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2 October 2025

Network Rail Representations for the proposed 34th Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and GB Railfreight limited dated 11 December 2016.

This letter provides final representations from Network Rail Infrastructure Limited (Network Rail) for the 34th Supplemental Agreement (SA) submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail and GB Railfreight limited dated 11th 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', GB Railfreight limited 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 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 all three of these locations: -

- Between Northallerton Longlands Jn and Newcastle King Edward Bridge South via ECML
- 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 GB Railfreight are seeking 488 new Firm Rights: -

- 444 of these are new Firm Access Rights with 1-hour windows to commence on approval until PCD 2026. These trains are currently running under Contingent Rights, originally for the December 2024 timetable as a General Approval in the 43rd SA and now dated until the end date of the May 2025 timetable in the GB Railfreight 44th SA General Approval in line with the Interim Approach taken by Network Rail.
- A further 44 new Firm Access Rights with 1-hour windows. These were aspirational and not in the Working Timetable at the point the applications were submitted.

Full details of all Rights sought by this application are contained in the Schedule 5 Rights Table submitted with the S22A. These Rights all are to support currently running, and on-going, varieties of freight services, many of which are particularly time-sensitive and part of a long logistical world-wide chain. 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:

- 93 of the prospective access rights interact with the ECML
- 17 of the prospective rights pass through Sheffield.
- 69 of the prospective rights use the Sheffield – Derby and Derby – Birmingham routes..
- 74 of the prospective rights use the Birmingham area.
- 90 of the prospective rights use West Coast Main Line (WCML) South. However, they do not operate in or out of London Euston on the WCML South fast lines.
- 49 of the prospective rights pass through Oxford.
- 7 of the prospective rights pass through Gloucester.
- 2 of the prospective rights pass through Cardiff.

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.

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, but it is also 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 an 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 new Rights sought in this application. Network Rail is not supportive of some of these amendments and new Rights for the reasons listed below: -

- Some of the new 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.

- Some of the new Firm Rights can only be partially supported as the associated path in the December 2025 Working Timetable does not have the same characteristics as requested for the right, usually for timing load amendments.
- Some of the new Rights sought do not have an associated path in the December 2025 Working Timetable nor were included in an access proposal for the December 2025 Working Timetable.
- Some of the new Rights sought were found to already be in the existing GBRf Track Access Contract Rights Table. As such, given there was no change, these are not supported to avoid duplication of Access Rights. It is also worth noting that some of the Rights in this application are also duplicated in the GBRf 25th Supplemental Agreement so we are not supportive of any duplications in this application. Our evidence and position relating to these duplicated Rights across both applications was provided in our final representations in GBRf's 25th Supplemental Agreement dated 16 September 2025.
- Network Rail has performance concerns for the train paths associated to two Rights and is not supportive of these Rights. Following further consultation with GBRf, they have informed Network Rail they wish to withdraw one of these Rights. Network Rail understands GBRf have not provided an up-to-date application to Network Rail or ORR. Network Rail is therefore not supportive of these rights.
- Thirteen Rights are supported as Contingent and dated to expire after one year from the December 2025 timetable change date, as described in the **Oxford, Performance and Power Supply** sections of this letter.

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

NR, as part of its assessment of this and other applications, has used the Timetable (TT) for December 2025 as a key reference for its representations (i.e. the TT as at D-40 - after Priority Date Notification Statement (PDNS) submission and the New Working Timetable as at D-26 in comparison to the access rights sought in this application). This informs NR's final position on this application as stated in this letter.

As usual, following the publication of the TT, NR has received Train Operator Variation Requests (TOVRs) from GBRf (and other operators) to make amendments to some of their train slots for the December 2025 New Working Timetable - and will likely continue to do so throughout the autumn. This includes TOVRs received from this operator, and could potentially now or in coming weeks, be expected to include TOVRs from others, that include related geographies to the applications.

To avoid any further delays to submitting this Final Representation, NR has not assessed this application (or any other application submitted as part of the Competing and Complex application workstream) against any TOVRs submitted for the December 2025 New Working Timetable.

NR expects the Operator in its representations to ORR in response to this letter to be fully transparent with ORR where they no longer require an access right requested because of any TOVR submitted or expected to be submitted (or any other business requirement). Furthermore, if a TOVR (if accepted) applies to any rights related to this application and the December 2025 Timetable as now established,

NR expects the operator to progress a separate application to make sure they have the relevant rights to support the implementation of the December 2025 TT.

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.

Industry Consultation

Industry Consultation for this application commenced on 24 May 2024 and concluded on 24 June 2024. Concerns were raised by Colas and East Midlands Railways (EMR) during consultation. The queries raised and GBRf's responses are listed below: -

- **In its response dated 28 June 2024 EMR stated:** "When EMR reviewed the Cross Country's Section 17 Application, there was an issue between 1E44 12:44 Reading – Newcastle and 4H96 MTO. We have not seen a resolution to this issue, and we are concerned this could adversely impact EMR services."
GBRf responded on 7 August 2024 stating: "GBRf cannot comment with any certainty of this as it is for Network Rail to accommodate all access requests. 4H96 [MTO] from Wellingborough Up Yard to Tunstead Sidings is, however, a Y-path with 4H96 [SX] Washwood Heath Up Sidings to Tunstead Sidings which already has a firm access right. 4H96 [SX], and by association its Y-path you mention, has a 1-hour arrival window at Tunstead whereas Cross-Country Trains' 1E44 will have a 24-hour flexing window, if indeed it has rights. It is for Network Rail to make its capacity decisions based on the Decision Criteria. Unfortunately, I am unable to provide any further detailed information".
- **In its response dated 28 June 2024 EMR stated:** "The application contains two paths from Etches Park Sidings to Barton Under Needwood RSMD, 5D95 and 5D96. There is only one return path, 5D97. Given many of the capacity constraints between Derby and Barton Under Needwood, is there a justification for keeping two paths in such close proximity".
GBRf responded on 7 August 2024 stating: "GBRf will remove 5D95 [MSX] access right from this 34th Supplemental application. That will leave 5D96 [SX] & 5D97 [SX] as the more used, required services".
- **In its response dated 4 June 2024 Colas stated:** "object to these access proposals on the grounds that the number of access righted paths into Leeds Hunslet is a current cause for concern within the timetable regarding capacity, especially with the ongoing May 2025 ESG timetabling project".
GBRf responded on 7 August 2024 stating: "GB Railfreight is applying for firm rights for these long-established train slots associated with aggregates traffic from the three Yorkshire Dales quarries and the many receiving points across the North of England. GBRf is following the correct industry process in endeavoring to secure rights for the flows and all have train slots offered in the June 2024 and the December 2024 timetables. It is also very likely that present freight services will be offered throughout the calendar year 2025, and almost probably beyond, therefore there is no current cause for concern regarding capacity".

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 new Rights sought 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 new 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 new Firm Rights or has identified differences between the Rights sought and the December 2025 Working Timetable, with the reasons for the partial support detailed in Column 'X'.
 - Support a Right as Contingent for reasons stated in the **Oxford, Performance and Power Supply** sections of this letter.
- Anything coloured red shows where Network Rail does not support the new Firm Rights with the reasons for the non-support detailed in Column 'X'.
- Columns 'D' to 'S'
 - Anything coloured blue shows where Network Rail has identified a difference between the proposed Firm Right and the December 2025 Working Timetable. Network Rail has noted there are some discrepancies between the proposed Access Rights and the December 2025 timetable.

Rights in the GBRf 34th Supplemental Agreement (SA) present unresolved conflicts against rights in:

- XC Trains Limited (XC) 38th SA. Network Rail will be providing its representations in the near future.
- First Trenitalia West Coast Rail Limited (Avanti) 3rd SA. Network Rail shared its final representations on 20 June 2025. ORR published its decision published 22 September 2025.
- Freightliner Heavy Haul Limited (FLHH) 26th SA. Network Rail shared its final representations on 4 July 2025
- FLHH 27th SAs. Network Rail shared its final representations on 15 July 2025.
- Freightliner Intermodal Limited 24th SA. Network Rail shared its final representations on 01 August 2025.
- FLIM 26th SA. Network Rail shared its final representations on 11 April 2025.
- GBRf 25th SA. Network Rail shared its final representations on 16 September 2025
- East Coast Trains Limited (Lumo NorthWest) section 17. Network Rail shared its final representations on 9 May 2025. ORR rejected this application and published its decision on 03 July 2025.
- Virgin Management Trains Limited section 17. Network Rail shared its final representations on 9 May 2025. ORR rejected this application and published its decision on 03 July 2025.
- Wrexham, Shropshire & Midlands Railway Company Limited section 17. Network Rail shared its final representations on 9 May 2025. ORR rejected this application and published its decision on 03 July 2025.

There are likely interactions between two paths aligned to rights in the GBRf 34th SA and two paths aligned to rights in the CrossCountry 38th SA. The two CrossCountry paths were not accommodated in the December 2025 timetable for other reasons outside of the conflicting rights in this application. Network Rail is not supportive of one of the GBRf rights for reasons outlined in our **Rights not supported** section and detailed in Appendix A.

The conflicts with the FLHH 26th, FLHH 27th, FLIM 24th and GBRf 25th SA's involve rights which Network Rail is not supportive of in those applications.

In addition to the above, the aspirational rights for services included in GBRf's 34th SA, that were not included in the Access Proposal submitted at D-40 for the December 2025 timetable, but were assessed as part of our High Level Plan where information has been provided, have unresolved conflicts, against the base May 2025 timetable, identified as part of the timetable assessments. There were also aspirational rights for which Network Rail was not provided with additional timetable related information to inform Network Rail's assessments.

Power Supply

Eleven Rights sought in this application are for train services which operate with electric traction. Six of the trains associated with these Rights use DC power on Wessex Route where there are no power concerns. Three run solely within Scotland Route where there are no power concerns. The remaining two Rights sought for trains which use electric traction are two electric unit moves on the WCML between Wembley and Rugby, 5Q27 (SX) Wembley IC Depot – Rugby UDT Signal RN4184 and 5Q28 (SX) Rugby Signal RN4179 – Wembley IC Depot. Due to the concerns raised in the West Coast Main Line General Representation letter dated 25 April 2025, specifically the section on Power Supply Modelling, these two Rights are supported on a dated Contingent basis until the end of the December 2025 Working Timetable with no presumption of continuity. This allows for further work to be undertaken on power supply modelling for the May 2026 timetable. Large parts of the WCML power system are currently operating at or near capacity. 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.

The remaining Rights sought are all for services which use diesel traction.

ECML

Please refer to text earlier in this letter.

Of the 44 aspirational Rights sought, 12 would use the ECML. None of the associated train paths were included in the December 2025 Working Timetable so Network Rail is not supportive of these Rights. None of these paths were in the proposed ECML December 2025 timetable nor any performance modelling that followed.

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'. Please refer to the **Power Supply** section earlier in this letter for detailed information.

In addition to this, GB Railfreight 34th 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. Decisions on those applications could impact this application and vice versa. You may wish to wait for final representation on related applications and the information provided therein prior to making your decision.

Oxford

Network Rail is currently unable to support the sale of further access rights across Sandy Lane, Yarnton Lane and Tackley Level Crossings (north of Oxford LX's) above the quantum modelled in December 2019. Network Rail would require all three level crossings (LX's) to either be closed or sufficient mitigations deployed to address the risk before being in a position to support additional access rights. It is worth noting that we are in discussions with third parties in respect of risk mitigations which would aid us lifting said restriction; however, we are not in a position to review or revise the current

restriction as it remains unclear at this stage what form and extent that the mitigations will take. We will assess this position as soon as negotiations with third parties are concluded.

For full purposes of clarity, the restriction is on the sale of additional access rights: this is an important point as although capacity exists, not all paths that are in the WTT are being utilised on a regular basis. Should all access rights suddenly be exercised and additional rights be granted, this would result in a greater number of services operating across north of Oxford LX's than is acceptable.

In total 48 Rights sought in this application passed through Oxford. In our assessment it was found: -

- The paths associated with four of these Rights sought are no longer in the timetable, so Network Rail is not supportive.
- Three of the Rights sought were found to be duplicates of existing Firm Rights held in the GBRf Track Access Contract, so Network Rail is not supportive.
- Fourteen of the Rights sought were found to have Working Timetable paths that were 'Y' with paths associated to existing Firm Rights so there is no increase in capacity used.
- Twenty of the Rights sought were found to have Working Timetable paths that were unused, so Network Rail is not supportive.

As such, this leaves seven Rights for further consideration in this application. We are aware that CrossCountry Trains Limited are also seeking six SX Access Rights in their 38th SA across these three level crossings as a competing application. However, we are not able to support all Rights in each direction across these level crossings in line with the rationale stated above. Network Rail is therefore supportive of one of the firm Rights in this application as it is a service that runs daily at present. For the remaining six GBRf Rights, they do not represent an uplift in traffic as they have been operating under Train Operator Variation Request (TOVR) Rights as set out in the model freight contract and the Network Code and the associated train paths to these Rights are infrequent runners and freight utilisation, generally, against existing paths in the timetable is sufficiently low on a typical day to mitigate the risk. Not all paths that are in the WTT (or which have rights) are being utilised on a regular basis. However, should all access rights suddenly be exercised and these additional rights be granted, this would result in a greater number of services operating across north of Oxford LX's than what was modelled in 2019. Therefore, Network Rail is willing to support these six Rights on a Contingent basis for 1 year from commencement of the December 2025 timetable with the stipulation that only one of these six Rights can be utilised on a given day, with no presumption of continuity expressed. We would wish to work with ORR and GBRf to agree how best to draft this within the Supplemental Agreement. This will mean the capacity at these three level crossings is not exceeded and allows Network Rail to continue to monitor and assess the situation and take necessary steps should utilisation rate of paths increase. It also allows GBRf to meet their business requirements as none of these six paths are regular runners so are therefore unlikely to have the need to all run on the same day. These paths are shown in Appendix A.

Our position on the Rights in this application is directly related to our position on Rights in the CrossCountry 38th SA so decisions on either application could impact this application and vice versa. Network Rail also comments that it may be prudent for ORR to wait to receive all representations until determining on this application as there are other Interacting Access Rights applications that seek to increase quantum over the north of Oxford Level LX's. Network Rail also points out that should ORR positively determine upon application that Network Rail has not supported, this may alter Network Rail's position adopted within this representation.

Gloucester

The Gloucester area is highly constrained, and any application for this area also needs consideration of services via Cheltenham, which bypass it, but interact with the wider Gloucester area. Service levels are limited by the complex interacting crossing movements at Gloucester Yard Junction, Gloucester Barnwood Junction, Gloucester station area and the shunt moves required at Cheltenham for services terminating there. The long-distance nature of many of the passenger and freight services in this area further restrict flexibility due to the need to align with paths through Bristol, South Wales and the West Midlands.

To assist in informing on capacity, Network Rail have assessed the number of conflicting moves between the December 2024 timetable and the assessment database being used to complete timetable capacity analysis to support the Complex/Competing Rights workstream. The exercise demonstrates:

- A slight increase in potentially conflicting moves at Gloucester Yard Junction
- More significant increase of 11% at Barnwood Junction and 7% at Horton Road Junction
- Increase in movements across Horton Road level crossing would also be a concern (currently c.330 per day)

Comparison of Gloucester area conflicting movements

	December 2024	With IR applications
Barnwood Jn Down Main towards Gloucester	91	101
Gloucester Yard Jn Up Main from Gloucester	60	61
Horton Road Jn from Barnwood Jn and towards Gloucester Yard Jn	151	162

In addition to the conflicting routings referred above, there are many other constraints in the Gloucester area: -

1. Restricted routing of services at the east end of the station results in conflicts when platform 1 is occupied (Figure 1). This can constrain the availability of paths for example from the Barnwood Jn direction towards Severn Tunnel Jn when a route via platform 1 is not available.

- Platform length limitations affect platforming of longer Intercity Express Train (IET) formations. This restricts the ability to flex passenger services to facilitate paths for additional freight services.
- Services terminating and shunting at Cheltenham Spa restrict capacity to / from the West Midlands for both passenger and freight services.
- Severn Tunnel Junction layout also impacts on availability of paths towards Gloucester for both passenger and freight services.

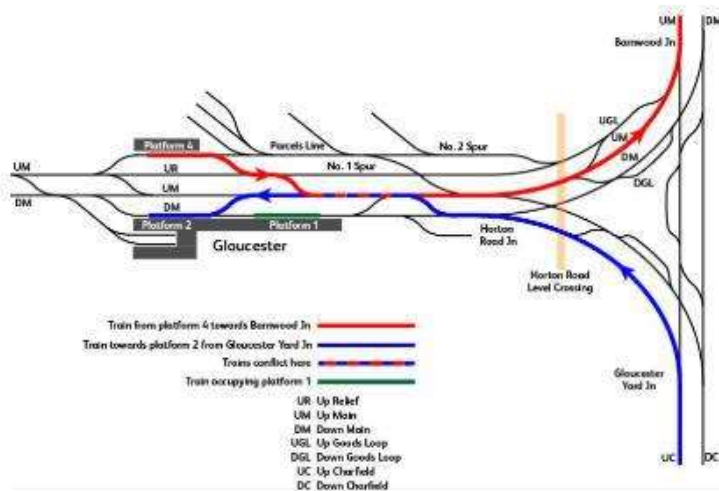


Figure 1 – routing constraints when platform 1 is occupied

2. Frequency increases affecting Gloucester are envisaged by the promoters of both the MetroWest and the South Wales Metro projects. We published our Greater Bristol rail strategic study in February 2023, with recommendations for this interacting major nearby area, including consideration of the Bristol to Gloucester route.

At Manually Controlled Barrier (MCB) type crossings, such as Horton Road Level Crossing, the barrier down time per train is often in the 3-minute area, as opposed to Automatic Crossings which are often around the 30 second area. This provides a different risk to consider. Essentially there is a collision risk and convenience risk. Due to the length of barrier down time at MCB type crossings, an additional train can end up more than doubling the time a user waits at the crossing as the train may fit in a slot where the barriers were previously raised for a few minutes, affecting road commuter's plans. The anticipated sporadic running frequency and overnight service operation described in this application mean less collision risk is introduced and significantly less convenience risk than a regular passenger service uplift. There are seven Rights sought in this application which have associated Working Timetable paths which pass through Gloucester, five of which Network Rail is not supportive of leaving only two rights left to consider. This representation has minor additional quantum freight trains traversing Horton Road Level Crossing and corresponding additional nighttime barrier downtime is less intrusive than a new regular passenger service which drops the barriers at frequent times. Our assessment of this application alongside the other interacting access rights applications considers that the barrier downtime at Horton Road Level Crossing does not prevent our support of these rights.

Cardiff Central

Due to the large number of commitments and aspirations in the short and long term for the immediate Cardiff area, the Network Rail Strategic Planning team are carrying out a prioritised piece of strategic advice for Cardiff, bringing all these aspirations together and holistically assessing the overall impact on Capacity in a phased approach.

As an initial phase for this work, an initial report was produced to help support some of the immediate concerns around performance at Cardiff Central. This was carried out alongside industry stakeholders and has since been circulated.

We continue to work with a wide range of stakeholders which does include Train Operating Companies, Freight Operating Companies, Transport for Wales authority and Welsh Government. Varying commitments and aspirations, all at various stages in the funding lifecycle, will be used to test capacity trade-offs in several Indicative Train Service Specifications (ITSS) in the next phases of the

study. As part of the preparatory work for these phases, several meetings have already been held with operators.

A stakeholder session was held on the 05 February 2025 with a vast range of stakeholders invited (c. 50) and an update has been provided on some of the short-term performance assessments as well as an overview of each ITSS to be tested. The outputs of the initial phase identified some of the most prominent existing challenges impacting performance at Cardiff Central and proposes changes that can make improvements to the current state of play. The outputs were shared with stakeholders.

The Economic Analysis remit is currently being finalised and analysis of each ITSS will take place following the completion of the Advanced Timetable Team's (ATT) capacity analysis for each ITSS. The analysis will vary depending on which ITSS is being tested and how much development the individual aspirations have had.

The next steps are as follows (all dates are indicative):

- Capacity analysis of ITSS all phases completed: End of September 2025.
- Final report: January 2026.
- Continued stakeholder forums to be arranged during the course of 2025.

Summary of Recommendations relating to Cardiff Central

The following recommendations are outputs of this workstream and will aim to be implemented for the December 2025 or May 2026 timetables respectively.

Recommendation	Date
Aligned industry response to sub-threshold delay to be implemented	Ongoing
Address long-term platform 0 resolution, aligning with CCEP proposals for platform extension and widening	By 2030
Services using platforms 3 and 4 to cross at Moorland Road Junction	December 2025
Increase Brickyard sidings SRTs to reflect accurate manoeuvre timings	December 2025
Support TfWRL with the fleet introduction of all vehicle classes	Ongoing
Development of platform split project proposals, identifying funding and operational requirements to progress with system display updates in ARS and TRUST	December 2026 (subject to investigation of system capability and cost)

These proposals will require consistent monitoring over the coming timetable changes to evidence demonstrable performance-related benefits and the likely next steps following implementation will be to undertake performance analysis to define the long-term value of these outputs. A further Cardiff Capacity Stakeholder Forum will be scheduled imminently to talk through any updates to these workstreams, followed by regular forums over the coming months. These activities do not impact our position on rights within this application, as detailed in this representation, operating in the Cardiff area.

There are two Rights sought in this application which pass through Cardiff Central but the associated

train paths are 'Y' with one another so this only equates to one train path. As this is only minimal impact on available capacity, Network Rail can support these as the trains have been accommodated in the December 2025 Working Timetable however ORR may wish to wait for final representations on related applications and the information provided therein prior to making a decision.

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

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

HCode	Journey	Trains Ran	RTD failure	RTD %	FOC on TP PfPI DM	FOC on TP Distinct TIN Count
4M61	02:xx FELIXSTOWE NORTH GBRF TO DITTON (O'CONNOR) GBRF	202	43	78.70%	581	24
Comments	2025 performance much improved with RTD now at 84.8%					
4M04 (MSX)	01:xx FELIXSTOWE SOUTH GBRF TO EAST MIDS GATEWAY TML GBRF	97	22	77.30%	181	13
Comments	Network Rail is not supportive of this Right due to the corresponding Working Timetable path being removed from the timetable					
6G92	08:xx HINDLOW GBRF TO SMALL HEATH LAFARGE GBRF	77	18	76.60%	287	10
Comments	Network Rail is not supportive of this Right due it already existing in the GBRf TAC.					
4L22	22:xx TRAFFORD PARK EURO TML GBRF TO FELIXSTOWE SOUTH GBRF	181	47	74.00%	834	25
Comments	Majority of the late starts for 4L22 are caused by on-Network delays on inwards 4M22. The terminal itself not causing many issues at all. Network Rail would be willing to support this as a Contingent Right for a period of one year through until the last day of the May 2026 timetable to provide the opportunity for performance to improve.					
6O55	14:xx DAVENTRY GBRF TO DOLLANDS MOOR SDGS	68	18	73.50%	190	18
Comments	Principle cause of late starts is the late arrival of the inwards service, usually 6M41, which has arrived late due to a number of reasons, with a mix of Network Rail and GBRf delay although performance for 6M41 has now improved to over 90% arrival to 15 minutes.. Terminal performance at Daventry is good. However, following discussion with GBRf, they have suggested this Right is removed from the application therefore Network Rail is not supportive of this Right.					
4O16	18:xx DITTON (O'CONNOR) GBRF TO SOUTHAMPTON W DOCKS (GBRF)	64	17	73.40%	234	11
Comments	Network Rail is not supportive of this Right due to the corresponding Working Timetable being unused.					
6D50	10:xx HULL DAIRYCOATES TLCN GBRF TO RYLSTONE TILCON (GBRF)	84	23	72.60%	120	7
Comments	The main concern has been Network Rail points issues affecting the arrivals/departures from the terminal, followed by occasional customer plant failures. Both issues have been addressed with both relevant parties and services now cancelled rather than run late due to the plant issues.					
4M22	10:xx FELIXSTOWE SOUTH GBRF TO TRAFFORD PARK EURO TML GBRF	161	47	70.80%	292	18

Comments	The majority of delay is caused on network. Network Rail would be willing to support this as a Contingent Right through until the last day of the May 2026 timetable to provide the opportunity for performance to improve.					
4L62	13:xx DITTON (O'CONNOR) GBRF TO FELIXSTOWE NORTH GBRF	184	66	64.10%	3883	92
Comments	This service previously interacted with a Freightliner service resulting in late running. The timings of these services have been amended. Performance figures are skewed slightly by a big incident in Period 9. Therefore, Network Rail would be willing to support this as a Contingent Right for a period of one year through until the last day of the May 2026 timetable to provide the opportunity for performance to improve.					
6L99	15:xx PETERBOROUGH NORTH YD GBRF TO MARCH UP R.S.	157	57	63.70%	1103	27
Comments	The poor performance on 6L99 usually reflects late running on the two Intermodal services in Peterborough North Yard at similar times, 4L11 and 4L13. Given that 6L99 is a shorter distance service these Felixstowe bound intermodals are given priority by the yard and the lack of impact of 6L99 running late vindicates the decision to prioritise 4L11 and 4L13. 4L11 and 4L13 are both retimed from December 2025 to alleviate these performance concerns.					
4F57	11:xx HAMS HALL GBRF TO SEAFORTH CT (GBRF)	95	48	49.50%	242	13
Comments	Late starts from Hams Hall have been the focus of significant management time and changes to the yard occupation plan are actively being pursued with Network Rail train planning to reduce risk of late starts. Performance figures are skewed slightly by a big incident in Period 2. Therefore, Network Rail would be willing to support this as a Contingent Right for a period of one year through until the last day of the May 2026 timetable to provide the opportunity for performance to improve.					
4L04	13:xx EAST MIDS GATEWAY TML GBRF TO FELIXSTOWE SOUTH GBRF	124	63	49.20%	1146	36
Comments	Network Rail is not supportive of this Right due to the corresponding Working Timetable path being no longer used..					

In addition to the above, Network Rail also has concerns about 6H03 (SX) Wellingborough – Peak Forest CEMEX. This train has a 51.1% Right Time Departure from Wellingborough where there are known concerns over trains departing on time. which has then caused impact on other operator's services on a constrained piece of infrastructure (463 minutes over the past 13 periods). We have not received a mitigation plan from GBRf to enable us to support this and therefore, Network Rail is not supportive of this right sought.

Conclusion

In this representation letter we have confirmed that we can partially support the Access Rights sought in this application, with Firm 1-hour windows or as dated Contingent Rights for one year commencing from the December 2025 timetable as outlined in this representation in 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.

As stated in this letter TOVRs have been received by NR from GBRf to make amendments to some of their train slots for the December 2025 New Working Timetable which may affect this application.

To avoid any further delays to submitting this Final Representation, NR has not assessed this application (or any other application submitted as part of the Competing and Complex application workstream) against any TOVRs submitted for the December 2025 New Working Timetable.

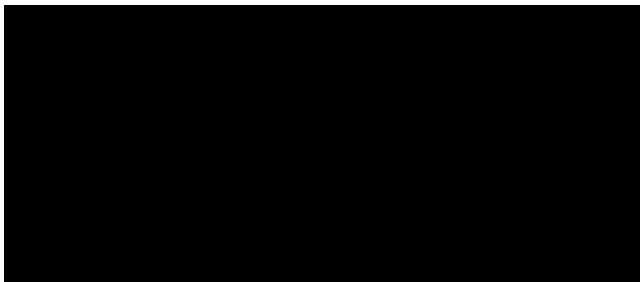
NR expects the Operator in its representations to ORR in response to this letter to be fully transparent

with ORR where they no longer require an access right requested as a result of any TOVR submitted or expected to be submitted (or any other business requirement). Furthermore, if a TOVR (if accepted) applies to any rights related to this application and the December 2025 Timetable as now established, NR expects the operator to progress a separate application to make sure they have the relevant rights to support the implementation of the December 2025 TT.

If ORR chooses to direct this application, we would like the opportunity to review any finalised Supplemental Agreement and Schedule 5 table drafting before ORR directs.

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



Sarah
Customer Relationships Executive

McCarthy

Annex A – Interacting Locations matrix

Operator/Application/ Type	Status of Application	W CM L so ut h	Bi r m in g h a m	BHM- Derby	Derb y- Sheff ield	Sheff ield	ECML&L eeds	Ox for d	Glouce ster	Car dif f
Alliance Rail Cardiff - Edinburgh 17	Withdrawn		x	x	x	x	x		x	x
Avanti 3rd SA 22a	Directed by ORR	x	x							
Avanti 11th SA 22A	Withdrawn	x	x							
Avanti 14th SA 22A	Withdrawn	x	x							
Avanti 17th SA 22a	Live	x	x							
Avanti 18th SA 22a	Live	x								
Caledonian Sleeper 9th SA 17	Directed by ORR	x	x				x			
Colas 10th SA 22a	Live			x	x	x	x			x
CrossCountry 38th SA 22a	Live		x	x	x	x	x	x	x	x
DBC 72nd SA 22a	Live				x	x	x			
DBC 73rd SA 22a	Directed by ORR					x	x			
DBC 79th SA 22a	Directed by ORR			x			x	x		x
DBC 81st SA 22a	Live		x	x	x	x	x	x	x	x
DBC 86th SA 22a	Directed by ORR					x	x			
DBC 87th SA 22a	Directed by ORR		x	x	x	x	x		x	x
DBC 88th SA 22a	Directed by ORR				x	x	x			
DBC 83rd SA 22a	Directed by ORR	x								
DBC 84th SA 22a	Live							x		
DBC 85th SA 22a	Live									
DBC 91st SA 22a	Withdrawn	x								
DBC 92nd SA 22a	Directed by ORR									x
DCR 2nd SA 22a	Live	x	x	x	x		x	x		
DRS 17th SA 22A	Live	x	x	x	x	x	x		x	x
EMR 19th SA 22A	Directed by ORR						x			
EMR 20th SA 22A	Directed by ORR				x	x	x			
EMR 21st SA 22A	Directed by ORR				x	x	x			
FLHH 24th SA 22A	Directed by ORR	x						x		
FLHH 25th SA 22A	Live	x	x	x	x	x	x	x	x	
FLHH 26th SA 22A	Live				x	x	x			
FLHH 27th SA 22A	Live	x	x	x	x	x	x	x	x	x
FLHH 28th SA 22A	Withdrawn	x	x	x	x	x	x	x	x	x
FLIM 21st SA 22A	Directed by ORR		x	x	x	x	x	x		
FLIM 22nd SA 22A	Superceded by ORR decision on FLIM 21 st SA		x	x	x	x	x	x		
FLIM 23rd SA 22A	Directed by ORR	x	x							

FLIM 24th SA 22A	Live	x	x	x	x	x	x	x		
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	Directed by ORR					x	x			
Northern 60th SA 22a	Directed by ORR					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	Directed by ORR		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						

Appendix A: Schedule 5 Rights Table

A	B	C	1	2	3	4	6	7	13	14			
For Information - not part of contract			Origin Data					Service characteristics				Additional Data	Parent Characteristics
Service Group Reference	Flow No	Train Reporting Number	Minimum Turn Around Time at Origin	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To	Special Terms	Timing Load	
		0A06		MSX	19:25	20:25	Harwich Up Tip Sidings GBF	Ipswich Reception GBRF	19:59	20:59		LD75	
		0A33		SX	13:57	14:57	North Walsham GBRF	Ipswich Reception GBRF	16:03	17:03		LD75	
		0A34		SX	13:57	14:57	North Walsham GBRF	Ipswich Reception GBRF	17:27	18:27		LD75	
		0D74		SX	10:25	11:25	Peterborough North Yd GBRF	Doncaster Down Decoy GBRF	12:22	13:22		LD75	
		0D75		SO	16:37	17:37	Rylstone Tilcon (GBRf)	Doncaster Down Decoy GBRF	19:15	20:15		LD75	
		0D76		SX	15:15	16:15	Peterborough North Yd GBRF	Doncaster Down Decoy GBRF	17:20	18:20		LD75	
		0E06		TWThO	18:52	19:52	Harwich Refinery Crls Slvs	Peterboro Maint Shed GBRF)	21:52	22:52		LD75	
		0E06		FO	19:58	20:58	Harwich Refinery Crls Slvs	Peterboro Maint Shed GBRF)	23:08	00:08		LD75	
		0E64		SO	02:32	03:32	March Up Yard GBRF	Peterboro Maint Shed GBRF)	03:11	04:11		LD75	
		0E66		TThO	12:34	13:34	March Up Yard GBRF	Peterboro Maint Shed GBRF)	13:05	14:05		LD75	
		0E67		TWThO	18:14	19:14	Bardon Hill GBRF	Peterboro Maint Shed GBRF)	21:13	22:13		LD75	
		0E87		FO	21:45	22:45	Wellingborough Up TC GBRf	Peterboro Maint Shed GBRF)	00:52	01:52		LD75	
		0E99		SX	19:40	20:40	March Down R.S. GBRF	Peterborough North Yd GBRF	20:06	21:06		LD60	
		0F09		SX	02:41	03:41	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	03:19	04:19		LD75	
		0F10		MO	05:18	06:18	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	05:57	06:57		LD75	
		0F10		MSX	05:22	06:22	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	06:01	07:01		LD75	
		0F10		SO	05:33	06:33	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	06:11	07:11		LD75	
		0F11		SO	08:16	09:16	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	08:54	09:54		LD75	
		0F11		FO	09:05	10:05	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	09:43	10:43		LD75	
		0F11		FSX	09:34	10:34	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	10:12	11:12		LD75	
		0F12		SO	13:15	14:15	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	13:54	14:54		LD75	
		0F17		SO	11:00	12:00	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	11:39	12:39		LD75	
		0F23		SX	12:00	13:00	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	12:39	13:39		LD75	
		0F24		Su	15:02	16:02	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	15:40	16:40		LD75	
		0F24		SX	14:50	15:50	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	15:29	16:29		LD75	
		0F27		SX	17:25	18:25	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	18:06	19:06		LD75	
		0F27		SX	08:48	09:48	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	09:26	10:26		LD75	
		0F27		Su	12:02	13:02	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	12:40	13:40		LD75	
		0F34		SX	20:20	21:20	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	21:04	22:04		LD75	
		0F35		Su	19:54	20:54	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	20:33	21:33		LD75	
		0F36		SO	00:15	01:15	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	00:54	01:54		LD75	
		0F36		SX	00:15	01:15	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	00:54	01:54		LD75	
		0F37		ThSX	15:21	16:21	Kettering Stabling Sidings	Leicester L.I.P.	16:13	17:13		LD75	
		0F61		WSX	19:24	20:24	Kettering Stabling Sidings	Leicester L.I.P.	20:05	21:05		LD75	
		0F61		WO	19:59	20:59	Kettering Stabling Sidings	Leicester L.I.P.	21:15	22:15		LD75	
		0F90		ThO	18:01	19:01	Clitheroe Castle Cement GB	Tuebrook Sdg GBRF	19:44	20:44		LD75	
		0G61		MO	07:14	08:14	Bescot Engineers Sdgs	Small Heath Caledonia Yard	08:45	09:45		LD75	
		0G63		SO	19:16	20:16	Small Heath Caledonia Yard	Bescot Engineers Sdgs	20:32	21:32		LD75	
		0G70		SX	15:05	16:05	Longport F.D.	Hams Hall GBRF	17:15	18:15		LD75	

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		0G80		FO	17:20	18:20	Small Heath Caledonia Yard	Bescot Engineers Sdgs	18:50	19:50		LD75
		0G86		Su	16:32	17:32	Bescot Engineers Sdgs	Small Heath Caledonia Yard	17:29	18:29		LD75
		0G98		FO	22:32	23:32	Small Heath Caledonia Yard	Bescot Engineers Sdgs	11:40	00:40		LD75
		0H18		MO	10:37	11:37	Basford Hall S.S.M.	Trafford Park Euro Tml GBF	12:09	13:09		LD75
		0H75		SX	08:00	09:00	Doncaster Down Decoy GBRF	Peterborough North Yd GBRF	09:54	10:54		LD75
		0H77		SX	12:59	13:59	Doncaster Down Decoy GBRF	Peterborough North Yd GBRF	15:02	16:02		LD75
		0H99		SX	15:37	16:37	Whitemoor Yard	March Up R.S.	15:47	16:47		LD75
		0J41		EWD	10:29	11:29	Coton Hill TC GBRf	Penyffordd Cement GBRF	11:50	12:50		LD75
		0J65		MO	09:58	10:58	Doncaster Robert Rds Shed (GBRF)	Tinsley Yard GBRf	10:42	11:42		LD75
		0K70		SX	09:51	10:51	Hams Hall GBRF	Longport F.D.	12:45	13:45		LD75
		0L41		MSX	03:26	04:26	Peterboro Maint Shed GBRF)	Harwich Refinery Crls Slvs	07:52	08:52		LD75
		0L99		SX	14:30	15:30	Peterborough North Yd GBRF	March Up Yard GBRF	14:56	15:56		LD60
		0M04		MO	00:25	01:25	Tonbridge West Yard GBRf	Willesden Eurotermnal GBRF	01:44	02:44		LD75
		0M44		SX	03:28	04:28	Eastleigh East Yard	Kineton MOD GBRf	06:00	07:00		LD75
		0M47		MWFO	12:12	13:12	Eastleigh East Yard	Kineton MOD GBRf	16:53	17:53		LD75
		0M66		MTWO	19:45	20:45	Peterboro Maint Shed GBRF)	Bardon Hill GBRF	22:19	23:19		LD75
		0M86		Su	16:52	17:52	Peterboro Maint Shed GBRF)	Wellingborough Up TC GBRf	18:48	19:48		LD75
		0O04		FO	18:54	19:54	Willesden Eurotermnal GBRF	Tonbridge West Yard GBRf	20:29	21:29		LD75
		0O05		FO	22:05	23:05	Willesden Eurotermnal GBRF	Tonbridge West Yard GBRf	00:00	01:00		LD75
		0O44		SX	18:40	19:40	Kineton MOD GBRf	Eastleigh East Yard	21:30	22:30		LD75
		0O65		SX	09:07	10:07	Peterboro Maint Shed GBRF)	Tonbridge West Yard GBRf	13:43	14:43		LD75
		0P32		WSX	09:53	10:53	Ipswich Reception GBRF	North Walsham GBRF	11:09	12:09		LD75
		0P33		SX	10:57	11:57	Ipswich Reception GBRF	North Walsham GBRF	12:14	13:14		LD75
		0P41		MSX	06:58	07:58	Ipswich Reception GBRF	Harwich Refinery Crls Slvs	07:52	08:52		LD75
		0P41		MO	07:24	08:24	Ipswich Reception GBRF	Harwich Refinery Crls Slvs	08:26	09:26		LD75
		0R49		TO	08:43	09:43	Tonbridge West Yard GBRf	DOLLANDS MOOR (GBRF)	09:25	10:25		LD75
		0R51		FSX	10:29	11:29	Tonbridge West Yard GBRf	DOLLANDS MOOR (GBRF)	11:19	12:19		LD75
		0V41		ThO	07:07	08:07	Tuebrook Sdg GBRF	Penyffordd Cement GBRF	09:37	10:37		LD75
		0W67		SO	19:27	20:27	DOLLANDS MOOR (GBRF)	Tonbridge West Yard GBRf	20:13	21:13		LD75
		4A47		Su	14:45	15:45	Hams Hall GBRF	Wembley Receptions 1-7	17:15	18:15		75C66S16
		4O16		FSX	18:12	19:12	Ditton (O'Connor) GBRf	Southampton W.Docks (GBRF)	01:38	02:38		75C66S16
		4M67		MSX	00:06	01:06	Southampton W.Docks (GBRF)	Birch Coppice GBRf	07:41	08:41		75C66S16
		4M77		SO	00:28	01:28	Southampton W.Docks (GBRF)	Donnington RFT GBRf	07:53	08:53		75C66S16
		4M77		MSX	00:28	01:28	Southampton W.Docks (GBRF)	Donnington RFT GBRf	08:19	09:19		75C66S16
		4C69		Su	18:49	19:49	Bristol East Depot DGL	Tytherington	20:00	21:00		75-66S06
		4D06		SX	22:01	23:01	Tees Dock GBRF	Doncaster lport GBRF	01:28	02:28		75C66S14
		4D14		Su	15:03	16:03	Peterborough North Yd GBRF	Doncaster lport GBRF	19:03	20:03		75C66S12
		4D17		SO	03:11	04:11	Stourton Cemex GBRf	Doncaster Down Decoy GBRF	04:11	05:11		75-66S06
		4D63		SO	16:15	17:15	Seaforth C.T. (GBRF)	East Mids Gateway Tml GBRf	21:03	22:03		75C66S16
		4D78		SX	07:47	08:47	Stourton Cemex GBRf	Doncaster Down Decoy GBRF	08:53	09:53		75-66S06
		4E03		SO	16:38	17:38	Felixstowe South GBRF	Peterborough North Yd GBRF	20:52	21:52		75C66S16
		4E05		SO	11:11	12:11	Mossend Down Yard	Doncaster Down Decoy GBRF	20:43	21:43		75C66S12
		4E06		EWD	05:30	06:30	Mossend PD Stirling GBRf	Doncaster lport GBRF	12:41	13:41		75C66S16
		4E16		MX	01:28	02:28	Felixstowe North GBRF	Doncaster Railport (GBRF)	06:25	07:25		75C66S16
		4B34		SO	04:44	05:44	Southampton W.Docks (GBRF)	Eastleigh East Yard	05:23	06:23		75-66S10
		4E39		SO	12:03	13:03	Tilbury Container SRVS GB	Wakefield Europort GBRF	19:16	20:16		75C66S16

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		4E50		SX	12:40	13:40	Ashburys S.S.	Doncaster Down Decoy GBRF	14:56	15:56		75-66S06
		4E57		SX	16:08	17:08	Whitemoor Yard	Peterborough North Yd GBRF	16:40	17:40		75-66S04
		4E74		SO	16:33	17:33	Wellingborough Up TC GBRf	Peterboro Maint Shed GBRF)	18:57	19:57		75-66S04
		4E79		EWD	14:30	15:30	London Gateway GBRF	Doncaster lport GBRF	22:00	23:00		75C66S16
		4F04		SO	09:14	10:14	Bletchley Cemex GBRF	Wellingborough Up TC GBRf	10:38	11:38		75-66S06
		4F25		SX	16:14	17:14	Hams Hall GBRF	Seaforth C.T. (GBRF)	20:48	21:48		75C66S16
		4F57		SX	10:28	11:28	Hams Hall GBRF	Seaforth C.T. (GBRF)	14:53	15:53		75C66S12
		4F63		MSX	05:20	06:20	East Mids Gateway Tml GBRf	Seaforth C.T. (GBRF)	12:09	13:09		75C66S14
		4F63		MO	05:20	06:20	East Mids Gateway Tml GBRf	Seaforth C.T. (GBRF)	12:12	13:12		75C66S14
		4F63		SO	05:35	06:35	East Mids Gateway Tml GBRf	Seaforth C.T. (GBRF)	12:21	13:21		75C66S14
		4F87		SX	16:31	17:31	Small Heath LaFarge GBRf	Wellingborough Up TC GBRf	19:37	20:37		75-66S06
		4G25		SX	04:44	05:44	Seaforth C.T. (GBRF)	Hams Hall GBRF	10:18	11:18		75C66S14
		4G25		SO	04:13	05:13	Seaforth C.T. (GBRF)	Hams Hall GBRF	11:25	12:25		75C66S14
		4G63		FO	20:16	21:16	Seaforth C.T. (GBRF)	Hams Hall GBRF	00:31	01:31		75C66S14
		4G63		FSX	20:16	21:16	Seaforth C.T. (GBRF)	Hams Hall GBRF	00:43	01:43		75C66S14
		4H61		SO	07:49	08:49	Small Heath LaFarge GBRf	Hindlow GBRF	15:10	16:10		75-66S06
		4H61		SX	10:05	11:05	Small Heath LaFarge GBRf	Hindlow GBRF	16:35	17:35		75-66S06
		4H86		SX	16:30	17:30	Limbury Road GBRf	Peak Forest Cemex GBRF	21:58	22:58		75-66S06
		4H86		SX	16:26	17:26	Small Heath Cemex GBRf	Peak Forest Cemex GBRF	21:58	22:58		75-66S06
		4H86		Su	19:26	20:26	Small Heath Caledonia Yard	Peak Forest Cemex GBRF	23:24	00:24		75-66S06
		4H86		SX	17:11	18:11	Wellingborough Up TC GBRf	Peak Forest Cemex GBRF	21:58	22:58		75-66S06
		4H96		SO	11:43	12:43	Washwood Heath Up Sdg GBRf	Tunstead Sidings GBRF	15:18	16:18		75-66S06
		4H96		MTO	12:32	13:32	Wellingborough Up TC GBRf	Tunstead Sidings GBRF	15:55	16:55		75-66S06
		4H98		MWFO	07:46	08:46	March Up Yard GBRF	Middleton Towers GBRF	09:51	10:51		75-66S06
		4L04		SX; Y	12:28	13:28	East Mids Gateway Tml GBRf	Felixstowe South GBRF	21:17	22:17	Y with 4L04HE [SX]	75C66S16
		4L09		SX	07:34	08:34	Ditton (O'Connor) FLiner	Tilbury Container SRVS GB	15:45	16:45		75C66S16
		4L09		SO	09:01	10:01	Ditton (O'Connor) FLiner	Tilbury Container SRVS GB	17:48	18:48		75C66S16
		4L22		SX	21:50	22:50	Trafford Park Euro Tml GBF	Felixstowe South GBRF	05:17	06:17		75C66S12
		4L24		SO	04:25	05:25	East Mids Gateway Tml GBRf	London Gateway GBRF	11:53	12:53		75C66S16
		4L24		SX	04:06	05:06	East Mids Gateway Tml GBRf	London Gateway GBRF	11:31	12:31		75C66S16
		4L35		SX	05:30	06:30	Ditton (O'Connor) FLiner	Felixstowe South GBRF	14:30	15:30		75C66S16
		4L39		FO	23:12	00:12	Wakefield Europort GBRF	Tilbury Container SRVS GB	07:28	08:28		75C66S12
		4L39		FSX	23:12	00:12	Wakefield Europort GBRF	Tilbury Container SRVS GB	07:39	08:39		75C66S12
		4L39		MO	03:22	04:22	Peterborough North Yd GBRF	Tilbury Container SRVS GB	07:39	08:39		75C66S12
		4L43		MO	06:27	07:27	Peterborough North Yd GBRF	Felixstowe North GBRF	10:36	11:36		75C66S16
		4L51		SX	04:57	05:57	Trafford Park Euro Tml GBF	London Gateway GBRF	12:58	13:58		75C66S16
		4L55		SX	18:53	19:53	Doncaster Down Decoy GBRF	Renwick Road Biffa GBRf	23:11	00:11		75-66S06
		4L55		MO	00:53	01:53	Northampton Gateway GBRF	Tilbury Container SRVS GB	11:08	12:08		75C66S16
		4L55		MSX	00:53	01:53	Northampton Gateway GBRF	Tilbury Container SRVS GB	11:08	12:08		75C66S16
		4L55		SO	01:29	02:29	Northampton Gateway GBRF	Tilbury Container SRVS GB	10:48	11:48		75C66S16
		4L57		SX	18:00	19:00	Peterborough North Yd GBRF	Whitemoor Yard	18:31	19:31		75-66S04
		4L62		SX; Y	13:09	14:09	Ditton (O'Connor) GBRf	Felixstowe North GBRF	21:56	22:56		75C66S12
		4L62		SO	13:20	14:20	Ditton (O'Connor) GBRf	Felixstowe South GBRF	21:06	22:06		75C66S14

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		4L65		SX	14:44	15:44	Doncaster Railport (GBRF)	Felixstowe South GBRF	19:45	20:45		75C66S16
		4L66		SO	05:15	06:15	Goole Glassworks GBRF	March Up Yard GBRF	12:56	13:56		75-66S06
		4L66		TThO	05:22	06:22	Goole Glassworks GBRF	March Up Yard GBRF	11:41	12:41		75-66S06
		4L66		SX	05:04	06:04	Northampton Gateway GBRF	Felixstowe North GBRF	11:46	12:46		75C66S16
		4L79		EWD	02:30	03:30	Doncaster Iport GBRF	London Gateway GBRF	10:30	11:30		75C66S16
		4M00		EWD	08:30	09:30	Northampton Gateway GBRF	Southampton W.Docks (GBRF)	14:30	15:30		75C66S16
		4M03		SX	12:11	13:11	Doncaster Down Decoy GBRF	Peak Forest Cemex GBRF	14:17	15:17		75-66S06
		4M04		SO; Y	01:14	02:14	Felixstowe South GBRF	East Mids Gateway Tml GBRf	09:44	10:44	Y with 4M04EG [SO]	75C66S16
		4M04		MSX; Y	01:17	02:17	Felixstowe South GBRF	East Mids Gateway Tml GBRf	09:11	10:11	Y with 4M04HE [MSX]	75C66S16
		4M09		SO	14:53	15:53	Tilbury Container SRVS GB	Ditton (O'Connor) FLiner	21:42	22:42		75C66S16
		4M09		FO	20:29	21:29	Tilbury Container SRVS GB	Ditton (O'Connor) FLiner	03:11	04:11		75C66S16
		4M09		FSX	20:29	21:29	Tilbury Container SRVS GB	Ditton (O'Connor) FLiner	03:51	04:51		75C66S16
		4M10		SX	17:47	18:47	Felixstowe South GBRF	Ditton (O'Connor) FLiner	01:00	02:00		75C66S16
		4M10		Su	13:19	14:19	Doncaster Down Decoy GBRF	Peak Forest Cemex GBRF	15:29	16:29		75-66S06
		4E34		SX	04:54	05:54	Southampton W.Docks (GBRF)	Doncaster Iport GBRF	14:17	15:17		75C66S14
		4M16		SX	04:54	05:54	Southampton W.Docks (GBRF)	Ditton (O'Connor) GBRf	14:16	15:16		75C66S14
		4M32		SX	04:54	05:54	Southampton W.Docks (GBRF)	Hams Hall GBRF	12:24	13:24		75C66S14
		4M21		SO	11:59	12:59	Felixstowe North GBRF	Trafford Park Euro Tml GBF	20:09	21:09		75C66S14
		4M22		MO	10:06	11:06	Felixstowe North GBRF	Trafford Park Euro Tml GBF	18:51	19:51		75C66S12
		4M22		MSX	09:56	10:56	Felixstowe South GBRF	Trafford Park Euro Tml GBF	18:51	19:51		75C66S12
		4M24		SX	16:02	17:02	London Gateway GBRF	East Mids Gateway Tml GBRf	23:03	00:03		75C66S16
		4M16		SO	05:14	06:14	Southampton W.Docks (GBRF)	Ditton (O'Connor) GBRf	14:20	15:20		75C66S14
		4M32		SO	05:14	06:14	Southampton W.Docks (GBRF)	Hams Hall GBRF	10:33	11:33		75C66S14
		4M59		SO	09:58	10:58	Southampton W.Docks (GBRF)	Ditton (O'Connor) GBRf	17:42	18:42		75C66S16
		4M51		SX	17:00	18:00	London Gateway GBRF	Trafford Park Euro Tml GBF	00:45	01:45		75C66S16
		4M55		SuO	14:35	15:35	Tilbury Container SRVS GB	Northampton Gateway GBRF	19:13	20:13		75-66S16
		4M55		SX	15:18	16:18	Tilbury Container SRVS GB	Northampton Gateway GBRF	19:43	20:43		75C66S16
		4M61		SX; Y	01:47	02:47	Felixstowe North GBRF	Ditton (O'Connor) GBRf	10:11	11:11		75C66S16
		4M61		SO; Y	01:50	02:50	Felixstowe North GBRF	Ditton (O'Connor) GBRf	09:41	10:41		75C66S16
		4M66		SX	15:48	16:48	Felixstowe South GBRF	Northampton Gateway GBRF	22:36	23:36		75C66S16
		4M59		SX	11:17	12:17	Southampton W.Docks (GBRF)	Ditton (O'Connor) GBRf	20:10	21:10		75C66S16
		4M97		EWD	12:55	13:55	Mossend Euroterminal	Northampton Gateway GBRF	21:05	22:05		75C66S16
		4N03		SX	10:55	11:55	Carlisle Network Yard	Clitheroe Castle Cement GB	13:32	14:32		75-66S04
		4O00		EWD	18:30	19:30	Southampton W.Docks (GBRF)	Northampton Gateway GBRF	00:30	01:30		75C66S16
		4O16		Su	16:07	17:07	Ditton (O'Connor) GBRf	Southampton W.Docks (GBRF)	01:43	02:43		75C66S16
		4O16		FO	18:12	19:12	Ditton (O'Connor) GBRf	Southampton W.Docks (GBRF)	02:13	03:13		75C66S16
		4B34		MO	04:40	05:40	Eastleigh East Yard	Southampton W.Docks (GBRF)	05:23	06:23		75-66S08
		4O59		FSX	23:13	00:13	Ditton (O'Connor) GBRf	Southampton W.Docks (GBRF)	06:25	07:25		75C66S16
		4O33		SO	15:27	16:27	Hams Hall GBRF	Eastleigh East Yard	20:21	21:21		75C66S16
		4O59		FO	23:13	00:13	Ditton (O'Connor) GBRf	Southampton W.Docks (GBRF)	06:27	07:27		75C66S16

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		4O59		MO	02:36	03:36	Ditton (O'Connor) GBRf	Southampton W.Docks (GBRF)	10:12	11:12		75C66S14
		4O65		SX	11:34	12:34	Ferne Park Recep Lines GBRf	Tonbridge West Yard GBRf	13:31	14:31		75-66S06
		4O77		WSX	11:51	12:51	Donnington RFT GBRf	Kineton MOD GBRf	17:40	18:40		60-66S08
		4O99		EWD	09:30	10:30	Portbury Auto Terminal GBRf	Southampton W.Docks (GBRF)	14:30	15:30		75C66S16
		4R55		SX	23:13	00:13	Renwick Road Biffa GBRf	Renwick Road Biffa GBRf	23:27	00:27		75-66S06
		4S06		SuO	13:30	14:30	Doncaster Iport GBRF	Mossend PD Stirling GBRf	01:30	02:30		75C66S16
		4S06		SX	17:30	18:30	Doncaster Iport GBRF	Mossend PD Stirling GBRf	01:30	02:30		75C66S16
		4S77		FSX	11:51	12:51	Donnington RFT GBRf	Mossend Down Yard GBRF	21:06	22:06		75-66S08
		4S97		MX	00:15	01:15	Northampton Gateway GBRF	Mossend Euroterminal	07:56	08:56		75C66S16
		4V45		SX	14:39	15:39	Quainton Railhead	Tytherington	22:51	23:51		75-66S06
		4V69		SO	14:25	15:25	Quainton Railhead	Bristol East Depot DGL	19:44	20:44		75-66S06
		4V99		EWD	18:30	19:30	Southampton W.Docks (GBRF)	Portbury Auto Terminal GBRf	22:30	23:30		75C66S16
		4O77		TSX	11:51	12:51	Donnington RFT GBRf	Southampton W.Docks (GBRF)	21:54	22:54		75C66S16
		4O77		TO	13:21	14:21	Basford Hall S.S.M.	Southampton W.Docks (GBRF)	21:54	22:54		75C66S16
		5B60		WSX	12:21	13:21	Kettering Stabling Sidings	Northampton EMD	14:38	15:38		75-66S04
		5D73		SX	09:04	10:04	Polmadie Car M.D.	Kilmarnock Bonnyton Depot	11:03	12:03		60-66S04
		5D74		SX	13:00	14:00	Kilmarnock Bonnyton Depot	Polmadie Car M.D.	14:51	15:51		60-66S04
		5D95		MSX	08:29	09:29	Etches Park Sdgs	Barton Under Needwood RSMD	09:14	10:14		222
		5D96		SX	09:02	10:02	Etches Park Sdgs	Barton Under Needwood RSMD	09:51	10:51		222
		5D97		SX	14:56	15:56	Barton Under Needwood RSMD	Etches Park Sdgs	15:35	16:35		222
		5F36		SX	11:30	12:30	Northampton EMD	Kettering Stabling Sidings	13:44	14:44		75C66S04
		5F60		TSX	15:48	16:48	Northampton EMD	Kettering Stabling Sidings	18:16	19:16		75-66S04
		5N34		Su	11:04	12:04	Yoker C.S.	Polmadie Car M.D.	11:36	12:36		75EMUAC
		5N39		Su	08:33	09:33	Polmadie Car M.D.	Yoker C.S.	09:07	10:07		75EMUAC
		5N39		FSX	18:56	19:56	Polmadie Car M.D.	Yoker C.S.	19:41	20:41		75EMUAC
		5Q11		SX	10:20	11:20	Derby Litchurch Lane	Workshop Down Yard	13:58	14:58		60-66S06
		5Q27		SX	08:15	09:15	Wembley IC Depot	Rugby UDT Signal RN4184	12:02	13:02		350100
		5Q28		SX	13:23	14:23	Rugby Signal RN4179	Wembley IC Depot	17:08	18:08		350100
		5Q40		SX	07:40	08:40	Eastleigh T.&R.S.M.D	Staines Up Loop	12:45	13:45		450
		5Q41		SX	13:45	14:45	Staines Up Loop	Southampton Up Goods Loop	17:39	18:39		450
		5Q42		SX	17:47	18:47	Southampton Up Goods Loop	Eastleigh T.&R.S.M.D	22:59	23:59		450
		5Q50		SX	05:42	06:42	Eastleigh T.&R.S.M.D	London Waterloo (Main)	09:48	10:48		450
		5Q50		TWFO	08:24	09:24	Derby Litchurch Lane	Workshop Down Yard	11:24	12:24		75-66S06
		5Q51		SX	10:44	11:44	London Waterloo (Main)	Staines Up Loop	16:45	17:45		450
		5Q52		SX	16:54	17:54	Staines Up Loop	Eastleigh T.&R.S.M.D	23:24	00:24		450
		6A08		MSX	06:48	07:48	Wembley DB Cargo Fan A And B Sidings	West Ruislip LUL Dept GBRF	08:20	09:20		60-66S20
		6A16		SX; Y	09:26	10:26	Haverfordwest FD GBRf	Bicester MOD GBRf	17:18	18:18	Y with 6A16 [SX] to Didcot T.C.	60-66S08
		6A30		FO	05:24	06:24	Acton T.C.	Brentford Town Day & Sons	06:28	07:28		60-60S18
		6A32		WSX	13:04	14:04	North Walsham GBRF	Harwich Refinery Crls Slvs	16:23	17:23		60H66S20
		6A48		SX	10:07	11:07	Bicester MOD GBRf	Didcot T.C.	11:11	12:11		60-66S12
		6A66		SX	02:03	03:03	Tytherington	Quainton Railhead	11:15	12:15		60H66S24
		6B61		MSX	18:10	19:10	Wembley DB Cargo Fan A And B Sidings	DOLLANDS MOOR (GBRF)	20:42	21:42		60-66S06
		6B90		MSX	05:22	06:22	Avonmouth Hanson SDG GBRF	Gloucester N.Y. GBRF	06:23	07:23		60-66S04
		6C01		FSX	18:40	19:40	Kineton MOD GBRf	Carlisle Network Yard	02:18	03:18		60-66S08
		6C04		FSX	23:04	00:04	Kineton MOD GBRf	Longtown MOD GBRf	07:01	08:01		60-66S08
		6C54		SX	07:02	08:02	Carlisle Network Yard	Longtown MOD GBRf	07:38	08:38		60-66S08

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		6C78		SX	10:25	11:25	Carlisle Network Yard	Longtown MOD GBRf	11:00	12:00		60-TR100
		6C78		SX	05:26	06:26	Ashton in Makerfld KS GBRF	Ribblehead VQ GBRF	07:47	08:47		60-66S06
		6C78		SX	05:01	06:01	Tuebrook Sdg GBRF	Ribblehead VQ GBRF	07:47	08:47		60-66S06
		6D10		SX	12:30	13:30	Peterborough North Yd GBRF	Goole Glassworks GBRF	17:33	18:33		60-66S20
		6D10		SO	12:42	13:42	Peterborough North Yd GBRF	Goole Glassworks GBRF	17:34	18:34		60-66S20
		6D24		SX	08:20	09:20	Rylstone Tilcon (GBRf)	Hunslet Tilcon GBRF	13:08	14:08		60H66S28
		6D32		SX	17:50	18:50	Rylstone Tilcon (GBRf)	Hunslet Tilcon GBRF	20:47	21:47		60H66S28
		6D38		SX	21:02	22:02	Hull Dairycoates Tlcn GBRf	Doncaster Down Decoy GBRF	22:31	23:31		60-66S08
		6D39		SO	02:49	03:49	Doncaster Down Decoy GBRF	Hunslet Tilcon GBRF	05:05	06:05		60-66S06
		6D50		Su	08:50	09:50	Hull Dairycoates Tlcn GBRf	Rylstone Tilcon (GBRf)	12:04	13:04		60-66S08
		6D51		EWD	11:19	12:19	Hunslet Tilcon GBRF	Rylstone Tilcon (GBRf)	14:05	15:05		60-66S08
		6D55		EWD	09:54	10:54	Hull Dairycoates Tlcn GBRf	Hunslet Tilcon GBRF	11:32	12:32		60-66S08
		6D63		SX	07:30	08:30	Doncaster Down Decoy GBRF	Rylstone Tilcon (GBRf)	10:58	11:58		60-66S06
		6D79		SO	16:31	17:31	Peterborough North Yd GBRF	Doncaster Down Decoy GBRF	18:34	19:34		60-66S04
		6D80		Su	13:17	14:17	Peterborough North Yd GBRF	Doncaster RMT	15:29	16:29		60-66S04
		6D81		SX	13:00	14:00	Scunthorpe Anchor (GBRF)	Hunslet Tilcon GBRF	16:45	17:45		60H66S20
		6D84		FSX	21:45	22:45	Hunslet Tilcon GBRF	Rylstone Tilcon (GBRf)	00:26	01:26		60-66S08
		6D87		SO	04:23	05:23	Hexthorpe Yard (GBRF)	Rylstone Tilcon (GBRf)	07:35	08:35		60-66S06
		6D88		SO	18:56	19:56	Hull Dairycoates Tlcn GBRf	Hunslet Tilcon GBRF	20:32	21:32		60-66S08
		6D90		SX	05:20	06:20	Hunslet Tilcon GBRF	Rylstone Tilcon (GBRf)	08:01	09:01		60-66S06
		6D97		SO	04:52	05:52	Peterborough West Yard	Doncaster Down Decoy GBRF	07:15	08:15		60-66S06
		6D97		MSX	03:58	04:58	Peterborough West Yard	Rylstone Tilcon (GBRf)	10:58	11:58		60-66S06
		6D99		SX	15:01	16:01	Rylstone Tilcon (GBRf)	Doncaster Down Decoy GBRF	19:36	20:36		60H66S24
		6E10		SO	04:43	05:43	Wembley DB Cargo Fan A And B Sidings	Goole Glassworks GBRF	13:02	14:02		60-66S20
		6E11		SX	20:18	21:18	Wembley DB Cargo Fan A And B Sidings	Peterborough North Yd GBRF	22:58	23:58		60-66S20
		6E20		SX	02:32	03:32	Tonbridge West Yard GBRf	Peterborough North Yd GBRF	08:08	09:08		60-66S06
		6E26		SO	14:55	15:55	Liverpool Biomass TML GBF	Drax AES (GBRF)	21:40	22:40		60H66S24
		6E44		SX	15:49	16:49	Bredbury Tilcon GBRf	Rylstone Tilcon (GBRf)	22:50	23:50		60-66S06
		6E44		SX	18:42	19:42	Grain Foster Yeoman GBRf	Ferme Park Recep Lines GBRf	22:19	23:19		60H66S20
		6E48		FO	22:22	23:22	Tonbridge West Yard GBRf	Ferme Park Recep Lines GBRf	00:20	01:20		60-66S18
		6E48		FSX	22:22	23:22	Tonbridge West Yard GBRf	Ferme Park Recep Lines GBRf	00:20	01:20		60-66S18
		6E50		SX	12:40	13:40	Ashburys S.S.	Doncaster Down Decoy GBRF	16:18	17:18		60-66S06
		6E51		SO	11:58	12:58	Peak Forest Cemex GBRF	Selby (GB Railfreight)	14:35	15:35		60-66S22
		6E52		TThO	21:04	22:04	Small Heath Caledonia Yard	Peterborough North Yd GBRF	01:21	02:21		60-66S06
		6E57		SO	03:40	04:40	Renwick Road Biffa GBRf	Doncaster Down Decoy GBRF	09:46	10:46		60H66S22
		6E59		WFO	06:01	07:01	Tonbridge West Yard GBRf	Peterborough North Yd GBRF	10:55	11:55		60-66S04
		6E61		SX	20:20	21:20	Chesterton Junction GBRF	Thrislington GBRF	04:46	05:46		60-66S06
		6E61		Su	21:52	22:52	Small Heath Caledonia Yard	Attercliffe Sdgs EWS	01:44	02:44		60-66S06
		6E63		MSX	00:48	01:48	Peak Forest Cemex GBRF	Stourton Cemex GBRf	03:59	04:59		60H66S26
		6E63		MO	00:48	01:48	Peak Forest Cemex GBRF	Stourton Cemex GBRf	04:30	05:30		60H66S26
		6E69		SX	12:24	13:24	Ribblehead VQ GBRF	Hunslet Tilcon GBRF	15:45	16:45		60H66S24
		6E72		WO	14:00	15:00	Tuebrook Sdg GBRF	Doncaster Down Decoy GBRF	17:18	18:18		60-66S06
		6E73		SX	07:05	08:05	Grain Oil Terminal GBRF	Doncaster Down Decoy GBRF	17:13	18:13		60H66S20
		6E81		EWD	06:30	07:30	Parkeston SS GBRf	Peterborough North Yd GBRF	10:10	11:10		60-66S08
		6E82		EWD	09:15	10:15	Parkeston SS GBRf	Peterborough North Yd GBRF	13:00	14:00		60-66S08
		6E83		EWD	11:45	12:45	Parkeston SS GBRf	Peterborough North Yd GBRF	15:15	16:15		60-66S08
		6E83		MSX	00:59	01:59	Liverpool EMR GBRF	Attercliffe Sdgs GBRf	06:54	07:54		60-66S06
		6E92		FSX	23:18	00:18	Grain Foster Yeoman GBRf	Ferme Park Recep Lines GBRf	01:52	02:52		60H66S20
		6E99		SX	05:55	06:55	Leyland Sidings GBRF	Rylstone Tilcon (GBRf)	10:58	11:58		60-66S06

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		6E99		SX	19:39	20:39	March Down R.S.	Peterborough North Yd GBRF	20:06	21:06		60-66S04
		6F05		SX	19:01	20:01	Coton Hill TC GBRf	Wellingborough Up TC GBRf	23:04	00:04		60H66S20
		6F18		TThO	14:38	15:38	Trafford Park Euro Tml GBF	Tuebrook Sdg GBRF	17:39	18:39		60-66S04
		6F24		SX	12:38	13:38	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	13:17	14:17		60-66S08
		6F27		Su	15:02	16:02	Tuebrook Sdg GBRF	Liverpool Biomass TML GBF	15:40	16:40		60-66S08
		6F52		TThO	21:04	22:04	Small Heath Caledonia Yard	Wellingborough Up TC GBRf	11:53	00:53		60-66S06
		6F68		SX	17:29	18:29	Tuebrook Sdg GBRF	Ashton in Makerfld KS GBRF	18:28	19:28		60H66S12
		6F69		SX	12:24	13:24	Ribblehead VQ GBRF	Tuebrook Sdg GBRF	16:42	17:42		60H66S22
		6F69		SX	12:24	13:24	Ribblehead VQ GBRF	Ashton in Makerfld KS GBRF	15:56	16:56		60H66S22
		6F70		SX	21:04	22:04	Ashton in Makerfld KS GBRF	Tuebrook Sdg GBRF	21:47	22:47		60-66S04
		6F72		Su	19:51	20:51	Liverpool EMR GBRF	Arpley Sidings	21:10	22:10		60-66S06
		6F73		MO	16:27	17:27	Saltley EMR GBRF	Liverpool EMR GBRF	02:27	03:27		60H66S18
		6F73		Su	18:36	19:36	Saltley EMR GBRF	Liverpool EMR GBRF	11:41	00:41		60H66S18
		6F78		ThO	22:10	23:10	Saltley EMR GBRF	Liverpool EMR GBRF	03:40	04:40		60H66S18
		6F88		SO	09:33	10:33	Bescot Yard	Wellingborough Up TC GBRf	11:51	12:51		60-66S06
		6F88		SO	10:13	11:13	Hams Hall GBRF	Wellingborough Up TC GBRf	11:51	12:51		60-66S06
		6F89		SO	04:45	05:45	Hams Hall GBRF	Wellingborough Up TC GBRf	06:17	07:17		60-66S12
		6G04		TThO	08:50	09:50	Longtown MOD GBRf	Kineton MOD GBRf	17:39	18:39		60-66S04
		6G05		MSX	11:52	12:52	Longtown MOD GBRf	Kineton MOD GBRf	20:32	21:32		60-66S04
		6G06		MSX	06:29	07:29	Inverkeithing Yard	Rosyth Dockyard	06:49	07:49		60-66S08
		6G07		MSX	09:44	10:44	Rosyth Dockyard	Inverkeithing Yard	10:04	11:04		60-66S08
		6G34		SO	02:29	03:29	Hindlow GBRF	Banbury Reservoir Tarmac	11:25	12:25		60H66S24
		6G34		SX	02:34	03:34	Hindlow GBRF	Banbury Reservoir Tarmac	10:29	11:29		60H66S24
		6G35		SO	17:00	18:00	Banbury Reservoir Tarmac	Bescot Yard	18:51	19:51		60-66S06
		6G35		SO	17:00	18:00	Banbury Reservoir Tarmac	Small Heath Caledonia Yard	18:23	19:23		60-66S06
		6G52		TThO	17:06	18:06	Wellingborough Up TC GBRf	Small Heath Caledonia Yard	19:51	20:51		60-66S06
		6G64		FSX	19:32	20:32	Carlisle Network Yard	Kineton MOD GBRf	06:00	07:00		60-66S08
		6G70		SX	18:19	19:19	Tunstead Sidings GBRF	Washwood Heath Up Sdg GBRf	22:19	23:19		60H66S24
		6G72		SO	15:36	16:36	Liverpool EMR GBRF	Small Heath Caledonia Yard	20:55	21:55		60-66S06
		6G73		WO	11:49	00:49	Liverpool EMR GBRF	Kingsbury Sidings GBRF	04:00	05:00		60-66S06
		6G73		WO	11:49	00:49	Liverpool EMR GBRF	Kingsbury Sidings GBRF	06:47	07:47		60-66S06
		6G76		SX	18:19	19:19	Tunstead Sidings GBRF	Hams Hall GBRF	22:33	23:33		60H66S24
		6G80		SO	02:32	03:32	Peak Forest Cemex GBRF	Small Heath Cemex GBRf	08:31	09:31		60H66S24
		6G84		FSX	06:54	07:54	Kineton MOD GBRf	Donnington RFT GBRf	12:48	13:48		60-66S08
		6G85		FSX	16:04	17:04	Donnington RFT GBRf	Kineton MOD GBRf	21:30	22:30		60-66S08
		6G92		SO	08:12	09:12	Hindlow GBRF	Small Heath LaFarge GBRf	16:00	17:00		60H66S24
		6G92		SX	07:58	08:58	Hindlow GBRF	Small Heath LaFarge GBRf	16:05	17:05		60H66S24
		6G95		FSX	20:47	21:47	Tunstead Sidings GBRF	Washwood Heath Up Sdg GBRf	07:53	08:53		60H66S24
		6G96		FSX	21:24	22:24	Tunstead Sidings GBRF	Washwood Heath Up Sdg GBRf	08:07	09:07		60H66S24
		6G96		FO	21:24	22:24	Tunstead Sidings GBRF	Washwood Heath Up Sdg GBRf	07:47	08:47		60H66S24
		6G98		FO	20:07	21:07	Banbury Reservoir Tarmac	Small Heath Caledonia Yard	21:31	22:31		60-66S06
		6G98		SO	19:28	20:28	Banbury Reservoir Tarmac	Small Heath Caledonia Yard	21:37	22:37		60-66S06
		6G99		SX	06:16	07:16	Tunstead Sidings GBRF	Banbury Reservoir Tarmac	15:57	16:57		60H66S24
		6G99		SO	06:28	07:28	Tunstead Sidings GBRF	Banbury Reservoir Tarmac	15:05	16:05		60H66S24
		6H03		SX	11:09	12:09	Wellingborough Up TC GBRf	Peak Forest Cemex GBRF	14:57	15:57		60-66S06
		6H18		TThO	10:00	11:00	Tuebrook Sdg GBRF	Trafford Park Euro Tml GBF	12:14	13:14		60-66S04
		6H58		SX	16:07	17:07	Hope St Peakstone P.Sdgs	Peak Forest Cemex GBRF	17:39	18:39		60-66S06
		6H63		Su	22:40	23:40	Small Heath Caledonia Yard	Hindlow GBRF	04:34	05:34		60-66S06
		6H73		MSX	05:39	06:39	Hams Hall GBRF	Tunstead Sidings GBRF	12:50	13:50		60-66S06
		6H79		SO	20:17	21:17	Doncaster Robert RD RP GB	Peterborough North Yd GBRF	21:51	22:51		60-66S06

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		6H89		MO	04:51	05:51	Small Heath Caledonia Yard	Hindlow GBRF	11:32	12:32		60-66S06
		6H89		MSX	04:37	05:37	Hams Hall GBRF	Hindlow GBRF	11:32	12:32		60-66S06
		6H90		SO	10:41	11:41	Small Heath Caledonia Yard	Hindlow GBRF	17:09	18:09		60-66S06
		6H97		SX	15:01	16:01	Rylstone Tilcon (GBRf)	Peterborough West Yard	11:33	00:33		60H66S24
		6H98		Su	18:44	19:44	Small Heath Caledonia Yard	Tunstead Sidings GBRF	11:49	00:49		60-66S06
		6H98		SX	20:07	21:07	Banbury Reservoir Tarmac	Tunstead Sidings GBRF	01:15	02:15		60-66S06
		6H99		SX	16:47	17:47	March Up R.S.	March Down R.S. GBRF	17:29	18:29		60-66S06
		6J40		EWD	06:16	07:16	Penyfford Cement GBRF	Coton Hill TC GBRF	09:11	10:11		60H66S10
		6J41		EWD	12:30	13:30	Penyfford Cement GBRF	Coton Hill TC GBRF	15:20	16:20		60H66S10
		6J46		SX	08:20	09:20	Peak Forest Cemex GBRF	Hope St Peakstone P.Sdgs	10:10	11:10		60H66S24
		6J46		SO	08:21	09:21	Peak Forest Cemex GBRF	Hope St Peakstone P.Sdgs	10:10	11:10		60H66S24
		6L00		SX	20:22	21:22	Peterborough North Yd GBRF	March Up R.S.	20:50	21:50		60-66S04
		6L17		FSX	23:00	00:00	Bardon Hill GBRF	Harlow Mill AI GBRF	05:40	06:40		60H66S20
		6L18		MX	21:30	22:30	Avonmouth Hanson SDG GBRF	Parkeston SS GBRF	03:30	04:30		60-66S12
		6L22		EWD	04:30	05:30	Peterborough North Yd GBRF	Parkeston SS GBRF	08:30	09:30		60H66S24
		6L23		EWD	08:57	09:57	Peterborough North Yd GBRF	Parkeston SS GBRF	12:30	13:30		60H66S24
		6L26		EWD	14:10	15:10	Peterborough North Yd GBRF	Parkeston SS GBRF	17:40	18:40		60H66S24
		6L35		SuO	19:00	20:00	Kingmoor Up Through Sdg	Dagenham Dock Reception GBRF	10:58	11:58		50-66S09
		6L35		SX	17:11	18:11	Mossend Down Yard GBRF	Dagenham Dock Reception GBRF	10:58	11:58		50-66S09
		6L41		SX	09:06	10:06	Grain Foster Yeoman GBRf	Bow Depot GBRf	13:19	14:19		60-66S20
		6L62		MSX	02:38	03:38	Ferme Park Recep Lines GBRf	Purfleet FY GBR	04:54	05:54		60H66S20
		6L62		MO	03:10	04:10	Ferme Park Recep Lines GBRf	Purfleet FY GBR	05:40	06:40		60H66S20
		6L90		SO	02:02	03:02	Grain Foster Yeoman GBRf	Bow Depot GBRf	05:22	06:22		60H66S20
		6L98		MTThO	07:08	08:08	Bicester MOD GBRf	Shoeburyness MOD GBRf	12:52	13:52		60-66S08
		6L98		MTThO	06:54	07:54	Kineton MOD GBRf	Shoeburyness MOD GBRf	12:52	13:52		60-66S08
		6L99		SX	14:30	15:30	Peterborough North Yd GBRF	March Up R.S.	14:56	15:56		60-66S06
		6M00		FSX	19:21	20:21	Bicester MOD GBRf	Longtown MOD GBRf	07:32	08:32		60-66S08
		6M03		SX	16:23	17:23	Barrington PAD GBRF	Willesden Eurotermnal GBRF	20:33	21:33		60-66S06
		6M04		FSX	13:10	14:10	Elgin Yard	Carlisle Network Yard	22:39	23:39		60-66S08
		6M10		SX	13:09	14:09	Acton Yard GBRF	Wellingborough Up TC GBRf	15:13	16:13		60-66S16
		6M11		FO	13:12	14:12	Ferme Park Recep Lines GBRf	Wellingborough Up TC GBRf	15:12	16:12		60-66S06
		6M12		SX	11:40	12:40	Peterborough North Yd GBRF	Old Dalby	13:07	14:07		60-66S20
		6M12		SO	10:44	11:44	Peterborough North Yd GBRF	Old Dalby	12:51	13:51		60-66S20
		6M13		SX	20:30	21:30	Ferme Park Recep Lines GBRf	Wellingborough Up TC GBRf	22:37	23:37		60-66S16
		6M16		SX	12:29	13:29	Bicester MOD GBRf	Kineton MOD GBRf	15:09	16:09		60-66S08
		6M19		SX	09:44	10:44	Acton Yard GBRF	Coton Hill TC GBRf	15:36	16:36		60-66S06
		6M25		SX	03:06	04:06	Doncaster Down Decoy GBRF	Arcow Quarry GBRf	07:10	08:10		60-66S06
		6M31		SX	08:54	09:54	Doncaster Down Decoy GBRF	Arcow Quarry GBRf	12:03	13:03		60-66S06
		6M32		SX	09:27	10:27	Bow Depot GBRf	Bardon Hill GBRF	13:45	14:45		60-60S06
		6M32		SX	10:06	11:06	Ferme Park Recep Lines GBRf	Bardon Hill GBRF	13:45	14:45		60-60S06
		6M34		SX	11:36	12:36	Ferme Park Recep Lines GBRf	Bardon Hill GBRF	16:29	17:29		60-66S06
		6M34		MO	04:06	05:06	Drax AES (GBRF)	Tuebrook Sdg GBRF	08:57	09:57		60-66S08
		6M35		SX	13:52	14:52	Ashchurch MOD GBRf	Kineton MOD GBRf	17:40	18:40		60-66S08
		6M35		SO	15:43	16:43	Mossend Down Yard GBRF	Kingmoor Up Through Sdg	18:52	19:52		50-66S06
		6M36		SX	21:08	22:08	Cliff Brett Marine GBRF	Willesden Eurotermnal GBRF	23:20	00:20		60-66S06
		6M36		Su	09:28	10:28	Drax AES (GBRF)	Liverpool Biomass TML GBF	13:36	14:36		60-66S08
		6M40		SX	09:06	10:06	Grain Foster Yeoman GBRf	Neasden Charrington GBRf	12:01	13:01		60H66S18
		6M41		SO	06:04	07:04	DOLLANDS MOOR (GBRF)	Daventry GBRF	12:51	13:51		60-66S18
		6M41		ThFO	06:23	07:23	DOLLANDS MOOR (GBRF)	Daventry GBRF	12:19	13:19		60-66S18

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		6M42		SO	14:06	15:06	Avonmouth Hanson SDG GBRF	Penyffordd Cement GBRF	19:08	20:08		60-66S04
		6M44		SX	04:15	05:15	Rylstone Tilcon (GBRf)	Bredbury Tilcon GBRf	10:20	11:20		60H66S20
		6M45		SX	14:46	15:46	Warminster MOD GBRf	Kineton MOD GBRf	18:39	19:39		60-66S08
		6M45		TWThO	13:49	14:49	Shoeburyness MOD GBRf	Kineton MOD GBRf	18:39	19:39		60-66S08
		6M47		SX	11:48	12:48	Marchwood MOD GBRf	Kineton MOD GBRf	17:40	18:40		60-66S08
		6M47		SX	11:20	12:20	Ludgershall MOD GBRf	Kineton MOD GBRf	17:40	18:40		60-66S08
		6M47		SX	09:26	10:26	Haverfordwest FD GBRf	Kineton MOD GBRf	17:40	18:40		60-66S08
		6M47		TThFO	09:42	10:42	Ernsettle MOD GBRf	Kineton MOD GBRf	17:40	18:40		60-TR40
		6M47		WO	09:42	10:42	Ernsettle MOD GBRf	Kineton MOD GBRf	17:40	18:40		60-TR40
		6M50		SX	03:22	04:22	Doncaster Down Decoy GBRF	Ashburys S.S.	06:00	07:00		60H66S18
		6M51		TO	10:34	11:34	DOLLANDS MOOR (GBRF)	Daventry GBRF	20:17	21:17		60-66S20
		6M52		TThO	16:05	17:05	Peterborough North Yd GBRF	Small Heath Caledonia Yard	19:52	20:52		60-66S06
		6M60		SO	03:31	04:31	Gloucester N.Y. GBRF	Neasden engineers sdg GBRF	09:29	10:29		60H66S24
		6M60		TO	03:12	04:12	Tonbridge West Yard GBRf	West Ruislip LUL Dept GBRF	05:37	06:37		60H66S16
		6M61		SX	09:44	10:44	Acton Yard GBRF	Bardon Hill GBRF	13:45	14:45		60-66S06
		6M61		SO	10:16	11:16	Acton Yard GBRF	Bardon Hill GBRF	13:35	14:35		60-66S06
		6M61		MO	18:20	19:20	Attercliffe Sdgs EWS	Liverpool Euro Metal(MDHC)	02:27	03:27		60H66S18
		6M63		SX	10:45	11:45	Glen Douglas MOD GBRf	Carlisle Network Yard	15:03	16:03		60-66S04
		6M64		FO	20:00	21:00	Didcot T.C.	Walton Old Jn.M.S.C.Sdgs	00:44	01:44		60-66S16
		6M64		FSX	20:00	21:00	Didcot T.C.	Walton Old Jn.M.S.C.Sdgs	00:51	01:51		60-66S16
		6M68		SX	07:05	08:05	Grain Oil Terminal GBRF	Doncaster Down Decoy GBRF	17:13	18:13		60H66S20
		6M69		EWD	14:29	15:29	Prestwick B.P.Oil	Carlisle Network Yard	17:02	18:02		60-66S04
		6M70		SO	04:28	05:28	Prestwick B.P.Oil	Carlisle Network Yard	08:07	09:07		60-66S04
		6M71		FSX	18:00	19:00	Swindon EMR GBRF	Liverpool EMR GBRF	04:13	05:13		60H66S18
		6M71		FO	18:00	19:00	Swindon EMR GBRF	Liverpool Euro Metal(MDHC)	04:57	05:57		60H66S18
		6M72		MO	02:30	03:30	Grain Oil Terminal GBRF	Sinfin Sdgs (GBRf)	10:07	11:07		60H66S10
		6M72		MSX	02:30	03:30	Grain Oil Terminal GBRF	Sinfin Sdgs (GBRf)	10:07	11:07		60H66S10
		6M72		WO	08:39	09:39	Doncaster Down Decoy GBRF	Tuebrook Sdg GBRF	11:40	12:40		60-66S06
		6M78		SX	03:55	04:55	Doncaster Down Decoy GBRF	Ribblehead VQ GBRF	07:05	08:05		60-66S06
		6M82		SX	19:05	20:05	Grain Thamesport (GBRF)	W Ruislip HS2 Stop Boards	11:58	00:58		60-66S16
		6M82		Su	19:00	20:00	Grain Thamesport (GBRF)	W Ruislip HS2 Stop Boards	22:52	23:52		60-66S16
		6M82		SO	03:57	04:57	Hunslet Tilcon GBRF	Tuebrook Sdg GBRF	06:40	07:40		60-66S06
		6M83		WO	23:18	00:18	Grain Foster Yeoman GBRf	Watford London Concr GBRF	05:41	06:41		60H66S20
		6M83		SX	10:21	11:21	Tinsley Yard GBRf	Bardon Hill GBRF	14:14	15:14		60-66S06
		6M84		SX	19:05	20:05	Grain Thamesport (GBRF)	Willesden Eurotermnal GBRF	21:39	22:39		60-66S16
		6M84		FSX	07:08	08:08	Bicester MOD GBRf	Donnington RFT GBRf	14:12	15:12		60-66S08
		6M90		Su	19:03	20:03	Drax AES (GBRF)	Liverpool Biomass TML GBF	23:03	00:03		60-66S08
		6M98		MO	05:07	06:07	Peterborough North Yd GBRF	Wellingborough Up TC GBRf	07:22	08:22		60-66S06
		6M98		FSX	15:01	16:01	Rylstone Tilcon (GBRf)	Leyland Sidings GBRF	21:05	22:05		60H66S22
		6M98		FO	15:01	16:01	Rylstone Tilcon (GBRf)	Leyland Sidings GBRF	22:01	23:01		60H66S22
		6O05		SO	16:18	17:18	Colnbrook BAA GBRF	Grain Oil Terminal GBRF	20:41	21:41		60-66S08
		6O05		Su	21:18	22:18	Colnbrook BAA GBRF	Grain Oil Terminal GBRF	00:42	01:42		60-66S08
		6O05		SX	17:09	18:09	Colnbrook BAA GBRF	Grain Oil Terminal GBRF	20:24	21:24		60-66S08
		6O07		SX	04:30	05:30	Colnbrook BAA GBRF	Grain Oil Terminal GBRF	08:39	09:39		60-66S08
		6O07		Su	08:49	09:49	Colnbrook BAA GBRF	Grain Oil Terminal GBRF	12:11	13:11		60-66S08
		6O09		TThO	12:15	13:15	Colnbrook BAA GBRF	Grain Oil Terminal GBRF	16:03	17:03		60-66S08
		6O09		SO	13:01	14:01	Colnbrook BAA GBRF	Grain Oil Terminal GBRF	16:11	17:11		60-66S08
		6O17		SX	10:45	11:45	Purfleet FY GBR	Grain Foster Yeoman GBRf	15:39	16:39		60-66S06
		6O33		SX	03:57	04:57	Willesden Eurotermnal GBRF	Cliff Brett Marine GBRF	05:39	06:39		60H66S24

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		6033		SO	03:57	04:57	Willesden Euroterminal GBRF	Cliff Brett Marine GBRF	05:41	06:41		60H66S24
		6037		SX	13:32	14:32	Willesden Euroterminal GBRF	Cliff Brett Marine GBRF	15:33	16:33		60H66S24
		6041		SX	18:44	19:44	Bow Depot GBRf	Grain Foster Yeoman GBRf	22:41	23:41		60-66S06
		6044		SX	06:54	07:54	Kineton MOD GBRf	Ludgershall MOD GBRf	10:12	11:12		60-66S08
		6045		SX	06:54	07:54	Kineton MOD GBRf	Marchwood MOD GBRf	10:48	11:48		60-66S08
		6051		SO	14:09	15:09	Daventry GBRF	DOLLANDS MOOR (GBRF)	18:24	19:24		60-66S16
		6052		SX	11:55	12:55	Brentford Town Days GBRf	Tonbridge West Yard GBRf	15:48	16:48		60-66S06
		6054		MSX	11:49	00:49	Bardon Hill GBRF	Crawley New Yard (GBRF)	05:45	06:45		60H66S20
		6055		SX	14:10	15:10	Daventry GBRF	Dollands Moor Sdgs	18:27	19:27		60-66S08
		6057		WFO	12:40	13:40	Peterborough North Yd GBRF	Tonbridge West Yard GBRf	17:19	18:19		60-66S06
		6058		ThO	23:20	00:20	Pengam Recepton Sdgs GBRf	Angerstein Wharf (GBRF)	05:21	06:21		60H66S20
		6060		SO	09:54	10:54	Bow Depot GBRf	Tonbridge West Yard GBRf	14:15	15:15		60-66S06
		6064		SX	12:36	13:36	Ferme Park Recep Lines GBRf	Tonbridge West Yard GBRf	14:48	15:48		60-66S06
		6065		SX	15:54	16:54	DB Cargo Fan A And B Sidings	DOLLANDS MOOR (GBRF)	18:27	19:27		60-66S08
		6068		MSX	04:28	05:28	Prestwick B.P.Oil	Grain Oil Terminal GBRF	20:46	21:46		60-66S04
		6076		SX	19:09	20:09	Brentford Town Days GBRf	Tonbridge West Yard GBRf	22:19	23:19		60-66S06
		6077		SX	16:44	17:44	Sinfin Sdgs (GBRF)	Grain Oil Terminal GBRF	00:43	01:43		60-66S06
		6078		SX	19:09	20:09	Brentford Town Days GBRf	Grain Foster Yeoman GBRf	22:41	23:41		60-66S06
		6084		FSX	16:58	17:58	Donnington RFT GBRf	Eastleigh East Yard	22:59	23:59		60-66S08
		6085		SX	11:56	12:56	Colnbrook LaFarge GBRf	Grain Foster Yeoman GBRf	15:39	16:39		60-66S06
		6085		TO	12:24	13:24	West Ruislip LUL Dept GBRF	Grain Foster Yeoman GBRf	15:39	16:39		60-66S06
		6086		SX	10:28	11:28	Acton Yard GBRF	Tonbridge West Yard GBRf	13:37	14:37		60-66S06
		6088		SX	10:28	11:28	Acton Yard GBRF	Grain Foster Yeoman GBRf	13:09	14:09		60-66S06
		6P40		SX	03:04	04:04	Harwich Refinery Crls Slvs	North Walsham GBRF	06:07	07:07		60-66S06
		6R55		MX	01:31	02:31	Renwick Road Biffa GBRf	Renwick Road Biffa GBRf	01:45	02:45		60-66S18
		6R56		MX	01:55	02:55	Renwick Road Biffa GBRf	Renwick Road Biffa GBRf	02:09	03:09		60-66S18
		6R57		MX	02:19	03:19	Renwick Road Biffa GBRf	Renwick Road Biffa GBRf	02:33	03:33		60-66S18
		6S00		FSX	09:42	10:42	Ernsettle MOD GBRf	Glen Douglas MOD GBRf	08:20	09:20		60-TR40
		6S04		MSX	12:08	13:08	Inverness T.C.	Elgin Yard	13:24	14:24		60-66S08
		6S05		FSX	14:44	15:44	Gloucester N.Y. GBRF	Millerhill S.S.	11:59	00:59		60-66S08
		6S68		MX	04:15	05:15	Carlisle Network Yard	Prestwick B.P.Oil	07:29	08:29		60H66S10
		6S69		EWD	18:18	19:18	Carlisle Network Yard	Prestwick B.P.Oil	21:08	22:08		60H66S10
		6V04		SX	07:05	08:05	Grain Oil Terminal GBRF	Colnbrook BAA GBRF	11:02	12:02		60H66S20
		6V04		Su	10:50	11:50	Grain Oil Terminal GBRF	Colnbrook BAA GBRF	15:02	16:02		60H66S20
		6V04		SO	07:55	08:55	Grain Oil Terminal GBRF	Colnbrook BAA GBRF	10:59	11:59		60H66S22
		6V06		SO	13:05	14:05	Grain Oil Terminal GBRF	Colnbrook BAA GBRF	17:01	18:01		60H66S20
		6V06		Su	18:27	19:27	Grain Oil Terminal GBRF	Colnbrook BAA GBRF	21:59	22:59		60H66S22
		6V07		SX	06:40	07:40	Kineton MOD GBRf	Warminster MOD GBRf	11:11	12:11		60-66S08
		6V07		SO	05:38	06:38	Grain Oil Terminal GBRF	Colnbrook BAA GBRF	09:26	10:26		60H66S22
		6V08		SX	15:27	16:27	Ludgershall MOD GBRf	Bicester MOD GBRf	18:25	19:25		60-66S08
		6V09		ThO	22:41	23:41	Grain Oil Terminal GBRF	Colnbrook BAA GBRF	01:32	02:32		60H66S20
		6V09		TO	22:41	23:41	Grain Oil Terminal GBRF	Colnbrook BAA GBRF	03:06	04:06		60H66S20
		6V16		SX	08:36	09:36	Kineton MOD GBRf	Bicester MOD GBRf	11:15	12:15		60-66S08
		6V18		MX	03:30	04:30	Parkeston SS GBRf	Avonmouth Hanson SDG GBRF	11:30	12:30		60-66S06
		6V34		SX	06:54	07:54	Kineton MOD GBRf	Ashchurch MOD GBRf	11:14	12:14		60-66S08
		6V35		FO	08:13	09:13	Clitheroe Castle Cement GB	Avonmouth Hanson SDG GBRF	18:04	19:04		60H66S18
		6V61		TWThO	03:05	04:05	Gloucester N.Y. GBRF	Ernsettle MOD GBRf	07:53	08:53		60-66S08
		6V61		MO	03:11	04:11	Gloucester N.Y. GBRF	Ernsettle MOD GBRf	07:53	08:53		60-66S08
		6V61		FO	10:45	11:45	Glen Douglas MOD GBRf	Ernsettle MOD GBRf	07:53	08:53		60-TR40

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		6V61		FSX	10:45	11:45	Glen Douglas MOD GBRf	Ernsettle MOD GBRf	07:53	08:53		60-TR40
		6V61		FSX	22:28	23:28	Kineton MOD GBRf	Ernsettle MOD GBRf	07:53	08:53		60-66S08
		6V75		SX	18:02	19:02	Grain Oil Terminal GBRF	Colnbrook BAA GBRF	21:37	22:37		60H66S20
		6V77		FSX	02:30	03:30	Grain Oil Terminal GBRF	Colnbrook BAA Logistics	06:06	07:06		60H66S20
		6V82		SX	17:19	18:19	Coton Hill TC GBRf	Avonmouth Hanson SDG GBRF	21:58	22:58		60H66S18
		6V83		MSX	02:10	03:10	Grain Foster Yeoman GBRf	Acton Yard GBRF	04:35	05:35		60H66S20
		6V86		SX	03:00	04:00	Tonbridge West Yard GBRf	Acton Yard GBRF	04:36	05:36		60-66S20
		6V87		SX	09:06	10:06	Grain Foster Yeoman GBRf	Brentford Town Days GBRf	13:14	14:14		60-66S18
		6V98		TWThO	13:49	14:49	Shoeburyness MOD GBRf	Bicester MOD GBRf	18:25	19:25		60-66S08
		6Y29		SX	11:28	12:28	Crawley New Yard (GBRF)	Grain Foster Yeoman GBRf	15:39	16:39		60-66S06
		6Y39		SX	04:13	05:13	Tonbridge West Yard GBRf	Grain Foster Yeoman GBRf	06:17	07:17		60-66S06
		6Y45		SO	02:54	03:54	Crawley New Yard (GBRF)	Tonbridge West Yard GBRf	05:08	06:08		60-66S06
		6Y46		MSX	03:16	04:16	Crawley New Yard (GBRF)	Tonbridge West Yard GBRf	04:19	05:19		60-66S06
		6Y47		MSX	03:16	04:16	Crawley New Yard (GBRF)	Grain Foster Yeoman GBRf	05:57	06:57		60-66S06
		6Y64		TO	08:12	09:12	Tonbridge West Yard GBRf	Eastleigh East Yard	11:58	12:58		60-66S04
		6Y65		TThO	13:02	14:02	Eastleigh East Yard	Tonbridge West Yard GBRf	17:19	18:19		60-66S06
		6Y78		SX	11:28	12:28	Angerstein Wharf (GBRF)	Tonbridge West Yard GBRf	13:37	14:37		60-66S06
		6Y79		SX	11:28	12:28	Angerstein Wharf (GBRF)	Grain Foster Yeoman GBRf	13:09	14:09		60-66S06
		6Y83		SX	17:49	18:49	Southampton W.Docks (GBRF)	Tonbridge West Yard GBRf	22:35	23:35		60-66S16
		6Y83		SO	17:58	18:58	Southampton W.Docks (GBRF)	Tonbridge West Yard GBRf	22:32	23:32		60-66S16
		6Y92		SX	18:42	19:42	Grain Foster Yeoman GBRf	Tonbridge West Yard GBRf	21:19	22:19		60H66S20
		8C07		MSX	11:39	00:39	DOLLANDS MOOR (GBRF)	Wembley DB Cargo Fan A And B Sidings	02:15	03:15		60-66S20
		8C07		SO	11:45	00:45	DOLLANDS MOOR (GBRF)	Wembley DB Cargo Fan A And B Sidings	02:17	03:17		60-66S20
		8C07		MO	00:05	01:05	DOLLANDS MOOR (GBRF)	Wembley DB Cargo Fan A And B Sidings	02:34	03:34		60-66S20
		8D07		MSX	11:39	00:39	DOLLANDS MOOR (GBRF)	Wembley DB Cargo Fan A And B Sidings	02:15	03:15		60-66S20
		8D07		SO	11:45	00:45	DOLLANDS MOOR (GBRF)	Wembley DB Cargo Fan A And B Sidings	02:17	03:17		60-66S20
		8D07		MO	00:05	01:05	DOLLANDS MOOR (GBRF)	Wembley DB Cargo Fan A And B Sidings	02:34	03:34		60-66S20
		8D10		MSX	01:30	02:30	DOLLANDS MOOR (GBRF)	Wembley DB Cargo Fan A And B Sidings	04:28	05:28		60-66S20