable Assurance Project Management Office (PMO) to funders that the ECML ESG Timetable should be deferred from the December 2024 timetable change.

An ECML Industry Task Force (herein referred to as "the Task Force") commenced in June 2024 as an independently led executive-level cross-industry meeting that provides strategic direction for the work programme. The Task Force develops solutions to the problems of the new ECML Timetable, drives consensus on the outcome(s), and delivers recommendations for industry funders and specifiers.

On 17 October 2024 the Independent Chair of the Task Force wrote to the DfT to advise that the Task Force met on 10 October 2024, reviewed the considerations, issues, and risks, and recommended proceeding with implementation of the new timetable for ECML in December 2025. This was on the basis that the timetable is deliverable and meets the Task Force objectives that were set. Concerns were noted from GB Railfreight (representing themselves and other Freight Operating Companies), ScotRail and Transport Scotland. The Task Force recommendation was accepted by the DfT and subsequently endorsed by the Secretary of State in December 2024.

The Task Force had worked collaboratively up to 31 January 2025 to further de-risk the transition of the ECML ESG timetable from development to timetable production.

Advanced work completed by Network Rail Capacity Planning, to inform the December 2025 timetable risk, involved aligning cross boundary paths in the ECML ESG developed timetable with the latest developments in the wider National Working Timetable (WTT) and associated Rolling Spot Bids (RSB). This process has highlighted that, despite previous timetable development work, the national freight and passenger timetable has evolved and this work has been necessary to reduce the risk that capacity decisions may need to be made during the timetable production period between D-40 to D-26.

Therefore, where in this letter and in the ECML General Representation letter we have referred to the proposed ECML December 2025 Timetable, we are referring to timetable work above namely, either full or in part, the:

- Timetable which was developed by the ECML ESG and later deferred in April 2024;
- Timetable where solutions were developed to the problems of the ECML Timetable as part of the Task Force;
- Advanced Timetable Work (undertaken between April and October 2024) to de-risk the transition of the ECML ESG timetable from development to timetable production; and
- Advanced work to inform timetable risk including aligning cross boundary paths in the ECML ESG developed timetable with the latest developments in the wider National Working Timetable and associated Rolling Spot Bids.

So where Network Rail highlight in this representation and the ECML General Representation letter (in the relevant annexes to that letter) whether the access rights sought on ECML in each application are as Network Rail expects in the proposed ECML December 2025 Timetable, we are referring to whether the access rights align to the above Timetable work.

Summary of Access Rights sought in this application

In their application and as a high-level summary Freightliner is seeking:-

- 144 amendments to existing Firm Access Rights (with 1 hour windows).

Full details of all Rights sought by this application are contained in the Schedule 5 Rights Table submitted with the S22A. These Rights all relate to the operation of various intermodal flows. Details of the exact services can be found in Appendix A.

Without reference to those rights sought where we have detailed a rejection, removal, or where we understand rights are being relinquished, we would note the following of the remaining contents of this application:

- 15 of the prospective access right amendments interact with the ECML.
- 21 of the prospective right amendments use the Derby – Birmingham route.
- 23 of the prospective right amendments use the Birmingham area.
- 69 of the prospective right amendments use West Coast Main Line (WCML) South. However, they do not operate into or out of London Euston on the WCML South fast lines.
- 21 of the prospective right amendments pass through Oxford.

Rights supported

Where Network Rail is supportive of firm rights with one-hour arrival/departure windows; this is on the basis of the service being accommodated in the December 2025 Timetable in an area where we have concluded our considerations of any other applications submitted in response to ORR's letter of 24 April (if they exist) and/or in the ECML proposed December 2025 Timetable. The Rights supported within this application were all included in the proposed December 2025 ECML timetable.

This recognises the significant industry-wide effort as described above and further set out in General Representation on the ECML dated 14 March 2025 to undertake the advanced timetabling work to de-risk the transition of the proposed ECML ESG timetable from development to timetable production, including advanced work to inform timetable risk including aligning cross boundary paths in the ECML ESG timetable with the latest developments in the wider National Working Timetable and associated Rolling Spot Bids. If characteristics are different, support will be on the basis of either a lesser capacity request or the associated WTT path characteristics.

In the representations Network Rail has made to date it has supported some Rights on a Quantum (24hr) basis to enable flexibility in developing the December 2025 timetable and/or where the characteristic of the right being requested was different to the associated train slot. Following completion of Phase 5 of our high level plan, Network Rail would be supportive of a Firm Right with a 1 hour window providing the operator confirms to Network Rail and ORR that they are willing to amend the Right sought to align with the Working Timetable.

We have worked with all freight operators to understand and challenge the rights being sought in their applications and confirm the ongoing need.

Where we are supporting rights relating to existing traffic in this and other applications, we would observe that if rights were not awarded by ORR, the paths would have to be removed from forthcoming timetables. Not only would outcome be inconsistent with the regulatory targets to support freight growth, it is likely that the business would not disappear and it could be reasonably expected that the freight operators would re-bid using the provisions in the model freight contract and the Network Code. In such instances freight operators are likely to require access to otherwise constrained capacity and the likely consequence would likely need to be considered by ORR if looking at any further or future interacting aspirations.

Rights not supported

Where concerns relating to the Rights have been identified we have considered support on a case by case basis, reviewing the specific risks and mitigations in place relating to that service/Right. In some instances Network Rail is unable to support rights where there is increased risk and mitigations are not agreed, not adequate or where Network Rail wants to see if the mitigation outcome is successful.

We are also unable to support rights where an operator has removed a service through Capacity Management Review Group (CMRG), has agreed to remove the right from their application in conversation with Network Rail and/or the path has not been bid for the December 2025 Timetable at D-40.

Appendix A details all amendments to existing Firm Rights sought in this application. Network Rail is not supportive of some of these amendments for the reasons listed below:-

- Some of the amendments to existing Firm Rights sought are associated with paths that are no longer in the Working Timetable either because the path has been removed through the CMRG process, an access proposal or the path has not been offered at D-26 in the December 2025 Working Timetable. Network Rail will seek to remove these unused Access Rights through the processes under/through Part J of the Network Code.
- Some of the amendments to existing Firm Rights can only be partially supported as the December 2025 Working Timetable does not have the same characteristics as requested for the right, usually for timing load amendments.

Full details on the colour coding used in Appendix A can be found in **the** Capacity section below.

Assurance / Assessments / Updates

The following section will address specific areas of consideration, opportunity and risk relevant to the application or where applicable to specific access rights in the application. Where the outputs relate to specific access rights instead of the application as a whole, this will be highlighted in the relevant section.

Ninety-two Rights sought in this application are for train services which operate with diesel locomotives so there are no power supply concerns for those Rights.

Forty-two Rights sought in this application are for train services which operate with electric locomotives for part or all of the journey and currently run on WCML. However, all these services hold existing Firm Rights and, were these Rights not supported, Freightliner Limited would still hold Firm Rights for electric traction within their current Rights. Therefore, there would be limited impact on available power supply capacity for other operators should the amendment to these Rights be directed. There are no instances where an existing diesel timing load contained within an existing Right has been applied for to be converted to an electric timing load. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision. However, we will monitor the system for any change. In the meantime, we will continue to work with all operators to establish operational controls and mitigations so we can manage the power system as effectively as possible.

Industry Consultation

Industry Consultation for this application commenced on 24 May 2024, and concluded on 24 June 2024. Specific concerns were raised by Avanti West Coast and MTREL.

Avanti West Coast raised concerns that the new 2x Class 90 1600t timing load could have an effect on the WCML timetable:-

In its response dated 24 June 2024 Avanti West Coast stated: “Freightliner state that the timing load 'will more accurately reflect the performance and capability of Freightliner’s electric fleet, improving capacity utilisation by taking advantage of the faster acceleration and better tractive effort available to maintain higher speeds.' FTWCRL would like to understand how the acceleration profile of this timing load compares to the 75C8612 load in use currently, and if FL anticipates whether the change in timing load is likely to result in amendments to Freightliner paths?”

Freightliner Limited responded on 04 August 2025 stating: “Freightliner understand Avanti’s concerns regarding power supply limitations, as they seek to expand their own services. However, FL would note that the services proposed for Class 90 haulage are already operated by Class 90 locomotives. The proposed change reflects an adjustment to trailing weight for performance reasons and does not necessarily imply an increase in power usage. Furthermore, these train characteristics have already been accounted for in all NW&C power modelling, so the proposal does not introduce any new demand beyond what has already been assessed. Importantly, the improved performance associated with the 2x90 timing load supports more efficient network usage, particularly north of Preston. This enhances capacity for both freight growth and future passenger services, and we believe this supports the case for progressing with these amendments.”

Within their TAC, freight operators have a Firm Right to use any equipment registered with RSSB’s R2 system which has the performance characteristics identical or better than the timing load specified in the rights table and a contingent right to use any equipment registered with RSSB’s R2 system (as long as they achieve vehicle and route acceptance). In consideration of this, Network Rail is supportive of updating the rights table to reflect the actual operation of the service, as Freightliner Limited effectively already hold Firm Rights to use 2 x Class 90 as this outperforms the timing load specified in the current Rights table.

MTREL had concerns regarding traincrew relief at Reading.

MTREL stated, in their response dated 04 July 2024: “We are concerned about the train crew relief arrangements at Reading for these services.

Non-Constructive Comments										Firm Rights										Firm Rights									
6000	4000	PO	23:00	23:00	PELLESTON NORTH	4000	WRETLER (PREGUNDED)	00:00	07:00	7000																			
Non-Constructive Comments										Firm Rights										Firm Rights									
6000	4000	NAK	01:05	02:05	PELLESTON NORTH	4000	WRETLER (PREGUNDED)	00:00	09:00	7000																			
Non-Constructive Comments										Firm Rights										Firm Rights									
6000	4000	NAK	01:05	02:05	PELLESTON NORTH	4000	WRETLER (PREGUNDED)	00:00	09:00	7000																			

We would like confirmation that any crew relief arrangements at Reading will be managed

appropriately, including the duration of station dwell times and ensuring that these trains do not block any points / overlaps etc.”

Freightliner Limited responded on 04 July 2024 stating: “To confirm, no train crew stops are proposed to be amended as part of this supplemental agreement. All schedules already extend beyond platforms at Reading and foul pointwork in rear. Increases to length proposed in this supplemental do not impact this, and these schedules are planned carefully taking their length into account. Freightliner manage train crew relief at Reading very carefully to ensure drivers are on time and conduct changes in a swift fashion within the 2 minute minimum allowed time – failure to do this would cost Freightliner significant sums in Train Delay Attribution and, as such, Freightliner are financially incentivised to consistently monitor this.”

Capacity

Appendix A shows all Rights associated with this application. Column ‘X’ in Appendix A details what Network Rail can support, what it cannot support and any other differences between the existing Rights and the December 2025 Working Timetable. Appendix A has been colour coded as follows:-

- Column ‘C’ (Train Reporting number)
 - Anything coloured green shows where Network Rail can support all amendments requested to the existing Firm Rights. All these trains have been accommodated into the December 2025 timetable. The trains in this category either meet the characteristics and timings consistent with what is included in this application, or, where appropriate, are highlighted with a suggested amendment.
 - Anything coloured blue shows where Network Rail can partially support amendments to the existing Firm Right with the reasons for the partial support detailed in Column ‘X’.
 - Anything coloured red shows where Network Rail does not support the amendments to the existing Firm Right with the reasons for the non-support detailed in Column ‘X’.
 - Anything coloured black is not being amended as part of this application but the lines were included in the Rights table submitted as part of this application. These can be disregarded as no change is being made.
- Columns D to W
 - Anything coloured green shows where Network Rail can support that specific amendment (in that specific cell) to the existing Firm Right.
 - Anything coloured red shows where Network Rail cannot support the specific amendment to the existing Firm Right.
 - Anything coloured blue shows where an amendment has not been sought to the existing Firm Right but Network Rail has identified a difference between the existing Firm Right and the December 2025 Working Timetable. Network Rail has noted there are a number of discrepancies between the existing Access Rights and the December 2025 timetable. Network Rail is keen Freightliner Limited have an Access Rights table that aligns to the paths within the Working Timetable so will be in contact with Freightliner Limited once all freight representations are made to the ORR to progress a separate application to reflect any changes required.

Rights in the Freightliner Limited (FLIM) 25th Supplemental Agreement (SA) present unresolved conflicts against rights in the following applications:

- Colas Rail Limited 10th SA. Network Rail shared its final representations on 03 July 2025.
- Freightliner Heavy Haul (FLHH) 28th SA. Network Rail shared its final representations on 11 April 2025 and the operator has since withdrawn the application.
- FLIM 26th SA. Network Rail provided its final representations on 11 April 2025.
- East Coast Trains Limited (Lumo NorthWest) Section 17 application. Network Rail provided its final representations on 09 May 2025. The ORR published its rejection of this application on 03 July 2025.

The conflict between the Colas 10th SA and the FLIM 25th SA is with a Right in the FLIM 25th SA which Network Rail is not supportive of as shown in Appendix A. This train was not in the May 2025 timetable nor included in the Access Proposal submitted at D-40 for the December 2025 timetable, and Network Rail will seek to remove this unused Access Right through the processes under/through Part J of the Network Code.

ECML

Please refer to text earlier in this letter.

WCML

Please refer to the Network Rail letter to ORR “Network Rail representations on WCML to ORR” dated 25 April 2025 namely Section 5 ‘Congested Infrastructure’, Section 6 ‘Performance Concerns Affecting WCML applications’ and Section 7 ‘Power Supply Modelling related to WCML aspirations.

In addition to this, Freightliner Limited 25th SA would be likely to interact with other long distance West Coast Main Line Access Aspirations which ORR may want to consider alongside this application although it is worth noting all aspirations in this application are amendments to existing Firm Rights. Therefore, there would be little impact on available overall capacity for other operators should the amendment to these Rights be directed. Decisions on those applications could impact this application and vice versa. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision.

Oxford

Network Rail currently has concerns over the sale of further access rights across Sandy Lane, Yarnton Lane and Tackley Level Crossings (north of Oxford LX’s). However, Network Rail is able to support this application and Rights within it as the Rights requested are amendments to existing Firm Rights so there is no uplift in quantum over these level crossings.

Performance

For all freight applications, Network Rail has assessed the performance of each headcode against the following criteria:

- Right Time Departures - average above 80 % over 13 periods = pass
- FOC on Other Operators delay - less than 5 instances over 13 periods = pass

Most of the headcodes in this application passed these criteria, where we are supportive of the Rights, so Network Rail is satisfied that with the exception of the below services, no further analysis is required.

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To	Timing Loc
4H54	SX	21:00	22:00	CREWE BASFORD HALL SSN	TRAFFORD PARK FLT	22:15	23:15	75C86D1 75C90D1
4L92	SX	13:40	14:40	DITTON O’CONNOR	FELIXSTOWE SOUTH FLT	23:30	00:30	75C90S1 75C90D1 Loco change at Ipswich 75C66S1 75C66S10 75C66S10
4L88	MX SX	00:01 22:30	23:59 23:30	DONCASTER UP DECOY LEEDS FLT	TILBURY RCT LONDON GATEWAY	04:30 04:50	05:30 05:50	75C66S10
4L85	MSX	10:50	11:50	TINSLEY	FELIXSTOWE NORTH FLT	17:15	18:15	75C66S1

				INTERMODAL TERMINAL				75C66S10
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Journey	Trains Ran	RTD failure	RTD %	FOC on TP PfPI DM	FOC on TP Distinct TIN Count
21:xx BASFORD HALL YARD (FL) TO TRAFFORD PARK F.L.T.	70	21	70.00 %	32	5
13:xx DITTON (OCONNOR) FLINER TO FELIXSTOWE NORTH F.L.T.	116	30	74.10 %	744	57
23:xx LEEDS F.L.T. TO LONDON GATEWAY FRGHTLINER	58	27	53.40 %	76	7
11:xx TINSLEY INTERMODAL TERM TO FELIXSTOWE NORTH F.L.T.	86	19	77.90 %	374	17

The following services have not met the criteria but are supported with robust mitigation plans in place (outlined below):

4H54 – since the initial analysis was completed delay minutes have been minor (below 200) with the largest incident at 77 mins which was caused by a one off FOC control issue. There have been a handful of minor delays (sub 10mins) earlier this year due to diagramming and train preparation but nothing since.

4L92 – Freightliner will monitor 4L92 in the timetable as likelihood is it will be amended to start from somewhere else in the North West through a TOVR rather than being removed.

4L88 – there have been multiple issues with late notice engineering access and therefore late notice changes to the train slot associated with this right. That has affected this schedule and this has subsequently impacted on performance. This train has only run in its Working Timetable path 31 % of the times it has run but, when it does, it performs well with only a total of 23 minutes of delay caused to other operators' services.

4L85 – four instances of delay were caused by FOC planning issues in September and October 2024 which caused a total of 470 minutes third party delay. This was caused by issues around that time with Freightliner Limited's fuel supplier at Tinsley failing to turn up and causing late starts as a result. A more robust contract is now in place with the supplier which means this issue has been resolved and there has been no delay since.

As all the above headcodes hold existing Firm Rights for which Freightliner Limited are seeking amendments, even if these amendments are not supported, Freightliner Limited would still have a Firm Right to run this traffic and thus the performance impact would remain.

Conclusion

In this representation letter we have confirmed that we can partially support the access rights sought in this application, either with Firm 1 hour windows with amendments to timing loads and windows where relevant, as outlined in this representation and Appendix A.

This letter also confirms we do not support the access rights detailed in Appendix A in line with ORRs guidance on the Use of capacity (Office Rail and Road, 2022, Guidance on the Use of Capacity, ORR.gov, <https://www.orr.gov.uk/sites/default/files/2022-07/guidance-on-the-use-of-capacity.pdf>, reference, 01/06/2025) where the operator has not demonstrated a clear intention and ability to use the capacity.

Network Rail considers that this letter provides information that could be used as a final representation for this application and could enable the ORR to make a direction.

Yours sincerely




Customer Relationships Executive

Annex A – Interacting Locations matrix

[illegible]

FLIM 25th SA 22A	Live	x	x	x		x	x	x		x
FLIM 26th SA 22A	Live	x			x	x	x	x		x
GBRF 25th SA 22a	Live	x	x	x	x	x	x	x		
GBRF 34th SA 22a	Live	x	x	x	x	x	x	x	x	x
GBRF 41st SA 22A	Live						x			
Govia Thames Railway 62nd SA 22A	Superseded						x			
Govia Thames Railway 63rd SA 22A	Directed by ORR						x			
Grand Central 24th SA 22A	Directed by ORR						x			
Grand Central 28th SA 22A	Directed by ORR						x			
GWR 201st SA 22a	Live							x	x	
GWR 202nd SA 22a	Directed by ORR								x	
Hull Trains 27th SA 22A	Rejected					x	x			
Hull Trains 28th SA 22A	Directed by ORR						x			
Hull Trains 29th SA 22A	Directed by ORR						x			
LIS 2nd SA 22a	Live						x			
LNER 34th SA 22A	Directed by ORR						x			
LNER 35th SA 22A May '28	Superseded						x			
LNER 36th SA 22A	Superseded						x			
LNER 37th SA 22A	Rights were being sought until Dec 2025 so not included in analysis						x			
LNER 38th SA 22A	Superseded						x			
Lumo 11th SA 22A	Directed by ORR						x			
Lumo 12th SA 22A	Directed by ORR						x			
Lumo London-Rochdale New Contract S17	Rejected	x								
Northern 57th SA 22	Directed by ORR (some of the access Rights in this application were withdrawn before direction and added to the Northern 60thSA)				x	x	x			
Northern 59th SA 22a	Live					x	x			
Northern 60th SA 22a	Live					x	x			
Scotrail 49th SA 22a	Withdrawn						x			
Scotrail 50th SA 22a	Directed by ORR						x			
Scotrail 51st SA 22a	Directed by ORR						x			
Super Tram 11th SA 22a	Approved					x				
TfW 28th SA 22a	Live		x	x					x	x
TfW 31st SA 22a	Live								x	x
TfW 32nd SA 22a	Live									x
TPT 58th SA 22a	Live					x	x			
TPT 62nd SA 22a	Rights were being sought until Dec 2025 so not included in analysis						x			
TPT 63rd SA 22a	Withdrawn						x			
TPT 64th SA 22a	Withdrawn					x	x			

TPT 65th SA 22a	Live						x			
Varamis 2nd SA 22a	Live	x	x				x			
Virgin New Contract 17	Rejected	x	x							
WMT 22nd SA 22A	Live		x	x						
WMT 28th SA 22A	Live		x	x						
WMT 30th SA 22A	Withdrawn		x	x						
WMT 31st SA 22A	Withdrawn		x							
WMT 32nd (29th) SA 22A	Live	x	x	x						
WSMR New Contract 17	Rejected	x	x	x						

6060		4L97	MO	07:30	08:30	CREWE BASFORD HALL SSM	42159	FELIXSTOWE NORTH FLT	RUGBY/NORTHAMPTON WILLESDEN BRENT DTS IPSWICH SS	2 2 30	Train Crew Train Crew Loco Change	75C86D46 75C90D16	84 SLU 103 SLU	243
												75C66S16		
6060		4L93	SO	08:00	09:00	CREWE BASFORD HALL SSM	42159	FELIXSTOWE NORTH FLT	RUGBY WILLESDEN BRENT DTS IPSWICH SS	2 2 2	Train Crew Train Crew Train Crew	75C66S42 75C66S16	84 SLU 103 SLU	244
6060		4L75	MO	09:55	10:55	CREWE BASFORD HALL SSM	42159	FELIXSTOWE NORTH FLT	RUGBY WILLESDEN SIGS WM830 IPSWICH SS	2 2 30	Train Crew Train Crew Loco Change	75C86D46 75C90D16	84 SLU 103 SLU	252
												75C66S16		
6060		4L90	MSX	12:00	13:00	CREWE BASFORD HALL SSM	42159	FELIXSTOWE NORTH FLT	RUGBY WILLESDEN SIGS WM823/925 IPSWICH SS	2 2 2	Train Crew Train Crew Train Crew	75C66S16	84 SLU 103 SLU	245
6060		4F80	SO	05:00	06:00	CREWE BASFORD HALL SSN	42159	GARSTON FLT	GARSTON CHURCH ROAD	20	Run Round	75C66S44 75C66S16	84 SLU 103 SLU	31
6060		4F45	MSX	08:00	09:00	CREWE BASFORD HALL SSN	42159	GARSTON FLT	GARSTON CHURCH ROAD	20	Run Round	75C66D46 75C66S16	84 SLU 103 SLU	31
6060		4F27	MSX	11:30	12:30	CREWE BASFORD HALL SSN	42159	GARSTON FLT	GARSTON CHURCH ROAD	20	Run Round	75C86D46 75C90D16	84 SLU 103 SLU	31
6060		4F62	SX	16:00	17:00	CREWE BASFORD HALL SSN	42159	GARSTON FLT	GARSTON CHURCH ROAD	20	Run Round	75C90S42 75C90D16	84 SLU 103 SLU	31
6060		4L41	MO	01:00	02:00	CREWE BASFORD HALL SSM	42159	IPSWICH SS	RUGBY WILLESDEN SIGS WM823/925	2 2	Train Crew Train Crew	75C90S42 75C90D16	84 SLU 103 SLU	238
6060		4O11	MX & SO	00:01	01:00	CREWE BASFORD HALL SSM	42159	SOUTHAMPTON MCT	BESCOT STADIUM OR LANDOR STREET EASTLEIGH	2 2 2	Train Crew Train Crew Train Crew Note 1 below applies	75C66S44 75C66S18	84 SLU 121 SLU	204
6060		4O06	MX	00:45	01:45	CREWE BASFORD HALL SSM	42159	SOUTHAMPTON MCT	BESCOT STADIUM OR LANDOR ST EASTLEIGH	2 2	Train Crew Train Crew Note 1 below applies	75C66S42 75C66S18	84 SLU 121 SLU	202
6060		4O29	SO	08:00	09:00	CREWE BASFORD HALL SSM	42159	SOUTHAMPTON MCT	LANDOR STREET JN EASTLEIGH	2 2	Train Crew Train Crew Note 1 below applies	75C66S42 75C66S18	84 SLU 121 SLU	238
6060		4H31	MX	02:30	03:30	CREWE BASFORD HALL SSN	42159	TRAFFORD PARK FLT				75C66S42 75C66S16	84 SLU 121 SLU	37
6060		4H60	MO	05:00	06:00	CREWE BASFORD HALL SSN	42159	TRAFFORD PARK FLT				75C90S42 75C90D16	84 SLU 103 SLU	37
6060		4H00	MO - Y MSX	07:00	08:00	CREWE BASFORD HALL SSN	42159	TRAFFORD PARK FLT			Y with 0H00	75C66S42 75C66S16	84 SLU 103 SLU	37
6060		4H36	SX SO	12:00 11:00	13:00 12:00	CREWE BASFORD HALL SSN	42159	TRAFFORD PARK FLT				75C90S42 75C90D16	84 SLU 103 SLU	37
6060		4H30	SX	13:00	14:00	CREWE BASFORD HALL SSN	42159	TRAFFORD PARK FLT				75C66S42 75C66S16	84 SLU 103 SLU	37
6060		4H81	SX	14:30	15:30	CREWE BASFORD HALL SSN	42159	TRAFFORD PARK FLT				75C66S16	84 SLU 103 SLU	36
6060		4H58	SX	17:00	18:00	CREWE BASFORD HALL SSN	42159	TRAFFORD PARK FLT			Y with 4M63 between Crewe Basford Hall SSN and Trafford Park FLT	75C90S42 75C90D16	84 SLU 103 SLU	37
6060		4H54	SX	21:00	22:00	CREWE BASFORD HALL SSN	42159	TRAFFORD PARK FLT				75C86D48 75C90D16	84 SLU 103 SLU	37

6060		4H04		SX	21:45	22:45	CREWE BASFORD HALL SSN	42159	TRAFFORD PARK FLT				75C66S12 75C66S16	84 SLU 103 SLU	37
6060		4L59		SX	12:30	13:30	DAVENTRY IRFT	70074	LONDON GATEWAY FL	WILLESDEN SIGS WM823/925	2	Train Crew	75C66S12 75C66S18	118 SLU	114
6060		4O13		SX	19:00	20:00	DAVENTRY IRFT	70074	SOUTHAMPTON MCT	WILLESDEN SIGS WM823/925 EASTLEIGH	2 2	Train Crew Train Crew Note 1 below applies	75C66S14 75C66S18	84 SLU 121 SLU	161
6060		4O50		SX	20:00	21:00	DAVENTRY IRFT	70074	SOUTHAMPTON MCT	LANDOR STREET JN EASTLEIGH	2 2	Train Crew Train Crew Note 1 below applies	75C66S16 75C66S18	84 SLU 121 SLU	180
6060		4K74		MX & SO	06:00	07:00	DITTON O'CONNOR	36405	CREWE BASFORD HALL SSM	DITTON RECEPTION	20	Run Round	75C66S16	84 SLU 103 SLU	28
6060		4K45		SO	12:30	13:30	DITTON O'CONNOR	36405	CREWE BASFORD HALL SSM	GARSTON (SPEKE) TC	30	Run Round	75C66S14 75C66S16	84 SLU 103 SLU	28
6060		4L71		SX	18:00	19:00	DITTON O'CONNOR	36405	FELIXSTOWE NORTH FLT	DITTON RECEPTION WILLESDEN SIGS WM823/925 IPSWICH SS	20 2 60	Run Round Train Crew Loco Change	75C66S14 75C66S16 75C66S16	84 SLU 103 SLU	272
6060		4L82		SX	21:00	22:00	DITTON O'CONNOR	36405	FELIXSTOWE NORTH FLT	DITTON RECEPTION CREWE BASFORD HALL SSM RUGBY WILLESDEN SIGS WM830 IPSWICH SS	20 30 2 2 20	Run Round Loco Change Train Crew Train Crew Loco Change	75C66S12 75C66S16 75C86D16 75C90D16	84 SLU 103 SLU	272
6060		4L95		FSX	22:15	23:15	DITTON O'CONNOR	36405	FELIXSTOWE NORTH FLT	GARSTON (SPEKE) TC DITTON RECEPTION CREWE BASFORD HALL SSM WILLESDEN BRENT DTS IPSWICH SS	30 2 2 2 2	Run Round Train Crew Train Crew Train Crew Train Crew	75C66S14 75C66S16	84 SLU 103 SLU	278
6060		4L92		SX	13:40	14:40	DITTON O'CONNOR	36405	FELIXSTOWE SOUTH FLT	DITTON RECEPTION CREWE BASFORD HALL SSM RUGBY IPSWICH SS	30 2 2 30	Loco Change Train Crew Train Crew Loco Change	75C66S12 75C66S16 75C90S12 75C90D16 75C66S16	84 SLU 103 SLU	274
6060		4L42		EWD	03:30	04:30	DONCASTER EUROPORT	23445	FELIXSTOWE NORTH FLT	PETERBOROUGH IPSWICH SS	2 30	Train Crew Loco Change	75C66S12 75C66S16	84 SLU 103 SLU	177
6060		4L85		MO	12:00	13:00	DONCASTER EUROPORT	23445	FELIXSTOWE NORTH FLT	PETERBOROUGH 434 SIGNAL STOWMARKET IPSWICH 352 SIGNAL	2 2 2	Train Crew Train Crew Train Crew	75C66S16	103SLU	186
Non Contractual Comments:															
6060		4L88	60	MX SX	00:01- 22:30	-23:59 23:30	DONCASTER-UP-DECOY LEEDS FLT	23446 17184	TILBURY RCT LONDON GATEWAY	DONCASTER PETERBOROUGH	2 2	Train Crew Train Crew	75C66S16	84 SLU 103 SLU	177 216
6060		4S88		SX	15:30	16:30	FELIXSTOWE NORTH FLT	49136	COATBRIDGE FLT	IPSWICH SS NORTHAMPTON DAVENTRY IRFT	30 2 45	Loco Change Train Crew Attach/Detach Traffic	75C66S16	84 SLU 103 SLU	482

6060				SX	08:00	09:00	FELIXSTOWE NORTH FLT	49136		RUGBY	2	Train Crew	75C86D42	80 SLU	244			
									CREWE BASFORD HALL SSN	25	Loco Change	75C90D16	103 SLU					
									CARLISLE	2	Train Crew							
									MOSSEND UP YARD	2	Train Crew							
		4M81							CREWE BASFORD HALL SSN	STOWMARKET	2	Train Crew	75C66S14	103SLU				
										PETERBOROUGH	2	Train Crew	75C66S16					
Non Contractural Comments:													Traffic Forward on 4H81 SX					
6060				SO	08:00	09:00	FELIXSTOWE NORTH FLT	49136	CREWE BASFORD HALL SSN				75C66S42 75C66S16 75C90S42 75C90D16	84 SLU 103 SLU	245			
6060				SX	09:00	10:00	FELIXSTOWE NORTH FLT	49136	DITTON O'CONNOR				75C66S14 75C66S16 75C90S42 75C90D16	103SLU	275			
		4M88								IPSWICH SS WILLESDEN UP&DOWN GOODS	30 2	Loco Change Train Crew						
										CREWE BASFORD HALL SSN	20	Loco Change	75C66S14 75C66S16					
Non Contractural Comments:																		
6060				SX	15:45	16:45	FELIXSTOWE NORTH FLT	49136	DITTON O'CONNOR				75C66S14 75C66S16 75C90S42 75C90D16	103SLU	273			
		4M89								IPSWICH SS WILLESDEN UP&DOWN GOODS RUGBY CREWE BASFORD HALL SSN	2 2 30	Loco Change Train Crew Train Crew Train Crew						
Non Contractural Comments:																		
6060				MSX	02:20	03:20	FELIXSTOWE NORTH FLT	49136	GARSTON FLT				75C66S14 75C66S16 75C90S42 75C90D16	103SLU	276			
		4M45								IPSWICH SS WILLESDEN UP&DOWN GOODS CREWE BASFORD HALL SSN	30 2 30	Loco Change Train Crew Loco Change	75C66S16					
Non Contractural Comments:																		
6060				SX	21:45	22:45	FELIXSTOWE NORTH FLT	49136					75C66S16 75C86D46 75C90D16	103SLU	278			
		4M42							GARSTON FLT	IPSWICH SS WEMBLEY RECEPTIONS 1-7 RUGBY CREWE BASFORD HALL SSN GARSTON CHURCH ROAD	30 2 2 2 20	Loco Change Train Crew Train Crew Train Crew Run Round						
Non Contractural Comments:																		
6060				WThFO MSX	02:30	03:30	FELIXSTOWE NORTH FLT	49136	LAWLEY STREET FLT	IPSWICH SS WILLESDEN BRENT DTS RUGBY	2 2 2	Train Crew Train Crew Train Crew	75C66S16	84 SLU 103 SLU	205			
6060				MO	07:00	08:00	FELIXSTOWE NORTH FLT	49136	LAWLEY STREET FLT	IPSWICH SS WILLESDEN BRENT DTS	2 2	Train Crew Train Crew	75C66S42 75C66S16	84 SLU 103 SLU	204			
6060				SX	18:00	19:00	FELIXSTOWE NORTH FLT	49136	LAWLEY STREET FLT	IPSWICH SS RUGBY	2 2	Train Crew Train Crew	75C66S16	84 SLU 103 SLU	204			
6060				SO - Y	04:00	05:00	FELIXSTOWE NORTH FLT	49136	LAWLEY STREET FLT	IPSWICH SS WILLESDEN BRENT DTS RUGBY	2 2 2	Train Crew Train Crew Train Crew	75C66S16	84 SLU 103 SLU	205			

6060		4E22		MSX SO	05:00 05:30	06:00 06:30	FELIXSTOWE NORTH FLT	49136	LEEDS FLT	IPSWICH SS PETERBOROUGH DONCASTER D249 SIGNAL	2 2 2	Y with 4M86 to Nuneaton Train Crew Train Crew Train Crew	75C66S12	84 SLU	206
		75C66S16											103 SLU		
6060		4E50		SX	16:00	17:00	FELIXSTOWE NORTH FLT	49136	LEEDS FLT	IPSWICH SS PETERBOROUGH DONCASTER SIG D249	2 2 2	Train Crew Train Crew Train Crew	75C66S16	84 SLU 103 SLU	202
6060		4M63		SX	08:40	09:40	FELIXSTOWE NORTH FLT	49136	TRAFFORD PARK FLT	IPSWICH SS WILLESDEN UP&DOWN GOODS CREWE BASFORD HALL SSN	30 2 20	Loco Change Train Crew Loco Change Y with 4H58 between Crewe Basford Hall SSN and Trafford Park FLT	75C66S14	103SLU	280
													75C66S16		
		75C90S12													
		75C90D16											75C66S12 75C66S16		
Non Contractual Comments:															
6060		4M87		SX	11:00	12:00	FELIXSTOWE NORTH FLT	49136	TRAFFORD PARK FLT	IPSWICH SS WEMBLEY RECEPTIONS 1-7 CREWE BASFORD HALL SSN	30 2 170	Loco Change Train Crew Train Crew	75C66S16	103SLU	280
		75C90S12													
		75C90D16													
Non Contractual Comments:															
6060		4M53		SX	20:15	21:15	FELIXSTOWE NORTH FLT	49136	TRAFFORD PARK FLT	IPSWICH SS WILLESDEN UP&DOWN GOODS RUGBY CREWE BASFORD HALL SSN	30 2 2 2	Loco Change Train Crew Train Crew Train Crew	75C66S14	103SLU	278
													75C66S16		
		75C90S12													
		75C90D16													
Non Contractual Comments:															
6060		4M64		SX	21:10	22:10	FELIXSTOWE NORTH FLT	49136	TRAFFORD PARK FLT	IPSWICH SS PETERBOROUGH CREWE BASFORD HALL	2 2 2	Run Round Train Crew Train Crew Train Crew Y with 4M73 between Felixstowe North FLT and Ipswich SS, and between Nuneaton and Trafford Park FLT	75C66S14	103SLU	261
		75C66S16													
Non Contractual Comments:															
6060		4M73		SX	21:10	22:10	FELIXSTOWE NORTH FLT	49136	TRAFFORD PARK FLT	IPSWICH SS WILLESDEN UP&DOWN GOODS CREWE BASFORD HALL SSN	20 2 2	Train Crew Train Crew Train Crew Y with 4M64 between Felixstowe North FLT and Ipswich SS, and between Nuneaton and Trafford Park FLT	75C66S14	103SLU	278
		75C66S16													
Non Contractual Comments:															
6060		4E60		MThFO TWO - Y	18:30	19:30	FELIXSTOWE NORTH FLT	49136	TEESPORT	IPSWICH SS DONCASTER STATION	2 2	Train Crew Train Crew	75C66S16	84 SLU	266
		103 SLU													
6060		4V36		FSX	23:00	23:59	FELIXSTOWE NORTH FLT	49136	WENTLOOG (FREIGHTLINERS)	IPSWICH WILLESDEN JUNCTION HL READING	2 2 2	Train Crew Train Crew Train Crew	75C66S14	84 SLU	230
		75C66S16											103 SLU		
Non Contractual Comments:															
6060		4V36		FO	23:00	23:59	FELIXSTOWE NORTH FLT	49136	WENTLOOG (FREIGHTLINERS)	IPSWICH SS ACTON MAINLINE READING	2 2 2	Train Crew Train Crew Train Crew	75C66S14	84 SLU	230
		75C66S16											103 SLU		
Non Contractual Comments:															

6060		4O15		MSX –Y	07:10	08:10	HAMS HALL GARSTON FLT	66220 36311	SOUTHAMPTON MCT	LANDOR STREET JN EASTLEIGH	2 2	Note 1 below applies Crew Y-with 4O14	Train	75C66S12	84 SLU 103 SLU	149
6060		4O14		SO - Y	07:00	08:00	HAMS HALL LAWLEY STREET FLT	66220 66402	SOUTHAMPTON MCT	LANDOR STREET JN EASTLEIGH	2 2	Note 1 below applies Crew Y-with 4O14 ex Crewe from Tyseley	Train	75C66S12	84 SLU 103 SLU	149
6060		4M41		SO	14:45	15:45	IPSWICH SS	49200	CREWE BASFORD HALL SSN	WILLESDEN SIGS WM823/925 RUGBY	2 2			75C66S12 75C66S16	84 SLU 103 SLU	233
6060		4R77		MO	06:00	07:00	IPSWICH SS	49200	FELIXSTOWE NORTH FLT					75C66S16	84 SLU 103 SLU	15
6060		4R02		MO	12:00	13:00	IPSWICH SS	49200	FELIXSTOWE NORTH FLT					75C66S16	84 SLU 103 SLU	15
6060		4R67		MO	12:15	13:15	IPSWICH SS	49200	FELIXSTOWE NORTH FLT					75C66S16	84 SLU 103 SLU	15
6060		4R85		MO	17:00	18:00	IPSWICH SS	49200	FELIXSTOWE NORTH FLT					75C66S16	84 SLU 103 SLU	15
6060		4R30		MO	19:10	20:10	IPSWICH SS	49200	FELIXSTOWE NORTH FLT					75C66S16	84 SLU 103 SLU	15
6060		4R62		SO	07:15	08:15	IPSWICH SS	49200	FELIXSTOWE NORTH FLT					75C66S16	84 SLU 103 SLU	15
6060		4R86		SO	19:10	20:10	IPSWICH SS	49200	FELIXSTOWE NORTH FLT					75C66S16	84 SLU 103 SLU	15
6060		4B60		SX	12:10	13:10	IPSWICH SS	49200	FELIXSTOWE SOUTH FLT	FELIXSTOWE CREEK RS	15	Attach/Detach Loco		75C66S16	84 SLU 103 SLU	16
6060		4B60		SO	05:30	06:30	IPSWICH SS	49200	FELIXSTOWE SOUTH FLT	FELIXSTOWE CREEK RS	15	Attach/Detach Loco		75C66S16	84 SLU 103 SLU	16
6060		4B08		SX	18:20	19:20	IPSWICH SS	49200	FELIXSTOWE SOUTH FLT	FELIXSTOWE CREEK RS	15	Attach/Detach Loco		75C66S16	84 SLU 103 SLU	16
6060		4C88		MThO	09:15	10:15	IPSWICH SS	49200	ILFORD EMUD					75-66S04	30 SLU	62
6060		4M86		MO	04:30	05:30	IPSWICH SS	49200	LAWLEY STREET FLT	WILLESDEN BRENT DTS RUGBY SALTLEY PSB	2 2 20	Train Crew Train Crew Attach/Detach Traffic		75C66S16	84 SLU 103 SLU	189
6060		4M41		MO	04:30	05:30	IPSWICH SS	49200	TRAFFORD PARK FLT	WILLESDEN BRENT DTS BIRMINGHAM INTER. CREWE BASFORD HALL SSN	2 2 2	Train Crew Train Crew Train Crew		75C90S12	84 SLU 103 SLU	275
6060		4L69		MX & SO	00:40	01:40	LAWLEY STREET FLT	66402	FELIXSTOWE NORTH FLT	RUGBY WILLESDEN SIGS WM823/925 IPSWICH SS	2 2 2	Train Crew Train Crew Train Crew		75C66S16	84 SLU 103 SLU	202
6060		4L37		MO	06:30	07:30	LAWLEY STREET FLT	66402	FELIXSTOWE NORTH FLT	RUGBY WILLESDEN SIGS WM823/925 IPSWICH SS	2 2 2	Train Crew Train Crew Train Crew		75C66S16	84 SLU 103 SLU	205
6060		4L90		SO	08:10	09:10	LAWLEY STREET FLT	66402	FELIXSTOWE NORTH FLT	RUGBY WILLESDEN SIGS WM823/925 IPSWICH SS	2 2 2	Train Crew Train Crew Train Crew		75C66S16	84 SLU 103 SLU	204
6060		4L93		SX	09:30	10:30	LAWLEY STREET FLT	66402	FELIXSTOWE NORTH FLT	RUGBY WILLESDEN SIGS WM823/925 IPSWICH SS	2 2 2	Train Crew Train Crew Train Crew		75C66S16	100 SLU	204
6060		4L77		SX - Y	22:35	23:35	LAWLEY STRET FLT	66402	FELIXSTOWE NORTH FLT	RUGBY WILLESDEN SIGS WM823/925 IPSWICH SS	2 2 2	Train Crew Train Crew Train Crew Y with 4L58 from Ipswich to Felixstowe		75C66S16	84 SLU 103 SLU	204

6060		4L58		SX - Y	22:35	23:35	LAWLEY STREET FLT	66402	FELIXSTOWE NORTH FLT	PETERBOROUGH IPSWICH SS	2 2	Train Crew Train Crew Y with 4L77 from Ipswich to Felixstowe	75C66S16	84 SLU 103 SLU	185
6060		4L94		MX & SO	02:10	03:10	LAWLEY STREET FLT	66402	LONDON GATEWAY FL	WILLESSEN SIGS WM823/925	2	Train Crew	75C66S12 75C66S16	100 SLU	152
6060		4L43		SX	19:05	20:05	LAWLEY STREET FLT	66402	LONDON GATEWAY	RUGBY	2	Train Crew Note 2 below applies	75C66S14 75C66S16	84 SLU 103 SLU	144
6060		4O12		MSX	02:10-01:25	03:10-02:25	LAWLEY STREET FLT	66402	SOUTHAMPTON MCT	NUNEATON EASTLEIGH	2 2	Train Crew Train Crew Note 1 below refers	75C66S12 75C66S18	84 SLU 121 SLU	157
6060		4O18		MO	07:00	08:00	LAWLEY STREET FLT	66402	SOUTHAMPTON MCT	NUNEATON EASTLEIGH	2 2	Train Crew Train Crew Note 1 below refers	75C66S16 75C66S18	84 SLU 121 SLU	153
6060		4O17	60'	SX	15:30	16:30	LAWLEY STREET FLT	66402	SOUTHAMPTON MCT	NUNEATON EASTLEIGH	2 2	Train Crew Train Crew Note 1 below refers	75C66S16 75C66S18	84 SLU 121 SLU	153
6060		4O17		SO	11:30	12:30	LAWLEY STREET FLT	66402	SOUTHAMPTON MCT	EASTLEIGH	2	Train Crew Note 1 below refers	75C66S16	84 SLU 121 SLU	157
6060		4L83		MSX	01:10	02:10	LEEDS FLT	17184	FELIXSTOWE NORTH FLT	DONCASTER IPSWICH SS	2 2	Train Crew Train Crew	75C66S16	84 SLU 103 SLU	203
6060		4L83		SO	01:15	02:15	LEEDS FLT	17184	FELIXSTOWE NORTH FLT	DONCASTER UP DECOY IPSWICH SS	2 30 2	Train Crew Attach/Detach Traffic Train Crew	75C66S16	84 SLU 103 SLU	203
6060		4L85		SO	11:00	12:00	LEEDS FLT	17184	IPSWICH SS	DONCASTER SIG D254 PETERBOROUGH	2 2	Train Crew Train Crew	75C66S16	84 SLU 103 SLU	191
6060		4M47		MX	02:00	03:00	LONDON GATEWAY FL	51127	LAWLEY STREET FLT	WILLESSEN BRENT DTS	2	Train Crew	75C66S14 75C66S18	84 SLU 121 SLU	146
6060		4M51		SX	08:00	09:00	LONDON GATEWAY	51127	DAVENTRY IRFT				75C66S16	84 SLU	105
6060		4M58		SX - Y	11:00	12:00	LONDON GATEWAY FL	51127	CREWE BASFORD HALL SSN	WILLESSEN BRENT DTS NUNEATON	2 2	Train Crew Train Crew Y with 4M58 ex Southampton	75C66S14 75C66S18	118 SLU	194
6060		4M96		SX	17:15	18:15	LONDON GATEWAY FL	51127	CREWE BASFORD HALL SSN	WILLESSEN BRENT DTS RUGBY	60 2	Attach/Detach Traffic Train Crew	75C66S14 75C66S18	118 SLU	191
6060		4E85		SX	18:30	19:30	LONDON GATEWAY	51127	DONCASTER DN BELMONT	PETERBOROUGH	2	Train Crew	75C66S12 75C66S16	80 SLU 103 SLU	174
6060		4M37		SX	20:45	21:45	LONDON GATEWAY	51127	GARSTON FLT	RUGBY CREWE BASFORD HALL SSN DITTON RECEPTION GARSTON CHURCH ROAD	2 30 20 20	Train Crew Loco Change Attach/detach Traffic Note 2 below applies	75C86D16 75C66S12	100 SLU 84 SLU	213
6060		4E65		SX	22:10	23:10	LONDON GATEWAY	51127	LEEDS FLT	PETERBOROUGH DONCASTER BELMONT	2 2	Train Crew Train Crew Note 2 below applies	75C66S16	80 SLU 103 SLU	213
6060		4M25		MSX	04:30	05:30	SOUTHAMPTON MCT	86531	CREWE BASFORD HALL SSN	EASTLEIGH NUNEATON	2 2	Train Crew Train Crew Note 1 below applies	75C66S16 75C66S18	84 SLU 121 SLU	193

6060		4M50		SX	06:45	07:45	SOUTHAMPTON MCT	86531	CREWE BASFORD HALL SSM	BASINGSTOKE NUNEATON	2 2	Train Crew Train Crew Note 1 below applies	75C66S16 75C66S18	84 SLU 121 SLU	193
6060		4M13		MX	00:01	01:00	SOUTHAMPTON MCT	86531	DAVENTRY IRFT	EASTLEIGH READING WILLESSEN SIGS WM823/925	2 2 2	Train Crew Train Crew Train Crew Note 1 below applies	75C66S16 75C66S18	84 SLU 121 SLU	161
6060		4M19		MSX	00:30	01:30	SOUTHAMPTON MCT	86531	DAVENTRY IRFT	EASTLEIGH LANDOR STREET JN RUGBY	2 2 2	Train Crew Train Crew Train Crew Note 1 below applies	75C66S12 75C66S18	84 SLU 121 SLU	179
6060		4M19		SO	00:30	01:30	SOUTHAMPTON MCT	86531	DAVENTRY IRFT	EASTLEIGH RUGBY	2 2	Train Crew Train Crew Note 1 below applies	75C66S12 75C66S18	84 SLU 121 SLU	179
6060		4M28		SX - Y	09:00	10:00	SOUTHAMPTON MCT	86531	DITTON O'CONNOR	EASTLEIGH LANDOR STREET CREWE BASFORD HALL SSN	2 2 2	Train Crew Train Crew Train Crew Note 1 below applies Y with 4E44	75C66S12 75C66S18	84 SLU 121 SLU	233
6060		4M62		SO	04:00	05:00	SOUTHAMPTON MCT	86531	HAMS HALL	EASTLEIGH LANDOR STREET JN	2 2	Train Crew Train Crew Note 1 below applies	75C66S12 75C66S18	91 SLU 121 SLU	149
6060		4M95		SO	03:15	04:15	SOUTHAMPTON MCT	86531	LAWLEY STREET FLT	EASTLEIGH LANDOR STREET JN	2 2	Train Crew Train Crew Note 1 below applies	75C66S16 75C66S18	84 SLU 121 SLU	142
6060		4M55		SO - Y	09:30	10:30	SOUTHAMPTON MCT	86531	LAWLEY STREET FLT	EASTLEIGH LANDOR STREET JN	2 2	Train Crew Train Crew Note 1 below applies	75C66S16 75C66S18	84 SLU 121 SLU	142
6060		4M04		SX	18:45	19:45	SOUTHAMPTON MCT	86531	LAWLEY STREET FLT	EASTLEIGH	2	Train Crew Note 1 below applies	75C66S12 75C66S18	84 SLU 121 SLU	142
6060		4M95		SX	03:15	04:15	SOUTHAMPTON MCT	86531	TRAFFORD PARK FLT	EASTLEIGH NUNEATON CREWE BASFORD HALL SSN	2 2 2	Train Crew Train Crew Train Crew Note 1 below applies	75C66S16 75C66S18	84 SLU 121 SLU	229
6060		4M99		SX	16:30	17:30	SOUTHAMPTON MCT	86531	TRAFFORD PARK FLT	EASTLEIGH NUNEATON CREWE BASFORD HALL SSN	2 2 2	Train Crew Train Crew Train Crew Note 1 below applies	75C66S16 75C66S18	100 SLU 121 SLU	229
6060		4M40		SX	20:10	21:10	SOUTHAMPTON MCT	86531	TRAFFORD PARK FLT	EASTLEIGH CREWE BASFORD HALL SSN	2 2	Train Crew Train Crew Note 1 below applies	75C66S16 75C66S18	84 SLU 121 SLU	229
6060		4L85		MSX	10:50	11:50	TINSLEY INTERMODAL TERMINAL	25199	FELIXSTOWE NORTH FLT	DONCASTER PETERBOROUGH 434 SIGNAL STOWMARKET IPSWICH 352 SIGNAL	2 2 2 2	Train Crew Train Crew Train Crew Train Crew	75C66S12 75C66S16	103 SLU	203
Non Contractual Comments:															
6060		4L97		MSX	03:00	04:00	TRAFFORD PARK FLT	33083	FELIXSTOWE NORTH FLT	CREWE BASFORD HALL SSN RUGBY WILLESSEN SIGS WM823/925 IPSWICH SS	2 2 2 30	Train Crew Train Crew Train Crew Loco Change	75C86D16 75C90D16 75C66S16	84 SLU 103 SLU	275

6060		4L90	MO -Y	10:45	11:45	TRAFFORD PARK FLT	33083	FELIXSTOWE NORTH FLT	CREWE BASFORD HALL SSM RUGBY WILLEDEN SIGS WM823/925 IPSWICH SS	2 2 2 2	Train Crew Train Crew Train Crew Train Crew	75C66S16	84 SLU 103 SLU	280
6060		4O29	SX	14:50	15:50	TRAFFORD PARK FLT	33083	SOUTHAMPTON MCT	CREWE BASFORD HALL SSN NUNEATON EASTLEIGH	2 2 2	Train Crew Train Crew Train Crew	75C66S16	84 SLU 103 SLU	229
6060		4L96	FO	16:00	17:00	TRAFFORD PARK FLT	33083	FELIXSTOWE NORTH FLT	CREWE BASFORD HALL SSN RUGBY WILLEDEN SIGS WM823/925 IPSWICH SS	2 2 2 2	Train Crew Train Crew Train Crew Train Crew	75C66S16	84 SLU 103 SLU	276
6060		4O08	FSX - Y	18:45	19:45	TRAFFORD PARK FLT	33083	SOUTHAMPTON MCT	CREWE BASFORD HALL SSN EASTLEIGH	2 2	Train Crew Train Crew Y with 0K58 between Trafford Park and Crewe	75C66S16	84 SLU 103 SLU	232
6060		4K96	SX	20:10	21:10	TRAFFORD PARK FLT	33083	CREWE BASFORD HALL SSM				75C90S12 75C90D16	84 SLU 103 SLU	37
6060		4K06	SX	21:40	22:40	TRAFFORD PARK FLT	33083	CREWE BASFORD HALL SSM				75C66S12	84 SLU 103 SLU	37
6060		4L91	SO	01:40	02:40	TRAFFORD PARK FLT	33083	FELIXSTOWE NORTH FLT	CREWE BASFORD HALL SSN RUGBY	2 2	Train Crew Train Crew	75C86D16 75C90D16	100 SLU	275
6060		4L97	SO	03:30	04:30	TRAFFORD PARK FLT	33083	FELIXSTOWE NORTH FLT	CREWE BASFORD HALL SSN RUGBY WILLEDEN SIGS WM823/925 IPSWICH SS	2 2 2 30	Train Crew Train Crew Train Crew Loco Change	75C86D16 75C90D16 75C66S16	84 SLU 103 SLU	275
6060		4K18	SO	05:00	06:00	TRAFFORD PARK FLT	33083	CREWE BASFORD HALL SSM				75C66S12 75C66S16	84 SLU 103 SLU	37
6060		4K89	SO	06:00	07:00	TRAFFORD PARK FLT	33083	CREWE BASFORD HALL SSM				75C66S12 75C66S16	84 SLU 103 SLU	37
6060		4K51	SO	11:00	11:00	TRAFFORD PARK FLT	33083	CREWE BASFORD HALL SSM				75C90S12 75C90D16	84 SLU 103 SLU	37

Note 1 The Train Operator has a Contingent Right for Train Slots to or from Southampton MCT to commence from and/or terminate at Millbrook FLT. Services to / from MCT may require use of Redbridge sidings for stabling purposes.
Note 2 Service and associated rolling stock may require use of Seabrook Sidings for stabling