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23 January 2026

Network Rail Representations for Grand Central's 35th Supplemental Agreement – GC Response

Dear David,

This letter provides Grand Central's (GC) response to Network Rail's (NR) Representations for the 35th Supplemental Agreement (SA), following their letter of 2nd January 2026.

GC would like to thank NR for their representations. It is, of course, disappointing that NR are not supportive of GC's application to run additional services as part of the 35th SA, as set out in their response letter.

GC would now like to take the opportunity to address a number of aspects that NR have raised in their response.

Capacity

GC would like to thank NR for acknowledging that, for the nine services that were assessed by NR, that *"on capacity grounds...the nine assessed services could be accommodated"*, with *"flexes applied to both GC and other operators"*.

GC believe that the other 5x services could also be accommodated and are also TPR compliant, and it is disappointing that NR chose not to validate these services, as set out in paragraph 6.4 of their representations stating that *"As there has been no relevant infrastructure, timetable or quantum changes to the ECML between ORR's decision and now NR believes the original capacity and performance studies..... are still valid"*.

Additionally, in prior correspondence NR has stated that by reviewing these 5 services in detail and offering them to GC, it would undermine the decision made by ORR in July 2025 and therefore it is not able to do this.

GC has contended, that as NR did not undertake appropriate assessment of these train paths for December 2025 (as concluded during timetable dispute TTP2687) the information which was previously provided to ORR in relation to these services was flawed, therefore in order to provided sufficient information for ORR to determine on this new application NR should undertake a full assessment of the paths.

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The most straightforward way for NR to have done this would have been to complete its validation and assessment as part of the May 2026 timetable, which GC bid into, however once again NR has made a determination of the paths without undertaking appropriate validation of the services; despite GC making a number of alterations to the paths to mitigate some of the previously raised performance concerns (such as removal of Peterborough stops).

GC would be happy to talk ORR operational colleagues through the timetabling work undertaken demonstrating how the proposed services utilise existing paths in the standard pattern timetable introduced in December 2025 and can be accommodated within May 2026.

We would also be happy to provide further information in relation to the timetable dispute which concluded NR had not undertaken the appropriate assessment of the GC proposed paths for December 2025.

Red Lane Level Crossing

In section 4.2.2 and 6.9.1 of their letter, NR advise of potential issues involving Red Lane level crossing (situated near Streethouse, between Wakefield and Pontefract), with section 6.9.1 stating that the level crossing *“is only open between 0900 and 1700 hours”* and that *“some of the proposed Grand Central services...propose to operate outside of these opening times”*.

GC have a number of concerns and queries with regards to this.

Firstly, GC are not aware of any restrictions on the line between Wakefield Kirkgate and Pontefract Monkhill as a result of restricted opening hours of Red Lane level crossing, nor have NR (until their letter of 2nd January) advised GC of any restrictions.

Secondly, there are no restrictions shown in NR's Timetable Planning Rules (TPR) document with regards to Red Lane level crossing. The crossing is situated on route LN882 (Wakefield Kirkgate West Jn to Goole Potters Grange Jn), and the TPR document (TPR 2026 V4 LNE) states that route LN882 is open “continuous” on Weekdays and Saturdays, and “0845 – 2400” on Sundays. See Appendix A.

As such, based on the times shown in the TPR document, the proposed GC services would not operate at any time wherein the route is not open. NR's LNE Sectional Appendix also shows no restrictions.

It should also be noted that a large number of other services (GC, Northern and various Freight operators) operate through Red Lane level crossing outside of the restricted times that NR state in their response. Appendix B shows a TRUST lineup for Crofton West Jn between 0000 and 2359 on Monday 18th May 2026 (first weekday of the May 2026 timetable), and there are 17x paths between 0000 and 0859 in the morning, and 25x paths between 1701 and 2359 – all of which would pass through Red Lane level crossing.

Indeed, it seems that more services (42x in total) will operate outside of the alleged Red Lane level crossing opening hours (0000-0859, 1701-2359) than the number of services (31x in total) that will operate within the hours (0900-1700), which is somewhat alarming.

As such, it is GC's belief that there are no issues with GC's proposed additional services operating through Red Lane level crossing, and that NR's concerns are incorrect and unfounded. We welcome clarification from NR on this issue.

December 2025 Performance Modelling

In section 4.2.4 of their letter, NR state that they *“do not agree”* with GC's statement that “the performance modelling used to inform the rejection of services in December 2025 is now ‘significantly

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out of date”, with NR stating that *“the May 2026 timetable is built on the same structure and quantum of services as present in the December 2025 timetable”*.

GC would like to reiterate our stance that the performance modelling used is significantly out of date, and as such, disagree with NR’s statement that *“the modelling...is still relevant to decision making moving into May (2026)”*.

Whilst there is no doubt that there are similarities between the December 2025 and May 2026 timetables, the May 2026 timetable will include differences, and changes, to services – with amendments having been made during the May 2026 timetable development period. Indeed, GC have seen a number of changes to our May 2026 timetable, with notable changes including (but not limited to):

- Weekdays / SX 1N90 (0800 London – Sunderland) will (in May 26) depart London at 0748 (12 mins earlier), as a result of an unidentified clash at Peterborough with 6L32 / 6X32.
- Sundays / SU 1A69 (1728 Sunderland-London) will (in May 26) depart Sunderland at 1730 (2 mins earlier) and arrive at London at 2110 (6 mins earlier) largely as a result of removal of pathing.

It is therefore sensible to assume that other operators could have seen changes similar to those shown above. Indeed, there have also been large numbers of platform changes at other locations on the line of route, including London Kings Cross and York, which would also not be reflected in the original performance modelling.

Notwithstanding GC’s view that the performance modelling continually referred to by NR in order to make determinations on capacity is out of date, GC has commissioned and provided results for independent performance modelling for the additional services to ORR and NR at the time its application was submitted. Reiterating our commentary in the covering letter provided to ORR and NR previously, the key finding of the modelling is that the largest forecast impacts of the additional GC paths on the punctuality of other operators’ trains are all in the Up direction with no train operator suffering a detriment to Average Minutes Lateness (AML) of more than 4 seconds. Down direction AML figures were all below this threshold.

This output represents a reasonably ‘worst case’ scenario in that this is a ‘first pass’ model run and mitigations have been identified to address some of these performance issues that would reduce the impacts shown here. The analysis has shown that rather than a detriment being ‘spread’ across the whole day, the identified impacts are contained to a lower number of individual interacting services. Reducing the impact on these specific trains will therefore limit the overall impact.

As part of the modelling work, GC requested that performance impacts be assessed at an individual service level and a series of mitigations identified in order to avoid the ‘worst case’ scenario on any given day be avoided.

The performance modelling shows that four out of the six paths, applied for as part of the 28th Supplemental Agreement are likely to have a minimal impact on network performance (the 1247 and 1656 departures from Bradford to London, the 1513 London to Bradford and the 2100 London to York service) if the proposed mitigations are applied. One further path (0900 London to Bradford) requires more detailed investigation, but it is likely that most of the impact could be mitigated by implementing various timetable and regulation options, but this is consistent with all use of the xx00 path from London King’s Cross.

The final path (0606 York – Kings Cross) is the largest contributor to delay but as the service included a Doncaster call it was proposed one mitigation that may reduce the impact would be to remove the

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Doncaster call. This recommendation has been implemented in the 35th Supplemental proposed timetable.

The model was updated and re-run to reflect the changed services contained within the 35th Supplemental Agreement application and bid for May 2026, which included the removal of Doncaster calls in the early morning southbound and late evening northbound services and removal of Peterborough calls throughout), and later departure time from York of 1Y57 (0615 vs 0606 previously due to removal of Doncaster and Peterborough calls). The outcome of the updated modelled scenario saw a positive variance in performance compared to the original modelling, as a result of the implementation of the proposed mitigation into the 35th SA timetable.

A further mitigation specifically targeted at Northbound services is a recommendation to ensure a prompt departure at London Kings Cross. GC actively seeks to do this through employing our own dedicated station coordinators (who also support Hull Trains and Lumo) to assist with boarding and ensure on time departures at King's Cross.

GC believes that with the mitigations proposed and implemented as part of its bid for May 2026, including the removal of station calls and introduction of pathing time, alongside its dedicated resource at King's Cross means the 'worst case' performance scenario can be avoided with the benefits of the new direct services provided outweighing the minimal negative performance impact.

We would be happy to discuss the performance modelling with ORR as required.

Congested Infrastructure

GC notes the proposed additional services included in the 35th SA do operate through two lines of route that have been declared as Congested Infrastructure, as per section 5.4 of NR's letter, these being:

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

With regards to the Doncaster to Marshgate Jn and Leeds Copley Hill West Jn (ECML) section, it should be noted that only 1x of the 6x weekday; 1x of the 6x Saturday; and 1x of the 2x Sunday proposed additional services would operate over this section of line, with the other proposed services operating via Pontefract Monkhill / Askern branch, or via York-Doncaster ECML.

It should also be noted that the proposed additional services on Saturday (6x services) and Sunday (2x services) would operate over both sections of route wherein the routes are not deemed as Congested; with this applying to 0600-2100 on Weekdays only.

Finally, GC would like to take the opportunity to remind that a formal declaration of Congested Infrastructure does not prohibit the ability to run additional services over the affected routes.

Section 2.2.5 of the Management of Congested Infrastructure, Code of Practice of 2024 states that *"a declaration of congested infrastructure does not suspend access-related or any other engagement between NR and existing or aspirant users of the designated areas of the network"* and both letters of 14 March 2025 declaring the above two sections as Congested Infrastructure state that *"this declaration does not mean that all new requests for access on the designated infrastructure will be automatically rejected because the route is not equally busy at all times of the day or week"*.

Performance – Firebreaks / Minimum Headways

In section 6.6.3 of their letter, NR refer to "firebreaks" being an *"important aspect of timetable resilience"* and that *"the addition of new long-distance high-speed services would reduce the number of such firebreaks in the timetable"*. NR proceed to refer to two areas which could be affected by GC's

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proposed 1Y57 service (0524 Wakefield Kirkgate to London Kings Cross); these being Potters Bar and Welwyn Viaduct, at the south end of the ECML.

Whilst GC acknowledge that timetable resilience is important, we don't agree with NR's concerns regarding minimum headways as it should be noted that minimum headways are commonplace within the December 2025 timetable. GC would also like to remind NR that GTR, the majority operator on the East Coast Main Line south of Peterborough, did not raise any objections or concerns to GC's 35th SA – including performance concerns at Potters Bar or Welwyn Viaduct.

Additionally, with regards to service 1Y57, alternative options do exist to reduce the impact through both Potters Bar and Welwyn Viaduct. Service 1Y57 could, instead, operate via the Hertford Loop, and GC would be happy to work with NR to investigate whether this is feasible (with GC both acknowledging and accepting that there would likely be a journey-time increase as a result of this).

Performance – Pathing Allowances

In section 6.6.4 of their letter, NR state a number of concerns with regards to pathing allowances in GC's proposed additional services. They state that *"timetable performance is...impacted by pathing allowances"*, and that *"three of the four additional four paths between Wakefield Kirkgate and London Kings Cross contain more pathing allowances per train than any other train in the December 2025 timetable on the ECML"*. GC would like to address these various points, as we do not agree with these statements.

Firstly, GC do not necessarily agree with the statement that *"timetable performance is...impacted by pathing allowances"*. From GC's own experiences, services that have additional pathing allowances included in their schedules have a higher chance of running on time / punctually, due to their ability to "soak up" delays that may occur en route.

For example, in the previous timetable (May 2025), weekdays GC service 1D95 (1948 London Kings Cross to Bradford Interchange) was one of GC's worst performing services, and this path had only 4 mins of pathing allowance in the entire schedule, whereas weekdays 1A70 (0757 Bradford Interchange to London Kings Cross) was a much better performer, and this service had 13 mins of pathing allowance.

NR's statement that *"three of the four additional four paths between Wakefield Kirkgate and London Kings Cross contain more pathing allowances per train than any other train in the December 2025 timetable on the ECML"* is, in GC's opinion, incorrect.

NR state that the three services are *"1A68 (16 minutes of pathing), 1D84 (16 minutes) and 1Y57 (29.5 minutes)"*. However, it should be noted that Lumo's weekday 1Y78 service (0605 Newcastle to London Kings Cross) has 36 minutes of pathing allowance in the current (December 2025) timetable, and this is also the same for the May 2026 timetable, see Appendix C.

As such, we believe that NR's statement above is incorrect and inaccurate. There is also another Lumo service operating in the December 2025 timetable with large amounts of pathing allowance; weekdays 1N98 (1842 London Kings Cross to Newcastle) has 26½ mins of pathing allowance, which also increases to 27 mins in May 2026 (see Appendix C).

On this basis, we would therefore welcome clarity on NR's stance on the impact of pathing time given it appears to be applying an inconsistent approach across operators.

As shown in Appendix C and mentioned above, NR have validated, and offered, Lumo 2x services that have large amounts of pathing allowances – 1Y78 and 1Y98; which began operating in the December 2025 timetable change. No concerns were raised by NR in relation to performance as a result of excessive pathing time (in excess of that proposed by GC), in the process of these paths

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being offered or in any correspondence relating to Lumo's application to operate these services, yet NR have used concerns regarding pathing allowances as part of their decision criteria in rejecting GC's additional services in May 2026 and as part of the 35th SA. This stance seems to be contradictory, and inconsistent.

Additionally, it should be noted that "new" services starting with large amounts of pathing allowance is commonplace and has occurred on several occasions in GC's history. Over time, GC has then worked with NR (and other operators, where required) to improve the journey time of these services (during timetable development periods) and thus remove pathing allowances.

For example, in May 2022 – GC began operating our 6x return Sunderland-London working on weekdays, with a new 1A64 0955 Sunderland-London and 1N95 1427 London-Sunderland service operating. 1A64 had a long journey time, taking 3 hours 55 minutes end-to-end, as a result of various pathing allowances and long station dwells. During subsequent timetable development periods, GC worked with NR to improve 1A64, with it later becoming a 1017 departure from Sunderland, with a 23-minute journey time improvement.

This is just one example of improvement, with various other GC services (over time) seeing improvements via dwell reduction and removal of pathing allowances.

NR should also be reminded that they have offered GC paths with large amounts of pathing allowances in the past but now do not deem this to be "acceptable". For example, NR validated and offered GC in the May 2025 timetable service 1A68 (1145 Bradford-London) which had 18x mins of pathing allowance, and 1D72 (1227 London-Bradford) which had 17½ mins of pathing allowance.

Finally, GC also note that in Annex B to NR's representations, with the additional services, GC's average pathing per train would increase, but would still remain largely consistent with Hull Trains, and lower than Lumo. Focusing on Weekdays, GC's would increase from 6.2 to 7.9 mins per train, which is similar to Hull Trains (7.7 in Dec 25 TT, 8.3 in May 26 TT) and considerably lower than Lumo (15.6 mins per train for both timetables).

Performance – GC Performance Analysis / Modelling

In Section 6.6.5 of their letter, NR make a number of references to GC's own performance analysis / modelling, undertaken by Ed Jeffrey Ltd. NR state that GC's "*proposed paths in the May 2026 timetable would cause additional performance decrement of 1.3% in the Up direction*". GC are not aware where this figure & statement has come from, as there is no reference to this in the report; only that Lumo Up services would see a 1.3% T3 performance worsening. We welcome clarification on this point.

NR also state that LNER's T3 performance "would decline by 0.7% in the Up". This statement is incorrect; in fact, the decline would be 0.2% better at only 0.5%.

GC would also like to highlight that Hull Trains would see no T3 impact as a result of the proposed additional services in the 35th SA, neither would Down Lumo services, Down GTR Great Northern or Down GTR Thameslink services.

It is also worth noting that the performance modelling undertaken by GC was based on an updated Dec 2025 timetable in comparison to that utilised by NR much earlier in the process which has not subsequently been updated. GC maintains that given NR committed to targeting improvements in this modelled performance deterioration through the process of setting its performance trajectories, the true impact of both our proposal and the now implemented December 2025 timetable is unclear but could be expected to have improved.

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It is reminded also that, as per the “December 2025 Performance Modelling” section above, the modelling was based on a “worst case” scenario, and likely is not representative of an average day on the ECML; therefore, the impact of GC’s additional services is likely to be less than indicated in the report with a number of additional mitigations proposed, which we would be happy to work collaboratively on with NR given the benefits these additional services would bring to the communities served by GC.

Form P – Changes to Rights

In Section 4.2.5 of their letter, NR state that *“the submitted Form P does not include the Wakefield Kirkgate to London Kings Cross service that is applied for in the draft Supplemental Agreement”*.

GC acknowledge that this is incorrect and thank NR for highlighting this. GC are happy to resubmit the Form P to reflect the additional Wakefield-London via York proposed services (1x Weekday, 1x Saturday and 0x Sunday), however, we note that this would not be a significant change as, as stated by NR, these are correctly present in the marked-up Schedule 5 tables and sections 1.5 and 3.1 of the Form P.

NPA Analysis

We note in paragraph 4.2.1 of its response NR state that GC has not addressed *“the issue of cumulative revenue abstraction as raised by DfT in the letter dated 4th February 2025”*. GC has submitted the necessary analysis to the ORR which we believe demonstrates that the application passes the NPA test. Whilst we are happy to discuss any elements of this analysis with ORR and the comments of DfT, we do not believe this consideration should factor into NR’s decision to not support this application. We would welcome clarity that NR has not factored this into its considerations.

LNER Unused Firm Rights

In Section 5.3 of their letter, NR refer to *“Unused LNER Firm Directed Rights”* regarding unused rights for additional services between Leeds and London Kings Cross, via either Wakefield Westgate or via Micklefield.

Additionally, in section 6.5.5, NR state that *“LNER holds 5 firm rights in each direction between London Kings Cross and Leeds... These rights have yet to be delivered as an industry workstream found that there was no viable path. Any additional rights on this route should not be granted unless evidence provides clarity that the additional rights would not prevent LNER’s rights being accommodated... If this is not addressed and the GC proposed rights are nevertheless granted, it would reduce the likelihood of LNER’s directed contractual rights being delivered in the future”*.

GC note that, as per ORR’s decision on LNER’s 34th SA, LNER has rights *operate “an extra five services each way per day between London King’s Cross and Leeds from the completion of infrastructure works necessary to enable these services”*, as such, it is not clear at this stage when these services could or would be introduced, given NR currently acknowledges that the works required are currently *“unfunded and uncommitted”*.

Additionally, given that GC are not aware of LNER’s proposed timetable for the additional services, it is difficult to establish whether the proposed services in the 35th SA would impact LNER’s proposed services with unused rights. However, what can be said is that the additional GC services require no infrastructure works and can be accommodated within the existing structure of the timetable.

GC therefore see no reason why the services proposed in the 35th SA should not be able to commence operation, and GC would work closely with both NR and LNER during the relevant timetable development period when LNER would wish to operate these services.

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NR suggests in paragraph 6.5.5 that no additional rights on this route should not be granted unless evidence can be provided that they would not prevent LNER's additional rights being implemented. This would seem an impossible task when these rights are wholly reliant on infrastructure works being completed. We would be happy to discuss this further with both ORR and NR to understand the potential impact on future access rights decisions.

Other Applications

In Section 6.8, NR state that there are *“currently multiple applications for Track Access under Section 17 which seek to utilise capacity at locations affected by this 35th SA”* and that *“ORR are requested to note that directing this application will naturally affect the total capacity available to these other applications”*.

GC acknowledge that there are other applications which could potentially interact with the services proposed in GC's 35th SA, specifically the Alliance Cardiff-Edinburgh, First Cardiff-York, and GC's own Newcastle-Brighton.

However, it should be noted that GC's 35th SA is proposed to commence before the services proposed above. GC's Newcastle-Brighton is proposed to commence in December 2026, the First Cardiff-York in December 2028, and the Alliance Cardiff-Edinburgh in December 2029.

As such, any overlap with these services would be addressed through future timetable development phases, for the respective timetable changes that these services are proposed to operate, during which GC will continue to be flexible and accommodating of other services on the network.

Conclusion

As stated at the start of this letter, it is disappointing that NR are not supportive of GC's proposal to run additional services as part of the 35th SA.

It is GC's belief that the proposed services can operate on the ECML punctually and reliably, without causing a detrimental effect on punctuality of our own services, and those of other operators across the ECML.

In its own conclusion NR acknowledges GC's disappointment that it is unable to support this application, arguing that we must recognise there has been no material change to factors and circumstances that underpin NR's response to the previous 28th Supplemental.

However, we are concerned that even now, NR still does not acknowledge that it did not appropriately or adequately consider GC's previous application or bid for services in December 2025. We have provided full details of this to ORR both as a covering letter to this application as well as in our response to NR's final representations on our 28th SA provided to ORR on 11th July 2025. We would be more than happy to discuss this further with ORR as required.

Although NR made the decision to reject GC's 14x additional proposed services (6x Weekday, 6x Saturday and 2x Sunday), GC are confident that – in the event that the ORR approves our application – the services can be accommodated in the May 2026 timetable. In this event, GC are willing to work with NR to make this happen, and GC will be flexible and accommodating with regards to timetable development.

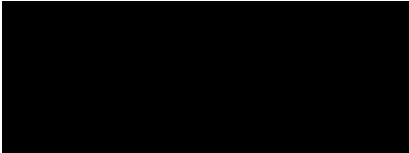
It is also interesting to note the first period of performance involving the December 2025 ECML Event Steering Group timetable, wherein despite concerns that performance would decrease – four of the five operators on ECML south saw an increase in PPM comparing Period 10 of 2025 with Period 10 of 2024; with only LNER seeing a slight decrease. The same also applies when comparing Period 9 with Period 10 (both 2025), where GTR, GC, Hull Trains and Lumo all recorded higher PPM results in

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Period 10; despite the December 2025 timetable being in operation for three of the four weeks of the period. As such, there are positive signs that perhaps the negative impact of the December 2025 timetable may not be as adverse as predicted; and it seems likely (therefore) that additional services may also have less of an impact than perhaps anticipated.

We also echo NR's closing statement from their letter, in that we also look forward to continuing to work closely with NR – in all elements of collaboration.

Yours sincerely,



William Etherington
Performance Manager

Appendix A – LN882 TPR Extract

Appendix B – Crofton East Jn 0000-2359 TRUST Lineup

Appendix C – Lumo SX 1Y78 & 1N98 Paths



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Appendix A – LN882 TPR Extract

The below is an extract from Network Rail's Timetable Planning Rules (TPR) 2026 Version 4 document, for the Subsidiary Change Timetable 2025 (May 2026 timetable), from the Route Description, Route Geography section. Page 81.

NETWORK RAIL London North Eastern	Timetable Planning Rules Final Rules for Subsidiary Change Timetable 2026	Version: 4.1 Date: 26 September Page: 2025 81 of 385	
LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN			
ROUTE SECTION	SX	SO	SUN
Wakefield Kirkgate to Pontefract East Jn (excl)	Continuous	Continuous*	0000 –0005* 0845 – 2400
Pontefract East Junction (incl) to Drax Branch Jn (incl)	Continuous	Continuous	Continuous
Drax Branch Jn (excl) to Potters Grange Jn	Continuous	Continuous	0845 – 2400
*Extended opening hours listed below are agreed for the purpose of operating specific Northern Trains services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between Northern Trains and Network Rail.			
Wakefield Kirkgate to Pontefract East Jn (excl) closes 0005 vice 2400 SO			



Network Rail Representations for Grand Central's 35th Supplemental Agreement – GC Response

Appendix B – Crofton East Jn 0000-2359 TRUST Lineup, 18/05/2026

The below is a lineup from TRUST showing services at Crofton West Jn (between Wakefield Kirkgate and Pontefract, on route LN882), between 0000 and 2359 on Monday 18th May 2026; the first weekday of the May 2026 timetable.

Services operating to / from Crofton Depot have been removed, as such – the list below only contains services that will operate through Streethouse, and as such – through Red Lane level crossing.

Duplicated freight workings (that occupy the same path) have also been removed, with only 1x entry shown.

Arr	Dep	Wttid	Origin	Destination	Typ	Days	From	To	TC
PASS	00:42	6E27	LVRPTMLGB	19:15 DRAX GBRF	01:21	WTT SUN	170526	061226	E0
PASS	02:24	6M77	DRAX GBRF	01:50 LVRPTMLGB	05:02	WTT MO	180526	071226	E0
PASS	02:35	6E34	LVRPTMLGB	21:07 DRAX GBRF	03:11	WTT SUN	170526	061226	E0
PASS	03:54	6M08	DRAX GBRF	03:19 TUEBRKSGB	06:10	WTT SX	180526	111226	E0
PASS	03:54	6M08	DRAX GBRF	03:19 LVRPTMLGB	06:48	WTT SX	180526	111226	E0
PASS	05:48	2A01	LEEDS	05:26 KNOTTINLY	06:07	WTT SX	180526	111226	OO
PASS	06:19	6M34	DRAX GBRF	05:45 TUEBRKSGB	09:27	WTT SX	180526	111226	E0
PASS	06:22	0K46	WAKEFEURO	06:07 KNOTLYTMD	06:49	WTT SX	180526	111226	ZZ
PASS	06:25	6M34	DRAX GBRF	04:36 TUEBRKSGB	09:27	WTT MO	180526	071226	E0
PASS	06:33	5F46	WAKFLDWHT	06:26 GOOLE	07:37	WTT MO	180526	071226	EE
PASS	06:39	2A03	LEEDS	06:15 KNOTTINLY	07:02	WTT EWD	180526	121226	OO
PASS	07:24	6E36	LVRPTMLGB	02:04 DRAX GBRF	08:07	WTT MO	180526	071226	E0
PASS	07:51	1A59	BRADFINTC	06:58 KINGS X	10:03	WTT SX	180526	111226	XX
PASS	07:59	2A02	KNOTTINLY	07:40 LEEDS	08:24	WTT SX	180526	111226	OO
PASS	08:21	0E45	KNOTLYTMD	07:59 WAKEFEURO	08:40	WTT SX	180526	111226	ZZ
PASS	08:51	2A07	LEEDS	08:29 KNOTTINLY	09:11	WTT EWD	180526	121226	OO
PASS	08:59	2A04	KNOTTINLY	08:40 LEEDS	09:24	WTT EWD	180526	121226	OO
PASS	09:23	0D27	MIDLANDRD	08:53 FERRYBGEC	09:44	WTT MO	180526	071226	ZZ
PASS	09:51	2A09	LEEDS	09:29 KNOTTINLY	10:11	WTT EWD	180526	121226	OO
PASS	09:59	2A06	KNOTTINLY	09:40 LEEDS	10:24	WTT EWD	180526	121226	OO
PASS	10:35	6M36	DRAX GBRF	09:54 TUEBRKSGB	13:21	WTT SX	180526	111226	E0
PASS	10:51	2A11	LEEDS	10:29 KNOTTINLY	11:11	WTT EWD	180526	121226	OO
PASS	10:59	2A08	KNOTTINLY	10:40 LEEDS	11:24	WTT EWD	180526	121226	OO
PASS	11:03	6M52	DONCDNDCY	09:57 RIBBLGBRF	14:08	WTT MO	180526	071226	B4
PASS	11:28	1A63	BRADFINTC	10:39 KINGS X	13:44	WTT SX	180526	111226	XX
PASS	11:51	2A13	LEEDS	11:29 KNOTTINLY	12:11	WTT EWD	180526	121226	OO
PASS	11:59	2A10	KNOTTINLY	11:39 LEEDS	12:24	WTT EWD	180526	121226	OO
PASS	12:09	6M16	TEES YARD	10:00 KNOWSLYFT	15:15	WTT MO	180526	071226	B5
PASS	12:16	6M27	FERRYBGEC	11:54 PENDLTBHF	15:20	WTT SX	180526	111226	B5
PASS	12:22	6M18	DRAX FLT	11:46 SHAP SUMM	17:04	WTT SX	180526	111226	J9
PASS	12:51	2A15	LEEDS	12:29 KNOTTINLY	13:11	WTT EWD	180526	121226	OO
PASS	12:57	6E73	SHAP SUMT	07:31 DON UPDCY	13:51	WTT SX	180526	111226	DD
PASS	12:59	2A12	KNOTTINLY	12:40 LEEDS	13:24	WTT EWD	180526	121226	OO
PASS	13:26	1D81	KINGS X	11:17 BRADFINTC	14:23	WTT SX	180526	111226	XX
PASS	13:28	6E09	LVRPTMLGB	07:26 DRAX GBRF	14:15	WTT SX	180526	111226	E0
PASS	13:47	6M22	DRAX FLT	13:07 TUNSTEAD	16:14	WTT SX	180526	111226	B4
PASS	13:51	2A17	LEEDS	13:29 KNOTTINLY	14:11	WTT EWD	180526	121226	OO
PASS	13:59	2A14	KNOTTINLY	13:40 LEEDS	14:24	WTT EWD	180526	121226	OO



PASS	14:51	2A19	LEEDS	14:29	KNOTTINLY	15:11	WTT	EWD	180526	121226	OO
PASS	14:59	2A16	KNOTTINLY	14:40	LEEDS	15:24	WTT	EWD	180526	121226	OO
PASS	15:25	1D83	KINGS X	13:17	BRADFINTC	16:23	WTT	SX	180526	111226	XX
PASS	15:51	2A21	LEEDS	15:29	KNOTTINLY	16:11	WTT	EWD	180526	121226	OO
PASS	15:59	2A18	KNOTTINLY	15:40	LEEDS	16:24	WTT	EWD	180526	121226	OO
PASS	16:06	6E86	MDDLTRGB	08:25	MNKBRTNGB	16:53	WTT	SX	180526	111226	J4
PASS	16:28	6D40	DON UPDCY	15:27	HEMILSCOY	17:25	WTT	SX	180526	111226	DH
PASS	16:31	1A67	BRADFINTC	15:41	KINGS X	18:44	WTT	SX	180526	111226	XX
PASS	16:51	2A23	LEEDS	16:29	KNOTTINLY	17:11	WTT	EWD	180526	121226	OO
PASS	16:59	2A20	KNOTTINLY	16:40	LEEDS	17:24	WTT	SX	180526	111226	OO
PASS	17:07	6M09	DRAX GBRF	16:28	TUEBRKSGB	19:24	WTT	SX	180526	111226	E0
PASS	17:28	6E10	LVRPTMLGB	11:00	DRAX GBRF	18:05	WTT	FSX	180526	101226	E0
PASS	17:51	2A25	LEEDS	17:29	KNOTTINLY	18:11	WTT	SX	180526	111226	OO
PASS	17:59	2A22	KNOTTINLY	17:40	LEEDS	18:24	WTT	EWD	180526	121226	OO
PASS	18:39	1D85	KINGS X	16:25	BRADFINTC	19:36	WTT	SX	180526	111226	XX
PASS	18:51	2A27	LEEDS	18:29	KNOTTINLY	19:11	WTT	EWD	180526	121226	OO
PASS	18:59	2A24	KNOTTINLY	18:40	LEEDS	19:24	WTT	SX	180526	111226	OO
PASS	19:03	6S68	GRAINGBRF	07:35	PRSTWKOIL	07:59	WTT	SX	180526	111226	B7
PASS	19:52	2A29	LEEDS	19:29	KNOTTINLY	20:12	WTT	SX	180526	111226	OO
PASS	19:59	2A26	KNOTTINLY	19:40	LEEDS	20:24	WTT	SX	180526	111226	OO
PASS	20:08	6L64	MNKBRTNGB	19:45	MARCH GBF	01:58	WTT	SX	180526	111226	J4
PASS	20:21	6M68	DRAX GBRF	19:46	LVRPTMLGB	23:29	WTT	SX	180526	111226	E0
PASS	20:51	2A31	LEEDS	20:29	KNOTTINLY	21:11	WTT	SX	180526	111226	OO
PASS	20:59	2A28	KNOTTINLY	20:40	LEEDS	21:30	WTT	SX	180526	111226	OO
PASS	21:00	6E41	HEMILSCOY	20:37	DON UPDCY	22:00	WTT	SX	180526	111226	DH
PASS	21:16	6E46	RIBBLGBRF	18:23	DONCDNDCY	22:58	WTT	SX	180526	111226	B4
PASS	21:51	2A33	LEEDS	21:29	KNOTTINLY	22:11	WTT	SX	180526	111226	OO
PASS	22:03	2A30	KNOTTINLY	21:45	WAKEFLD W	22:17	WTT	EWD	180526	121226	OO
PASS	22:40	6E31	PENDLTBHF	20:27	FERRYBGEC	23:02	WTT	FSX	180526	101226	B5
PASS	22:50	5F76	WAKEFLD W	22:20	KNOTTINLY	23:05	WTT	EWD	180526	121226	EE
PASS	22:58	6E24	LVRPTMLGB	16:26	DRAX GBRF	23:40	WTT	SX	180526	111226	E0
PASS	23:05	2A32	KNOTTINLY	22:47	WAKEFLD W	23:19	WTT	SX	180526	111226	OO
PASS	23:14	2A35	LEEDS	22:51	KNOTTINLY	23:33	WTT	SX	180526	111226	OO
PASS	23:49	5A35	KNOTTINLY	23:38	HOLBECKSD	00:14	WTT	SX	180526	111226	EE
PASS	23:54	0E18	DONWOODYD	22:05	MIDLANDRD	01:02	WTT	SX	180526	111226	ZZ

Network Rail Representations for Grand Central's 35th Supplemental Agreement – GC Response

Appendix C – Weekdays / SX Lumo 1Y78 and 1N98 Paths, 18/05/26

The below shows the full paths of Lumo's 1Y78 (0605 Newcastle-London) and 1N98 (1842 London-Newcastle), taken from TRUST. These are WTT paths, for Monday 18th May 2026 (first weekday of the May 2026 timetable).

1Y78 0605 Newcastle – London Kings Cross:

	Location	Booked	C	Pw	Miles	Tlod	Ctg	Pfm	Eng	Pth	Pcnt	TI
12931	NCASSTLCEN	06:05				800	T					
12932	KEBGSTHJN	PASS 06:07	2		1					2H		
13554	BIRTLEY	PASS 06:13	2		5					3		
13702	DURHAM	PASS 06:21	2		14					H		
13800	TURSDLEJN	PASS 06:26	2		21							
15120	FHILSTHJN	PASS 06:28	2		24			1				
15866	DARLINGTON	06:37 06:42	0		36					1H		
15883	NOALLERTN	PASS 06:52	2		50							
16001	THIRSK	PASS 06:55	2		58							
16005	TOLLERTON	PASS 07:01	2		71				1	H		
16421	SKELTON J	PASS 07:07	2		79					2H		
16416	YORK	PASS 07:11	2		80							
16460	COLTONJN	PASS 07:15	2		86							
16470	HMBLTON NJ	PASS 07:19	2		94					3H		
16480	TEMPLHJ	PASS 07:26	2		100							
23221	SHFTHMEJN	PASS 07:30	2		108				1			
23421	DONCASTER	PASS 07:33	2		113							
23480	LOVERSALL	PASS 07:35	2		116					2H		
23491	RETFDECML	PASS 07:44	2		130					2		
23498	CARLTONLP	PASS 07:53	2		142				1	1		
44301	NEWARKXNG	PASS 07:57	2		148					H		
44304	NEWARKNGT	PASS 07:58	2		149					1H		
44365	CLAYPOLE	PASS 08:02	2		153					2H		
44421	GRANTHAM	PASS 08:10	2		163					1H		
44999	STOKEJUNC	PASS 08:14	2		169							
45002	TALLNGTNJ	PASS 08:21	2		184				1	4H		
45106	PETERBORO	PASS 08:31	2		192					1		
45144	FLETTONJN	PASS 08:33	2		194					H		
45173	CONNGTNSJ	PASS 08:38	2		201							
45201	HUNTINGDN	PASS 08:42	2		210							
45603	SANDY	PASS 08:49	2		224							
45611	BIGGLESWD	PASS 08:51	2		227							
53221	HITCHIN	PASS 08:55	2		237							
53223	STEVENAGE	PASS 08:57	2		241							
53231	WOOLMRGRN	PASS 08:59	2		245							
53233	DIGSWELJN	PASS 09:01	2		247							
53401	WELWYN GC	PASS 09:01	2		248						H	
54001	POTTRSBAR	PASS 09:07	2		256						H	
54103	ALEXPALCE	PASS 09:12	2		264					1H		
54238	FINSBRYPK	PASS 09:15	2		266					1		
54245	HOLLWAYSJ	PASS 09:17	2		267				1	1		
54304	BELLEISLE	PASS 09:20	2		268							
54311	KINGS X	09:23			269							

1Y78 total pathing allowance = 36 mins.

1N98 1842 London Kings Cross – Newcastle:

Location	Booked	C	Pw	Miles	Tlod	Ctg	Pfm	Eng	Pth	Pcnt	TI
54311 KINGS X	18:42				800	T					
54304 BELLEISLE	PASS 18:44	2		1							
54245 HOLLWAYSJ	PASS 18:45	2		2							
54238 FINSBRYPK	PASS 18:46	2		3							
54103 ALEXPALCE	PASS 18:47	2		5						H	
54001 POTTRSBAR	PASS 18:52	2		13						H	
53401 WELWYN GC	PASS 18:57	2		20							
53233 DIGSWELJN	PASS 18:57	2		21							
53231 WOOLMRGRN	PASS 18:59	2		24			1				
53223 STEVENAGE	19:04 19:10	0		28							
53221 HITCHIN	PASS 19:15	2		32							
45611 BIGGLESWD	PASS 19:20	2		41							
45603 SANDY	PASS 19:21	2		44							
45201 HUNTINGDN	PASS 19:28	2		59				1			
45150 HOLME LC	PASS 19:34	2		69							
45144 FLETTONJN	PASS 19:37	2		75						H	
45106 PETERBORO	PASS 19:39	2		76						1H	
45002 TALLNGTNJ	PASS 19:45	2		85							
44999 STOKEJUNC	PASS 19:52	2		100						2	
44421 GRANTHAM	PASS 19:57	2		105							
44365 CLAYPOLE	PASS 20:02	2		115				1		3H	
44304 NEWARKNGT	PASS 20:08	2		120							
44301 NEWARKXNG	PASS 20:09	2		121							
23498 CARLTONLP	PASS 20:12	2		126						1	
23491 RETFDECML	PASS 20:19	2		139				1		2	
23480 LOVERSALL	PASS 20:28	2		152						3H	
23421 DONCASTER	PASS 20:34	2		156						H	
23221 SHFTHMEJN	PASS 20:37	2		160						1	
16480 TEMPLHJ	PASS 20:42	2		169						2	
16470 HMBLTN NJ	PASS 20:47	2		175				1		2	
16460 COLTONJN	PASS 20:54	2		183						1	
16416 YORK	PASS 20:58	2		188							
16421 SKELTON J	PASS 21:01	2		190							
16005 TOLLERTON	PASS 21:05	2		198						1H	
16001 THIRSK	PASS 21:13	2		211						1	
15883 NOALLERTN	PASS 21:17	2		218				1			
15866 DARLINGTN	PASS 21:26	2		233							
15120 FHILSTHJN	PASS 21:34	2		245							
13800 TURSDLEJN	PASS 21:36	2		247							
13702 DURHAM	PASS 21:40	2		255				1		3	
13554 BIRTLEY	PASS 21:50	2		264							
12932 KEBGSTHJN	PASS 21:53	2		268							
12931 NCASTLCEN	21:55			269							

1N98 total pathing allowance = 27 minutes.