

Application to the Office of Rail Regulation for a passenger track access agreement, or amendment to a passenger track access agreement under sections 17-22A of the Railways Act 1993

1. Introduction

Please use this form to apply to the Office of Rail Regulation (ORR) for:

- directions under section 17 of the Railways Act 1993 for a new track access contract. Section 17 allows companies who want the right to use a railway facility (including Network Rail's network) to apply to ORR for access if they are not able (for whatever reason) to reach agreement with the facility owner.
- approval under section 18 of the Railways Act 1993 for a new track access contract. Section 18 allows companies to apply for approval if they have agreed terms with the facility owner.
- approval of a proposed amendment (agreed by both parties) under section 22 of the Railways Act 1993 to an existing track access contract.
- directions under section 22A of the Railways Act 1993 for an amendment to an existing track access contract. Section 22A allows anyone seeking an amendment to an existing track access contract which allows the operation of more extensive services to apply for a compulsory amendment if they are not able (for whatever reason) to reach agreement with the facility owner.

If it is the facility owner, Network Rail will carry out a pre-application consultation. In this case fill in this form up to section 7.3. You should fill in the rest of the form after the consultation and before applying to ORR. If you are unhappy with the facility owner carrying out the consultation, you should ask ORR to do so. If this is the case, you should complete this form in full before submitting it to us.

The form sets out ORR's standard information requirements for considering applications. It cross-refers throughout to our [criteria and procedures](#) (C&Ps). The C&Ps explain the process, timings and the issues we will expect to consider. You should use the published [model passenger track access contract](#) as your starting point when drafting the contract or amendments you want. Please read the C&Ps and the Code of Practice before applying.

We are happy to talk to you before you apply. Please contact us [here](#).

You can download a copy of this form, and of ORR's model track access contract, from the ORR website: www.rail-reg.gov.uk.

2. The application

2.1 Title of proposed contract or supplemental agreement (please also include the section of the Railways Act 1993 under which you are applying):

Virgin West Coast 9th TG Supplemental, applied for under Section 22 of the Act

2.2 Contact details (Company and named individual for queries):

<u>Facility Owner</u>	<u>Beneficiary</u>
Company: Network Rail	Company: West Coast Trains Limited
Contact individual: Darren Horley	Contact individual: Jonathan Dunster
Job title: Customer Relationship Executive	Job title: Head of Operations Strategy
Address: 11 th Floor, The Mailbox	Address: 1 st Floor West, Meridian
100 Wharfside Street	85, Smallbrook Queensway
Birmingham, B1 1RT	Birmingham B5 4HA
Telephone number: 07786310444	Telephone number: 0121 654 7555
Fax number: 0121 345 4004	Fax number: 0121 654 7166
E-mail address: darren.horley@networkrail.co.uk	E-mail: jonathan.dunster@virgintrains.co.uk

2.3 Licence and railway safety certificate: please state whether you intend to operate the services yourself or have them operated on your behalf.

Does the proposed operator of the services (a) hold a valid train operating licence under section 8 of the Railways Act 1993 or an exemption under section 7, **and** (b) hold a valid safety certificate under the Railways and Other Guided Transport Systems (Safety) Regulations 2006. If the answer to (a) **or** (b) is no, please state the point reached in obtaining a licence, exemption and/or safety certificate.

C&Ps paras 3.9-3.15

Train operating licence: West Coast Trains Limited (the "Train Operator") holds a valid train operating licence under section 8 of the Railways Act 1993 and a European licence for the purposes of the Railways (Licensing of Railways Undertakings) Regulations 2006.

Railway safety case: The Train Operator holds a valid safety certificate under the Railways and Other Guided Transport Systems (Safety) Regulations 2006.

3. The proposed contract or amendment

3.1 Executive summary: please provide an executive summary of the proposed contract or amendment. This should cover the services, the commercial terms, and the reasons for making the application in the terms proposed. This information should be laid out clearly and concisely, and fully highlight the changes from the previous version of the contract (in the case of an amendment).

C&Ps para 3.22-3.28

Please also explain any important safety risks that have been identified arising from the proposal and how these will be controlled (by reference to the facility owner's safety authorisation and the train operator's safety certificate). **C&Ps paras 4.9-4.11**

Please also state the commencement and end dates for the proposal, and for new agreements or extensions to existing agreements, provide justification for the proposed length of the application, with reference to the [Railways Infrastructure \(Access and Management\) Regulations 2005](#). If you are a franchised operator, please state the expiry date of your franchise. **C&Ps paras 4.72-4.79**

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These additional rights are being sought following the Secretary of State for Transport's announcement on 19th June 2014 regarding the introduction of new direct services between London and Blackpool North and London and Shrewsbury as part of the Train Operator's Franchise Agreement Service Level Commitment. The proposed date of commencement is the December 2014 Principle Change Date (PCD). The rights will expire at 0159 on the December 2016 Timetable Change Date.

The proposed services are extensions to existing services already in operation between Euston and Birmingham / Wolverhampton and Euston to Preston (and vice-versa) respectively and therefore the additional rights being sought are for the sections of route between Preston Fylde Junction and Blackpool North, and Oxley Stafford Road Junction to Shrewsbury. Detailed joint analysis was undertaken by Network Rail and Virgin Trains during January 2014 which established that the proposed paths on these sections were valid & did not conflict with the rights of any other access parties. As a consequence, these additional services necessitate one weekday morning Preston to Euston service to be amended to start from Lancaster, which can be accommodated within the Train Operator's existing access rights

The Train Operator is proposing to introduce two services a day in each direction, Monday to Saturday, and one train in each direction on Sundays to Shrewsbury (calling also at Wellington and Telford Central) & one train each way Monday to Friday to Blackpool North (calling also at Kirkham & Wesham and Poulton-le-Fylde). F3 prints, (validated by Network Rail against other train operators' rights and formally offered to the Train Operator for the December 2014 PCD) are appended to this application; the changes are summarised as follows below.

Monday to Friday

1R21 06:39 Shrewsbury – London Euston

1J14 10:23 London Euston – Shrewsbury

1B68 15:24 Shrewsbury – London Euston

1J38 18:23 London Euston – Shrewsbury

1K14 05:35 Lancaster – Crewe

- Amended to start from Blackpool North at 05:25 calling at Poulton le Fylde and Kirkham & Wesham then forward in existing path from Preston

1P21 16:33 Euston – Preston

- Amended to run through to Blackpool North using existing path to Preston then forward calling at Kirkham & Wesham and Poulton le Fylde, arriving Blackpool 19:31.

1R07 05:33 Preston – Euston

- Amended to start from Lancaster at 05:13 to Preston then forward in existing path.

Saturday

1B11 08:18 Shrewsbury – London Euston

1J17 11:23 London Euston – Shrewsbury

1B32 15:24 Shrewsbury – London Euston

1J38 18:23 London Euston – Shrewsbury

Sunday

1B53 15:24 Shrewsbury – London Euston

1J52 19:00 London Euston – Shrewsbury

This application seeks to make the following amendments to the TAC:

Schedule 5

Amendments to Table 2.1 “Passenger Train Slots”, Table 4.1 “Calling Patterns” for Service Groups HF01 and HF06, to provide two return services per day (Monday to Saturday) and one return service on Sundays to Shrewsbury and one return service per day (Monday to Friday) to Blackpool . The services are to be operated using 5-car Class 221 rolling stock.

3.2 Terms not agreed with the facility owner (for applications under sections 17 or 22A only): please set out here any areas of the application which have *not* been agreed, the reasons for the failure to agree and the reasons for seeking these provisions. **C&Ps para 3.102**

Not Applicable

3.3 Departures from ORR's model passenger track access contract: please set out and explain here any:

- areas where the drafting of the application changes ORR’s published template passenger track access contract (as appropriate, cross-referencing to the answers below). Please also explain why these departures have been made. **C&Ps paras 2.34-2.37**
- instances where the proposal departs from the charging and/or performance regimes established by ORR’s latest periodic review (or subsequent interim reviews) as reflected in ORR’s model passenger track access contract, including the financial implications (e.g. establishment of an access charge supplement or rebate). **C&Ps paras 5.1-5.44**
- new processes (e.g. a self-modification provision) which have been added. Please also demonstrate fully how this new process is robust and complete. **C&Ps paras 6.2-6.3**

Not Applicable

4. The expression of access rights and the use of capacity

4.1 Benefits: please set out what specific benefits the proposal will achieve, including a justification for requiring the rights and their characteristics. Please provide full descriptions of any new rights required, as compared to the previous contract (in the case of an amendment). Please also describe any significant changes in the pattern of services, their benefits to passengers and any impact on other operators, including freight operators. Where appropriate, please provide a fully marked-up version or document comparison of any tables in Schedule 5 which are being modified as a result of this application. **C&Ps paras 4.26-4.35**

The proposed services provide new direct journey opportunities between London and both of Blackpool and Shrewsbury. The services also provide crowding relief to existing services and support the objective of accelerating Anglo-Scots services.

4.2 Adequacy: please set out how you have satisfied yourself that there is enough network capacity for the services in the proposal. Please also set out whether there are any implications for overall network performance and the facility owner's maintenance and renewal activities. **C&Ps paras 4.12-4.45**

The additional rights being sought apply to the sections of route between Preston Fylde Junction and Blackpool North, and Oxley Stafford Road Junction to Shrewsbury only. The proposed services being extensions of existing paths already in operation between Euston and Birmingham / Wolverhampton and Euston to Preston (and vice-versa) respectively. Detailed joint analysis was undertaken by Network Rail and Virgin Trains during January 2014 which established that the proposed paths on these sections were valid & did not conflict with the rights of any other access parties.

The Train Operator has undertaken analysis of the performance implications of these additional services in terms of their impact upon their own operation, which has proven to be negligible.

4.3 Flexing rights: please provide a general description of the extent of any limitations on the facility owner's flexing rights in the proposal. Please provide the rationale for the extent of any limitation on the flex provided, including any changes to pre-existing services, and the extent to which the provisions have been agreed with the facility owner. **C&Ps paras 2.27-2.33**

Not Applicable

4.4 Journey time protection: please describe whether the proposed contract gives journey time protection to any services (by establishing maximum journey times, fastest key journey times or maximum key journey times), and explain the reasons for this, with reference to ORR's criteria. **C&Ps paras 8.90-8.103**

Not Applicable

4.5 Specified equipment: please give full details of any changes to specified equipment (rolling stock), including timescales, and how much of the vehicle and route acceptance procedure in the Network Code (Part F) has been completed. Please explain whether you have, or will have, the rolling stock necessary to exercise the rights being sought. **C&Ps paras 8.87-8.90**

The services are to be operated using 5-car Class 221 rolling stock. The Class 221 has authority to operate over the route to Blackpool North and specified the route to Shrewsbury.

4.6 Franchise obligations: please explain whether the proposed services are necessary to fulfil obligations under a franchise or concession agreement. **C&Ps paras 4.3-4.4**

The additional rights are being sought further to the Secretary of State for Transport's announcement on Thursday 19th June 2014, regarding the introduction of new services between London and Blackpool and London and Shrewsbury, and are an obligation under the Train Operator's Franchise Agreement Service Level Commitment.

4.7 Public funding: please state whether (and if so to what extent) the proposed services are subject to financial support from central or local government (other than the Department for Transport or Transport Scotland), including Passenger Transport Executives. Please also provide a point of contact at that body. **C&Ps paras 3.52, 4.25, 4.35-4.39**

Not Applicable

4.8 Passenger Focus: please state whether (and if so to what extent) the proposed services have been discussed with Passenger Focus. Please also provide copies of any relevant correspondence. **C&Ps para 4.39**

Not applicable.

4.9 Route utilisation strategies (RUSs): if applicable, please state which RUSs (including the Freight RUS) are considered relevant to this application and whether the proposed rights are consistent with that RUS. If the proposed rights are not consistent, please explain the reasons for this. **C&Ps paras 4.5-4.8**

The proposed services are consistent with the West Coast RUS to support growth in developing markets, as well as forecast growth in demand between London Euston and Glasgow (Gap JT1), and Option OC3.2.

5. Incentives

5.1 Train operator performance: please describe any planned projects associated with the operation of the proposed services aimed at improving your performance. **C&Ps paras 4.26-4.36**

Not applicable

5.2 Facility owner performance: please describe any planned projects associated with the operation of the proposed services aimed at improving the facility owner's own performance. **C&Ps paras 4.26-4.36, 5.1**

Not applicable

5.3 Monitoring of services: would all proposed services be monitored for performance throughout their journeys, consistent with our policy in paragraph 5.50 of the criteria and procedures? If not, please state the reasons for this in line with the permissible circumstances described in paragraph 5.51 of the criteria and procedures. **C&Ps paras 5.50-5.56**

Due to the additional services being minor extensions to existing rights, and the short term duration of the proposed rights, the parties have agreed that the existing Schedule 8 regime need not be amended.

5.4 Performance regime changes (for applications under sections 17 or 22A only): where applicable, please provide justification for any changes to Schedule 8 of the track access contract in the proposal. If necessary, please provide any relevant information in support of the changes proposed. **C&Ps para 5.38-5.40**

Not applicable

6. Enhancement

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6.1 Enhancement details: where the proposal provides for the delivery of any network enhancements, or the services in the proposal are subject to any planned network enhancements, please give full details of the relevant enhancement schemes, including a summary of outputs from the scheme, timescales and the extent to which the network change procedure in the Network Code (Part G) has been completed (where appropriate, by reference to submissions made under ORR's enhancement reporting framework). **C&Ps paras 4.80**

Not applicable

6.2 Enhancement charges: please confirm that the arrangements for the funding of any network enhancements are consistent with ORR's [Policy Framework for Investments](#), and summarise the level and duration of payments, and the assumed rate of return (see chapter 3 of the Conclusions document). **C&Ps paras 5.6, 5.12-5.14**

Not applicable

7. Other

7.1 Associated applications to ORR: please state whether this application is being made in parallel with, or relates to, any other current or forthcoming application to ORR (e.g. in respect of track, station or light maintenance depot access contracts). **C&Ps paras 3.18-3.19**

These services necessitate Station Access rights at Wellington, Telford Central, Shrewsbury, Poulton-le-Fylde, Kirkham & Wesham and Blackpool North. [Discussions have been held with the relevant SFOs and separate application is being developed by the Train Operator, which will be submitted to ORR for approval shortly.]

7.2 Supporting information, side letters and collateral agreements: please:

- state here any relevant information in support of the proposal, including a list and explanation of any other material being submitted (and supply copies with the application). **C&Ps para 4.33**
- confirm here that the whole of the proposal between the parties has been submitted with this application and that there are no side letters or other documents which affect it. **C&Ps paras 6.12-6.16, 6.21**

The extended passenger train paths for the proposed Blackpool and Shrewsbury services have now been validated by Network Rail Train Planning and have been offered fully validated paths at the Principal Timetable change date for December 2014. The schedule details for these services are attached to this application in the form of 'F3 schedules'.

7.3 Confidentiality exclusions: please list any parts of your application which you have excluded on the grounds of confidentiality, from the version of the proposed contract sent to consultees for any pre-application consultation process, and provide reasons. If there has been no pre-application consultation, you should state any parts of the application and proposed contract you want us to exclude from publication. **C&Ps paras 3.29-3.34**

Not applicable

Note: Where a pre-application consultation is to be undertaken in line with the Code of Practice, the remainder of this application should not be completed until after that consultation has been completed

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8. Pre-application consultation

8.1 The consultation: has a pre-application consultation been carried out in line with the Code of Practice? If yes, please:

- state who conducted the consultation;
- list all train operators, franchising authorities and any other parties that were consulted, stating which parties responded and attach their responses and any associated documentation to this form; and
- state the period allowed for the consultation. If this was less than 28 days, please explain the reasons for this.

If a pre-application consultation has not been carried out, please explain the reasons and whether any informal discussions have been held with any third parties who might be affected by this application and the nature of any concerns which they raised. **C&Ps paras 3.62**

8.2 Resolved issues: please set out any issues raised by consultees which have been satisfactorily resolved. You may wish to refer to responses attached to this form. Please explain any changes as a result of the consultation.

8.3 Unresolved issues: please set out any issues raised by consultees which have **not** been satisfactorily resolved, including any correspondence with that consultee. You may wish to refer to responses attached to this form. Please explain why you think these issues should not stop ORR approving the application.

9. Certification

*Warning: Under section 146 of the Railways Act 1993, any person who, in giving any information or making any application under or for the purposes of any provision of the Railways Act 1993, makes any statement which he knows to be false in a material particular, or recklessly makes any statement which is false in a material particular, is guilty of an offence and so liable to criminal prosecution **C&Ps para 3.40***

In the case of agreed applications under section 18 or 22, Network Rail should fill in the required information in the box below. For disputed applications under section 17 or 22A, the applicant should fill in the required information.

I certify that the information provided in this form is true and complete to the best of my knowledge

Signed  Date ... 2nd July 2014.....

Name (in caps) ...Darren Horley..... Job title ...Customer Relationship Executive.....

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For (company) Network Rail Infrastructure Limited

10. Submission

10.1 What to send: please supply, in hard copy, the signed application form, one copy of the proposed contract or amendment, with copies of any documents incorporated by reference (other than established standard industry codes or other documents) and any other attachments, supporting documents or information. **C&Ps para 3.39**

Please also supply the application form, the proposed contract or amendment and, where possible, any other supporting information, in electronic form, by e-mail or on disc, **in plain Microsoft Word format** (i.e. excluding any macros, auto-para or page numbering, or other auto-formatting). **C&Ps para 3.37-3.38**

10.2 Where to send it:

Manager, Track Access Team
Directorate of Railway Markets and Economics
Office of Rail Regulation
One Kemble Street
London
WC2B 4AN

Ninth Supplemental Agreement

between

NETWORK RAIL INFRASTRUCTURE LIMITED

as Network Rail

and

WEST COAST TRAINS LIMITED

as Train Operator

relating to the Track Access Contract (Passenger Services) dated 1st September 2011

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THIS NINTH SUPPLEMENTAL AGREEMENT is dated 2014 and made

BETWEEN:

- (1) **NETWORK RAIL INFRASTRUCTURE LIMITED**, (“Network Rail”), a company registered in England under number 2904587 having its registered office at Kings Place, 90 York Way, London, N1 9AG (“Network Rail”); and
- (2) **WEST COAST TRAINS LIMITED**, (the “Train Operator”), a company registered in England under number 3007940 having its registered office at West Coast Trains Limited, The Battleship Building, 179 Harrow Road, London W2 6NB

WHEREAS:

- (A) Network Rail and the Secretary of State for Transport entered into a Track Access Contract (Passenger Services) dated 1st September 2011 in a form approved pursuant to Section 17 of the Act, (which track access contract as subsequently amended is hereafter referred to as the “Contract”).
- (B) The rights and obligations of the Secretary of State for Transport under the Contract were transferred to the West Coast Trains Limited by a Deed of Novation made on 26th October 2011.
- (C) The parties propose to enter into this Supplemental Agreement in order to amend the Contract as described below.

IT IS HEREBY AGREED as follows:

1. **INTERPRETATION**

In this Supplemental Agreement:

- (A) Words and expressions defined in and rules of interpretation set out in the Contract shall have the same meaning and effect when used in this Supplemental Agreement except where the context requires otherwise; and
- (B) “Effective Date” shall mean the later of;
 - (i) the date upon which the ORR issues its approval, pursuant to Section 22 of the Act, of the terms of this Supplemental Agreement; and
 - (ii) 0200hrs on the Principal Change Date 2014.

2. **EFFECTIVE DATE AND TERM**

The amendments to the Contract pursuant to this Supplemental Agreement shall have effect from the Effective Date and shall cease to have effect at 0159 hours on the December 2016 timetable change date or earlier termination of the Contract.

3. **AMENDMENTS TO SCHEDULE 5 OF THE CONTRACT**

Tables 2.1 and 4.1 for each of HF01 and HF06 to Schedule 5 of the Contract shall be deleted and replaced with the relevant new Tables 2.1 and Tables 4.1 as set out in Annex A of this Supplemental Agreement.

4. **EFFECT OF THIS SUPPLEMENTAL AGREEMENT ON THE CONTRACT**

The Contract, as amended by this Supplemental Agreement, shall remain in full force and effect in accordance with its terms, and during the period in which the amendments made by this Supplemental Agreement are to have effect all references in the Contract to “the contract”, “herein”, “hereof”, “hereunder” and other similar expressions shall, unless the context requires otherwise, be read and construed as a reference to the Contract as amended by this Supplemental Agreement.

5. **THIRD PARTY RIGHTS**

No person who is not a party to this Supplemental Agreement shall have any right under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this Supplemental Agreement.

6. **LAW**

This Supplemental Agreement shall be governed by, construed and given effect to in all respects in accordance with English Law.

7. **COUNTERPARTS**

This Supplemental Agreement may be executed in two counterparts which, taken together, shall constitute one and the same document. Either party may enter into this Supplemental Agreement by signing either of such counterparts.

IN WITNESS whereof the duly authorised representatives of Network Rail and the Train Operator have executed this Supplemental Agreement on the date first above written

SIGNED by.....

Print name.....

Duly authorised for and on behalf of
NETWORK RAIL INFRASTRUCTURE LIMITED

SIGNED by.....

Print name.....

Duly authorised for and on behalf of
WEST COAST TRAINS LIMITED

ANNEX A – AMENDMENTS TO SCHEDULE 5

TABLE 2.1: PASSENGER TRAIN SLOTS AND TABLE 4.1: CALLING PATTERNS FOR EACH OF HF01 AND HF06

2 Passenger Train Slots

Table 2.1: Passenger Train Slots

1						2					
Service Group 1: London Euston to Birmingham New Street, Wolverhampton and Shrewsbury						Passenger Train Slots					
Service description											
From	To	Via	Description	TSC	Timing Load	Peak times ¹		Off-Peak times ²	Weekday	Saturday	Sunday
						Morning Peak	Evening Peak				
London Euston	Birmingham New Street	WCML	HF01.1	22100001	Class 390	N/A	2	10	12	11	4
			HF01.2	22100001	Class 390	N/A	2	10	12	11	6
London Euston	Wolverhampton	WCML	HF01.3	22100001	Class 390	N/A	2	8	10	9	16
Birmingham New Street	London Euston	WCML	HF01.4	22100001	Class 390	N/A	N/A	12	12	13	8 ⁵
			HF01.5	22100001	Class 390	N/A	N/A	10	10	11	8
Wolverhampton	London Euston	WCML	HF01.6	22100001	Class 390	10	N/A	3	13	6	9
Birmingham International	London Euston	WCML	HF01.7	22100001	Class 390	1	N/A	N/A	1	N/A	N/A
Rugby	London Euston	WCML, Northampton	HF01.8	22100001	Class 390	1	N/A	N/A	1	N/A	N/A
Birmingham New Street	Shrewsbury	Madeley Jct (Shropshire)	HF01.9	22100001	Class 221	N/A	N/A	N/A	1 ³	1 ³	N/A
Wolverhampton	Shrewsbury	Madeley Jct (Shropshire)	HF01.10	22100001	Class 221	N/A	1	N/A	1 ⁴	1 ⁴	1 ⁴
Shrewsbury	Birmingham New Street	Madeley Jct (Shropshire)	HF01.11	22100001	Class 221	N/A	N/A	N/A	1 ⁵	1 ⁵	1 ⁵
Shrewsbury	Wolverhampton	Madeley Jct (Shropshire)	HF01.12	22100001	Class 221	1	N/A	N/A	1 ⁶	1 ⁶	N/A

Notes to Table:

- 1 Peak times – arriving London Euston between 07.00 and 10.00, departing London Euston between 16.00 and 19.00
- 2 Off-Peak times - arriving at and departing from a relevant station outside Peak times
- 3 This Service shall be combined with a Service in HF01.1 in order to provide a through Service between London Euston and Shrewsbury
- 4 This Service shall be combined with a Service in HF01.3 in order to provide a through Service between London Euston and Shrewsbury
- 5 This Service shall be combined with a Service in HF01.4 in order to provide a through Service between Shrewsbury and London Euston
- 6 This Service shall be combined with a Service in HF01.6 in order to provide a through Service between Shrewsbury and London Euston

Table 2.1: Passenger Train Slots

1						2					
Service Group 6: London Euston to Preston, Lancaster, Blackpool North and Glasgow Central											
Service description						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak times ¹		Off-Peak times ²	Weekday	Saturday	Sunday
						Morning Peak	Evening Peak				
London Euston	Glasgow Central	WCML, Trent Valley	HF06.1	22112001	Class 390	N/A	5	10	15	13	11
London Euston	Lancaster	WCML, Trent Valley	HF06.2	22112001	Class 390	N/A	1	1 ³	2 ⁵	N/A	N/A
London Euston	Preston	WCML, Trent Valley	HF06.3	22112001	Class 390	N/A	1 ³	1	2 ⁵	2	2
Glasgow Central	London Euston	WCML, Trent Valley	HF06.4	22112001	Class 390	2	N/A	13	15	14	9
Lancaster	London Euston	WCML, Trent Valley	HF06.5	22112001	Class 390	N/A	N/A	N/A	N/A	1	N/A
Preston	London Euston	WCML, Trent Valley	HF06.6	22112001	Class 390	1	N/A	N/A	1 ^{3, 6}	N/A	3
Blackpool North	Crewe	WCML, Trent Valley	HF06.7	22112001	Class 390	N/A	N/A	1	1 ⁴	N/A	N/A
Preston	Blackpool North	WCML	HF06.8	22112001	Class 221	N/A	N/A	N/A	1 ⁷	N/A	N/A

Notes to Table:

- 1 Peak times – arriving London Euston between 07.30 and 10.30, departing London Euston between 15.30 and 18.30
- 2 Off-Peak times - arriving at and departing from a relevant station outside Peak times
- 3 Two Friday Only
- 4 This Service shall couple at Crewe with the first Service of each weekday originating from Holyhead in Service Group HF02.4 so as to form a through Service from each of Blackpool North to London Euston and Holyhead to London Euston
- 5 Three Friday Only
- 6 One service shall start at Lancaster
- 7 This Service shall be combined with the Evening Peak Service in HF06.3 in order to provide a through Service from London Euston to Blackpool North

Table 4.1: Calling Patterns

1					2	3
Service Group 1: London Euston to Birmingham New Street, Wolverhampton and Shrewsbury						
Service description						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional stations
London Euston	Birmingham New Street	WCML	HF01.1	22100001	Rugby, Coventry and Birmingham International,	Watford Junction, Milton Keynes Central
		WCML	HF01.2	22100001	Watford Junction, Coventry and Birmingham International	Milton Keynes Central, Rugby
London Euston	Wolverhampton	WCML	HF01.3	22100001	Milton Keynes Central, Rugby, Coventry, Birmingham International, Birmingham New Street and Sandwell & Dudley	Watford Junction, Northampton
Birmingham New Street	London Euston	WCML	HF01.4	22100001	Birmingham International, Coventry and Rugby,	Milton Keynes Central, Watford Junction
			HF01.5	22100001	Birmingham International, Coventry and Watford Junction	Rugby, Milton Keynes Central
Wolverhampton	London Euston	WCML	HF01.6	22100001	Sandwell & Dudley, Birmingham New Street, Birmingham International, Coventry, Rugby and, Milton Keynes Central	Northampton Watford Junction
Birmingham International	London Euston	WCML	HF01.7	22100001	Coventry	Rugby, Milton Keynes Central, Watford Junction
Rugby	London Euston	WCML, Northampton	HF01.8	22100001	Northampton	Milton Keynes Central, Watford Junction
Birmingham New Street	Shrewsbury	Madeley Jct (Shropshire)	HF01.9	22100001	Wolverhampton, Telford Central and Wellington	Sandwell & Dudley
Wolverhampton	Shrewsbury	Madeley Jct (Shropshire)	HF01.10	22100001	Telford Central and Wellington	
Shrewsbury	Birmingham New Street	Madeley Jct (Shropshire)	HF01.11	22100001	Wellington, Telford Central and Wolverhampton	Sandwell & Dudley
Shrewsbury	Wolverhampton	Madeley Jct (Shropshire)	HF01.12	22100001	Wellington and Telford Central	

Notes to Table:

Table 4.1: Calling Patterns

1					2	3
Service Group 6: London Euston to Preston, Lancaster, Blackpool North and Glasgow Central						
Service description						
From	To	Via	Description	TSC	Regular Calling Pattern	Additional stations
London Euston	Glasgow Central	WCML, Trent Valley	HF06.1	22112001	Warrington Bank Quay, Wigan North Western Preston, Lancaster, Oxenholme Lake District or Penrith and Carlisle ¹	Watford Junction, Milton Keynes Central, Rugby, Nuneaton, Tamworth Low Level, Lichfield Trent Valley, Stafford, Crewe, Lockerbie, Motherwell
London Euston	Lancaster	WCML, Trent Valley	HF06.2	22112001	Tamworth Low Level, Lichfield Trent Valley, Crewe, Warrington Bank Quay, Wigan North Western and Preston	Watford Junction, Milton Keynes Central, Rugby, Nuneaton, Stafford, Crewe
London Euston	Preston	WCML, Trent Valley	HF06.3	22112001	Rugby, Stafford, Crewe, Warrington Bank Quay and Wigan North Western	Watford Junction, Milton Keynes Central, Nuneaton, Tamworth Low Level, Lichfield Trent Valley
Glasgow Central	London Euston	WCML, Trent Valley	HF06.4	22112001	Carlisle, Penrith or Oxenholme Lake District, Lancaster, Preston, Wigan North Western and Warrington Bank Quay ²	Motherwell, Lockerbie, Crewe, Stafford, Lichfield Trent Valley, Tamworth Low Level, Nuneaton, Rugby, Milton Keynes Central, Watford Junction
Lancaster	London Euston	WCML, Trent Valley	HF06.5	22112001	Preston, Wigan North Western, Warrington Bank Quay and Milton Keynes Central	Crewe, Stafford, Lichfield Trent Valley, Tamworth Low Level, Nuneaton, Rugby, Watford Junction
Preston ³	London Euston	WCML, Trent Valley	HF06.6	22112001	Wigan North Western, Warrington Bank Quay, Lichfield Trent Valley, Tamworth Low Level, Rugby	Stafford, Nuneaton, Rugby, Milton Keynes Central, Watford Junction
Blackpool North	Crewe	WCML, Trent Valley	HF06.7	2112001	Kirkham & Wesham, Poulton le Fylde, Preston, Wigan North Western, Warrington Bank Quay,	
Preston	Blackpool North	WCML	HF06.8	22112001	Poulton le Fylde and Kirkham & Wesham	

Notes to Table:

1 Five SX Services, four SO Services and seven SU Services have Firm Rights to call at both Oxenholme Lake District and Penrith.

2 Four SX Services, three SO Services and four SU Services have Firm Rights to call at both Penrith and Oxenholme Lake District

3 One Service shall start from Lancaster

Single Train Print

Train 1B11EW [SO]

Train ID > 1B11EW	Date Published > 14/06/14	Timing Load > 221T	VP Status >
Business Mgr > HF	RSID > 5617	Service Code > 22100001	Catering > C
Bid/Offer Status > OF	Status > P	TSDB UID > P50220	Class > 1
Reservations > S	Category > XX	Accommodation > B	Ops Characteristics >
Power Type > DMU	Limiting Speed > 125	Red star >	Timing Load >
External ID > 1B11EW	Contract Code > 22100001		

Dates > 20/12/14 to 16/05/15 SO

Distance Run Per Day = 107.87

Total Days = 22

Total Distance = 2373.16

	Allowances	Line Code	Plat	Working Times		Public Times		TSDB Data	
SHRWBY	(6)		5		08.18		08.18		
WELNGTN			UML	08.36½	08.38	08.37	08.38		T
TELFRC			1	08.43	08.44½	08.43	08.44		T
MADEJN					08/46				
COSFORD	[1]				08/51				
WVRMSRJ					08/58½				
WVRMTNJ					08/59½				
WVRMPTN	[1](½)		4	09.01	09.04	09.01	09.04		T
DUDLPT	(1)				09/12				
GALTONJ	(2½)				09/16				
SOHOSJ					09/20				
BHAMNWS		WL	-U	6	09U24	09U30	09.24	09.30	WL -U
PROOFHJ					09/32				
STECHEFD					09/35				
BHAMINT	[1](½)		4	09.38½	09.40½	09.39	09.40		T
COVNTY	[1]		1	09.50	09.51½	09.50	09.51		T
RUGBTJ		FL			10/01			FL	
RUGBY		FL	4		10/01½				
HMTNJ		FL			10/02				
WEEDON		FL			10/08				
HANSLPJ	(1)	FL			10/14½				
MKNSCEN		FL	4		10/18½				
BLTCHLY	[1](½)	FL	2		10/20½				
LEDBRNJ	[1]	FL			10/26½				
TRING		FL	2		10/30½				
BONENDJ		FL			10/33½				
WATFDJ		FL	D	7	10D38½	10D40	10s39		D
HROW		FL	4		10/45				
WMBY	[1]	FL	4		10/47				
WLSDWLJ		FL			10/49½				
CMDNJJ	(½)	A			10/52½			A	
CMDNSTH		A			10/53½				
EUSTON			3	10.56		10.56			

Single Train Print

Train 1B32EW [SO]

Train ID > 1B32EW	Date Published > 14/06/14	Timing Load > 221T	VP Status >
Business Mgr > HF	RSID > 5827	Service Code > 22100001	Catering > C
Bid/Offer Status > OF	Status > P	TSDB UID > P50243	Class > 1
Reservations > S	Category > XX	Accommodation > B	Ops Characteristics >
Power Type > DMU	Limiting Speed > 125	Red star >	Timing Load >
External ID > 1B32EW	Contract Code > 22100001		

Dates > 20/12/14 to 16/05/15 SO

Distance Run Per Day = 107.87

Total Days = 22

Total Distance = 2373.16

	Allowances	Line Code	Plat	Working Times		Public Times		TSDB Data
SHRWBY			7		15.24		15.24	
WELNGTN			UML	15.36½	15.38	15.37	15.38	T
TELFRC			1	15.43	15.44½	15.43	15.44	T
MADEJN					15/46			
COSFORD	[1]				15/51			
WVRMSRJ					15/58½			
WVRMTNJ					15/59½			
WVRMPTN	[1](½)		4	16.01	16.04	16.01	16.04	T
DUDLPT	(1)				16/12			
GALTONJ	(2½)				16/16			
SOHOSJ					16/20			
BHAMNWS		WL	6	16.24	16.30	16.24	16.30	WL T
PROOFHJ					16/32			
STECHEFD					16/35			
BHAMINT	[1](½)		4	16.38½	16.40½	16.39	16.40	T
COVNTY	[1]		1	16a50	16p51½	16.49	16.50	T
RUGBTJ		FL			17/01			FL
RUGBY	{½}	FL	4		17/01½			
HMTNJ		FL			17/02½			
WEEDON		FL			17/08½			
HANSLPJ	(½)	FL			17/15			
MKNSCEN		FL	4		17/18½			
BLTCHLY	(1½)	FL	2		17/20½			
LEDBRNJ	[1]	FL			17/26½			
TRING	(½)	FL	2		17/30½			
BONENDJ		FL			17/34			
WATFDJ		FL	D 7	17D39	17D40½	17s39		D
HROW		FL	4		17/45½			
WMBY	[1]	FL	4		17/47½			
WLSDWLJ		FL			17/50			
CMDNJJ		A			17/53			A
CMDNSTH		A			17/53½			
EUSTON			5	17.56		17.56		

Single Train Print

Train 1B53EW [Sun]

Train ID > 1B53EW	Date Published > 14/06/14	Timing Load > 221T	VP Status >
Business Mgr > HF	RSID > 5681	Service Code > 22100001	Catering > C
Bid/Offer Status > OF	Status > P	TSDB UID > P50274	Class > 1
Reservations > S	Category > XX	Accommodation > B	Ops Characteristics >
Power Type > DMU	Limiting Speed > 125	Red star >	Timing Load >
External ID > 1B53EW	Contract Code > 22100001		

Dates > 14/12/14 to 10/05/15 Sun

Distance Run Per Day = 107.87

Total Days = 22

Total Distance = 2373.16

	Allowances	Line Code	Plat	Working Times		Public Times		TSDB Data	
SHRWBY			7		15.24		15.24		
WELNGTN			UML	15.36½	15.38	15.37	15.38		T
TELFRC			1	15.43	15.44½	15.43	15.44		T
MADEJN					15/46				
COSFORD	[1]				15/51				
WVRMSRJ					15/58½				
WVRMTNJ					15/59½				
WVRMPTN			2	16.01	16.04	16.01	16.04		T
DUDLPT	[1]				16/10½				
GALTONJ					16/14½				
SOHOSJ					16/16				
BHAMNWS		WL	-U	3	16U20	16U30	16.20	16.30	WL -U
PROOFHJ					16/32				
STECHEFD					16/35				
BHAMINT	[1]		4	16.38½	16.40½	16.39	16.40		T
COVNTY	[1]		1	16.49½	16.51	16.50	16.51		T
RUGBTJ		FL			17/00½				FL
RUGBY		FL	4		17/01				
HMTNJ		FL			17/01½				
WEEDON		FL			17/07½				
HANSLPJ		FL			17/14				
MKNSCEN		FL	4		17/17				
BLTCHLY	(½)	FL	2		17/19				
LEDBRNJ	[2]	FL			17/24				
TRING		FL	2		17/29				
BONENDJ	(1)	FL			17/32				
WATFDJ		FL	D	7	17D38	17D39½	17s38		D
HROW		FL	4		17/44½				
WMBY	[3]	FL	4		17/46½				
WLSDWLJ		FL			17/51				
CMDNJJ		A			17/54				A
CMDNSTH		A			17/54½				
EUSTON			2		17.57		17.57		

Single Train Print

Train 1B68EW [SX]

Train ID > 1B68EW	Date Published > 14/06/14	Timing Load > 221T	VP Status >
Business Mgr > HF	RSID > 5840	Service Code > 22100001	Catering > C
Bid/Offer Status > OF	Status > P	TSDB UID > P50282	Class > 1
Reservations > S	Category > XX	Accommodation > B	Ops Characteristics >
Power Type > DMU	Limiting Speed > 125	Red star >	Timing Load >
External ID > 1B68EW	Contract Code > 22100001		

Dates > 15/12/14 to 15/05/15 SX

Distance Run Per Day = 107.87

Total Days = 110

Total Distance = 11865.81

	Allowances	Line Code	Plat	Working Times		Public Times		TSDB Data	
SHRWBY			7		15.24		15.24		
WELNGTN			UML	15.36½	15.38	15.37	15.38		T
TELFRC			1	15.43	15.44½	15.43	15.44		T
MADEJN					15/46				
COSFORD	[1]				15/51				
WVRMSRJ					15/58½				
WVRMTNJ					15/59½				
WVRMPTN	[1](½)		4	16.01	16.04	16.01	16.04		T
DUDLPT					16/12				
GALTONJ	(½)				16/15				
SOHOSJ					16/17				
BHAMNWS		WL	-U	7	16aU21	16U30	16.20	16.30	WL -U
PROOFHJ					16/32				
STECHEFD					16/35				
BHAMINT	[1](½)		4	16.38½	16.40½	16.39	16.40		T
COVNTY	[1]		1	16.50	16.51½	16.50	16.51		T
RUGBTVJ		FL			17/01				FL
RUGBY		FL	4		17/01½				
HMTNJ		FL			17/02				
WEEDON		FL			17/08				
HANSLPJ	(1)	FL			17/14½				
MKNSCEN		FL	4		17/18½				
BLTCHLY	(1½)	FL	2		17/20½				
LEDBRNJ	[1]	FL			17/26½				
TRING		FL	2		17/30½				
BONENDJ		FL			17/33½				
WATFDJ		FL	D	7	17D38½	17D40	17s39		D
HROW		FL	4		17/45				
WMBY	[1]	FL	4		17/47				
WLSDWLJ		FL			17/49½				
CMDNJN		A			17/52½				A
CMDNSTH	{½}	A			17/53				
EUSTON			5	17.56		17.56			

Single Train Print

Train 1J14AG [SX]

Train ID > 1J14AG	Date Published > 14/06/14	Timing Load > 221T	VP Status >
Business Mgr > HF	RSID > 5130	Service Code > 22100001	Catering > F
Bid/Offer Status > OF	Status > P	TSDB UID > P50612	Class > 1
Reservations > S	Category > XX	Accommodation > B	Ops Characteristics >
Power Type > DMU	Limiting Speed > 125	Red star >	Timing Load >
External ID > 1J14AG	Contract Code > 22100001		

Dates > 15/12/14 to 15/05/15 SX

Distance Run Per Day = 107.91

Total Days = 110

Total Distance = 11870.21

		Allowances	Line Code	Plat	Working Times		Public Times		TSDB Data
EUSTON	London Euston		X	6	10.23		10.23	X	
CMDNSTH	Camden South Jn		E		10/25½			E	
CMDNJJ	Camden Jn		FL		10/26			FL	
WLSDWLJ	Willesden West Londn Jn		FL		10/29				
WMBY	Wembley Central		FL	3	10/30½				
HROW	Harrow & Wealdstone		FL	3	10/32½				
WATFDJ	Watford Junction		FL	U 6	10U37 10pU38½		10u37	U	
BONENDJ	Bourne End Jn (Herts)		FL		10/44				
TRING	Tring		FL	1	10/47				
LEDBRNJ	Ledburn Jn		FL		10/50				
BLTCHLY	Bletchley		FL	1	10/54½				
MKNSCEN	Milton Keynes Central	[1]	FL	6	10/56				
HANSLPJ	Hanslope Jn		FL		11/00				
WEEDON	Weedon	[1]	FL		11/06½				
HMTNJ	Hilmorton Jn		FL		11/14				
RUGBY	Rugby		FL	DFL	11/14½				
RUGBTVJ	Rugby Trent Valley Junctio	[1]			11/15				
COVNTRY	Coventry			3	11d23½ 11r25	11.21	11.22	T	
BHAMINT	Birmingham International	[1]		3	11b33½ 11q35	11.32	11.33	T	
STECHEFD	Stechford				11/40				
PROOFHJ	Proof House Jn	{½}	WL		11/42½			WL	
BHAMNWS	Birmingham New Street			T-D 7	11D45 11D53	11.45	11.53	T-D	
SOHOSJ	Soho South Jn				11/57				
GALTONJ	Galton Jn				11/58½				
DUDLPT	Dudley Port	[1]			12/01½				
WVRMPTN	Wolverhampton			1	12.09½ 12.11	12.10	12.11	T	
WVRMTNJ	Wolverhampton North Jn				12/12½				
WVRMSRJ	Stafford Rd Jn				12/13½				
COSFORD	Cosford				12/20½				
MADEJN	Madeley Jn (Shropshire)				12/25				
TELFRCDC	Telford Central	(7)		2	12.26½ 12.28	12.27	12.28	T	
WELNGTN	Wellington (Shropshire)	[2](3)		DML	12.40½ 12.42	12.41	12.42	T	
SHRWBY	Shrewsbury			4	12.58	12.58			

Single Train Print

Train 1J17AG [SO]

Train ID > 1J17AG	Date Published > 14/06/14	Timing Load > 221T	VP Status >
Business Mgr > HF	RSID > 5137	Service Code > 22100001	Catering > C
Bid/Offer Status > OF	Status > P	TSDB UID > P50613	Class > 1
Reservations > S	Category > XX	Accommodation > B	Ops Characteristics >
Power Type > DMU	Limiting Speed > 125	Red star >	Timing Load >
External ID > 1J17AG	Contract Code > 22100001		

Dates > 20/12/14 to 16/05/15 SO

Distance Run Per Day = 107.91

Total Days = 22

Total Distance = 2374.04

	Allowances	Line Code	Plat	Working Times	Public Times	TSDB Data
EUSTON		X	3	11.23	11.23	X
CMDNSTH		E		11/25½		E
CMDNJJ		FL		11/26		FL
WLSDWLJ		FL		11/29		
WMBY		FL	3	11/30½		
HROW		FL	3	11/32½		
WATFDJ		FL	U 6	11U37 11U38½	11u38	U
BONENDJ		FL		11/44		
TRING		FL	1	11/47		
LEDBRNJ		FL		11/50		
BLTCHLY		FL	1	11/54½		
MKNSCEN	[1]	FL	6	11/56		
HANSLPJ		FL		12/00		
WEEDON	[1]	FL		12/06½		
HMTNJ		FL		12/14		
RUGBY		FL	DFL	12/14½		
RUGBTVJ	[1]			12/15		
COVNTY			3	12d23½ 12r25	12.21 12.22	T
BHAMINT			3	12b33½ 12q35	12.32 12.33	T
STECHFD	[1]<½>			12/39		
PROOFHJ		WL		12/43		WL
BHAMNWS			7	12.45	12.45 12.53	T
SOHOSJ				12/57		
GALTONJ				12/58½		
DUDLPT	[1]			13/01½		
WVRMPTN			1	13.09½	13.10 13.11	T
WVRMTNJ				13/12½		
WVRMSRJ				13/13½		
COSFORD				13/20½		
MADEJN				13/25		
TELFRC			2	13.26½ 13.28	13.27 13.28	T
WELNGTN	[2](6)		DML	13.33½ 13.35	13.34 13.35	T
SHRWBY			4	13.54	13.54	

Single Train Print

Train 1J38AG [SX]

Train ID > 1J38AG	Date Published > 14/06/14	Timing Load > 221T	VP Status >
Business Mgr > HF	RSID > 5370	Service Code > 22100001	Catering > F
Bid/Offer Status > OF	Status > P	TSDB UID > P50616	Class > 1
Reservations > S	Category > XX	Accommodation > B	Ops Characteristics >
Power Type > DMU	Limiting Speed > 125	Red star >	Timing Load >
External ID > 1J38AG	Contract Code > 22100001		

Dates > 15/12/14 to 15/05/15 SX

Distance Run Per Day = 107.93

Total Days = 110

Total Distance = 11872.74

	Allowances	Line Code	Plat	Working Times	Public Times	TSDB Data
EUSTON		X	4	18.23	18.23	X
CMDNSTH		E		18/25½		E
CMDNJJ		FL		18/26		FL
WLSDWLJ		FL		18/29		
WMBY		FL	3	18/30½		
HROW		FL	3	18/32½		
WATFDJ		FL	U 6	18U37 18pU38½	18u37	U
BONENDJ		FL		18/44		
TRING		FL	1	18/47		
LEDBRNJ		FL		18/50		
BLTCHLY		FL	1	18/54½		
MKNSCEN	[1]	FL	6	18/56		
HANSLPJ		FL		19/00		
WEEDON	[1]	FL		19/06½		
HMTNJ		FL		19/14		
RUGBY		FL	DFL	19/14½		
RUGBTJ	[1]			19/15		
COVNTRY			3	19d23½ 19r25	19.21 19.22	T
BHAMINT			3	19b33½ 19q35	19.32 19.33	T
STECHFD	[1]<½>			19/39		
PROOFHJ		WL		19/43		WL
BHAMNWS			4	19.45	19.45 19.50	T
SOHOSJ				19/54		
GALTONJ				19/55½		
SNDWDUD			2	19.57½ 19.59	19.58 19.59	T
DUDLPT	[1](½)			20/01½		
WVRMPTN		-D	2	20vD10 20D19	20.11 20.19	-D
WVRMTNJ				20/20½		
WVRMSRJ				20/21½		
COSFORD				20/28½		
MADEJN				20/33		
TELFDC			2	20.34½ 20.36	20.35 20.36	T
WELNGTN	[1]		DML	20.41½ 20.43	20.42 20.43	T
SHRWBY			5	20.55	20.55	

Single Train Print

Train 1J38AG [SO]

Train ID > 1J38AG	Date Published > 14/06/14	Timing Load > 221T	VP Status >
Business Mgr > HF	RSID > 5357	Service Code > 22100001	Catering > C
Bid/Offer Status > OF	Status > P	TSDB UID > P50615	Class > 1
Reservations > S	Category > XX	Accommodation > B	Ops Characteristics >
Power Type > DMU	Limiting Speed > 125	Red star >	Timing Load >
External ID > 1J38AG	Contract Code > 22100001		

Dates > 20/12/14 to 16/05/15 SO

Distance Run Per Day = 107.93

Total Days = 22

Total Distance = 2374.55

	Allowances	Line Code	Plat	Working Times	Public Times	TSDB Data
EUSTON		X	5	18.23	18.23	X
CMDNSTH		E		18/25½		E
CMDNJJ		FL		18/26		FL
WLSDWLJ		FL		18/29		
WMBY		FL	3	18/30½		
HROW		FL	3	18/32½		
WATFDJ		FL	U 6	18U37 18pU38½	18u37	U
BONENDJ		FL		18/44		
TRING		FL	1	18/47		
LEDBRNJ		FL		18/50		
BLTCHLY		FL	1	18/54½		
MKNSCEN	[1]	FL	6	18/56		
HANSLPJ		FL		19/00		
WEEDON	[1]	FL		19/06½		
HMTNJ		FL		19/14		
RUGBY		FL	DFL	19/14½		
RUGBTJ	[1]			19/15		
COVNTRY			3	19.23½ 19p25	19.24 19.24	T
BHAMINT			3	19.33½ 19p35	19.34 19.34	T
STECHFD	[1]<½>			19/39		
PROOFHJ		WL		19/43		WL
BHAMNWS			6	19.45	19.45 19.50	T
SOHOSJ				19/54		
GALTONJ				19/55½		
SNDWDUD			2	19.57½ 19.59	19.58 19.59	T
DUDLPT	[1]½			20/01½		
WVRMPTN		-D	1	20D10 20D19	20.10 20.19	-D
WVRMTNJ				20/20½		
WVRMSRJ				20/21½		
COSFORD				20/28½		
MADEJN				20/33		
TELFRCDC			2	20.34½ 20.36	20.35 20.36	T
WELNGTN	[1]		DML	20.41½ 20.43	20.42 20.43	T
SHRWBY			5	20.55	20.55	

Single Train Print

Train 1J52AG [Sun]

Train ID > 1J52AG	Date Published > 14/06/14	Timing Load > 221T	VP Status >
Business Mgr > HF	RSID > 5241	Service Code > 22100001	Catering > C
Bid/Offer Status > OF	Status > P	TSDB UID > P50617	Class > 1
Reservations > S	Category > XX	Accommodation > B	Ops Characteristics >
Power Type > DMU	Limiting Speed > 125	Red star >	Timing Load >
External ID > 1J52AG	Contract Code > 22100001		

Dates > 14/12/14 to 10/05/15 Sun

Distance Run Per Day = 107.93

Total Days = 22

Total Distance = 2374.55

	Allowances	Line Code	Plat	Working Times	Public Times	TSDB Data	
EUSTON		X	2	19.00	19.00	X	
CMDNSTH		E		19/02½		E	
CMDNJJ		FL		19/03		FL	
WLSDWLJ		FL		19/06			
WMBY		FL	3	19/07½			
HROW		FL	3	19/09½			
WATFDJ		FL	6	19/13			
BONENDJ		FL		19/17			
TRING		FL	1	19/20			
LEDBRNJ		FL		19/23			
BLTCHLY	[3]	FL	1	19/27½			
MKNSCEN		FL	5	19/32			
HANSLPJ		FL		19/35			
WEEDON	[2]	FL		19/41½			
HMTNJ		FL		19/50			
RUGBY		FL	1	19b51½	19q53	19.50 19.51	T
RUGBTVJ	[1]			19/54			
COVNTRY			3	20b02½	20q04	20.01 20.02	T
BHAMINT			3	20.12½	20p14	20.13 20.13	T
STECHFD	[1]			20/18			
PROOFHJ	{½}	WL		20/21½		WL	
BHAMNWS			1	20v24	20.27	20.25 20.27	T
SOHOSJ				20/31			
GALTONJ				20/32½			
SNDWDUD			2	20.34½	20p36	20.35 20.35	T
DUDLPT	[1]{½}			20/38½			
WVRMPTN		-D	2	20D47	20D56	20.47 20.56	-D
WVRMTNJ				20/57½			
WVRMSRJ				20/58½			
COSFORD				21/05½			
MADEJN				21/10			
TELFRCDC			2	21.11½	21.13	21.12 21.13	T
WELNGTN	[1](3)		DML	21.18½	21.20	21.19 21.20	T
SHRWBY			4	21.35	21.35		

Single Train Print

Train 1R21EA [SX]

Train ID > 1R21EA	Date Published > 14/06/14	Timing Load > 221T	VP Status >
Business Mgr > HF	RSID > 5590	Service Code > 22100001	Catering > F
Bid/Offer Status > OF	Status > P	TSDB UID > P50704	Class > 1
Reservations > S	Category > XX	Accommodation > B	Ops Characteristics >
Power Type > DMU	Limiting Speed > 125	Red star >	Timing Load >
External ID > 1R21EA	Contract Code > 22100001		

Dates > 15/12/14 to 15/05/15 SX

Distance Run Per Day = 107.87

Total Days = 110

Total Distance = 11865.81

	Allowances	Line Code	Plat	Working Times		Public Times		TSDB Data
SHRWBY	(½)		5	06.39	06.39			
WELNGTN			UML	06.53½	06.53½	06.52	06.53	T
TELFRC			1	06.58½	07.00½	06.59	07.00	T
MADEJN				07/02				
COSFORD	[1]			07/07				
WVRMSRJ				07/14½				
WVRMTNJ				07/15½				
WVRMPTN	(2½)	-U	3	07U17	07U24	07.17	07.24	-U
DUDLPT	(4)			07/33				
GALTONJ	[1]			07/40				
SOHOSJ	{½}			07/42½				
BHAMNWS	(½)	WL	1	07.47	07.50	07.47	07.50	WL T
PROOFHJ				07/52½				
STECFHD				07/55½				
BHAMINT	[1]		4	07.59	08.00½	07.59	08.00	T
COVNTRY	[1]		1	08.09½	08p11½	08.10	08.10	T
RUGBTJVJ		UNL		08/21				UNL
RUGBY		FL	4	08.22½	08p24	08.22	08.23	FL T
HMTNJ		FL		08/26				
WEEDON		FL		08/32				
HANSLPJ		FL		08/38½				
MKNSCEN		FL	4	08/41½				
BLTCHLY		FL	2	08/43½				
LEDBRNJ	[1]	FL		08/48				
TRING		FL	2	08/52				
BONENDJ		FL		08/55				
WATFDJ		FL	7	08/59				
HROW		FL	4	09/02½				
WMBY	[1]	FL	4	09/04½				
WLSDWLJ		FL		09/07				
CMDNJJ		A		09/10				A
CMDNSTH		A		09/10½				
EUSTON			6	09.13		09.13		

Single Train Print

Train 1K14AG [SX;B1]

Train ID > 1K14AG	Date Published > 14/06/14	Timing Load > 221	VP Status >
Business Mgr > HF	RSID > 4500	Service Code > 22112001	Catering > F
Bid/Offer Status > OF	Status > P	TSDB UID > P50618	Class > 1
Reservations > S	Category > XX	Accommodation > B	Ops Characteristics >
Power Type > DMU	Limiting Speed > 125	Red star > 2	Timing Load > V
External ID > 1K14AG	Contract Code > 22112001		

Dates > 15/12/14 to 20/02/15 SX

Distance Run Per Day = 62.65

Total Days = 50

Total Distance = 3132.45

	Allowances	Line Code	Plat	Working Times	Public Times	TSDB Data
BLCKPLN	{½}		3	05.25	05.25	
LAYTCLX				05/29		
PLTNLFY			2	05.31	05.32	T
PLTNT67				05/36½		
KIRKMNJ				05/39		
KIRKHAM			2	05.40	05.41	T
PRSTNFJ	[1]{½}	FL		05/49		FL
PRST		FL	4	05.52	06.00	T
EUXTONJ		FL		06/04½		
BALSHWL		FL		06/05½		
WIGANNW		FL	4	06.10½	06.11	T
WIGASJN		FL		06/13		
SPRBJN		FL		06/13½		
GOLBRNJ		FL		06/17		
WINWCKJ		FL		06/18½		
DALAMBR		FL		06/20		
WRGTNBQ		FL	2	06.21½	06.22	T
ACGJN	[1]<1>	FL		06/25½		
WEAVERJ		FL		06/30		
ACBG		FL		06/31		
HARTFDJ		FL		06/32		
WNSFD	[1]	FL		06/35		
CREWECY		FL		06/40		
CREWE			6	06.42	06.42	

General Notes

Preston - Change-en-Route as follows:
 ... Changes Timing Load [221 - 221T]

Single Train Print

Train 1N21AG [SX]

Train ID > 1N21AG	Date Published > 14/06/14	Timing Load > 221T	VP Status >
Business Mgr > HF	RSID > 6220	Service Code > 22112001	Catering > C
Bid/Offer Status > OF	Status > P	TSDB UID > P50667	Class > 1
Reservations > S	Category > XX	Accommodation > B	Ops Characteristics >
Power Type > DMU	Limiting Speed > 125	Red star >	Timing Load >
External ID > 1N21AG	Contract Code > 22112001		

Dates > 15/12/14 to 15/05/15 SX

Distance Run Per Day = 151.19

Total Days = 110

Total Distance = 16630.46

	Allowances	Line Code	Plat	Working Times	Public Times	TSDB Data	
EUSTON		E	15	16.33	16.33	E	
CMDNSTH		E		16/35½			
CMDNJN		FL		16/36		FL	
WLSDWLJ		FL		16/39			
WMBY		FL	3	16/40½			
HROW		FL	3	16/42½			
WATFDJ		FL	6	16/46			
BONENDJ		FL		16/50			
TRING		FL	1	16/53			
LEDBRNJ		FL		16/56			
BLTCHLY		FL	1	17/00½			
MKNSCEN	[1]	FL	6	17/02			
HANSLPJ		FL		17/06			
WEEDON	[1]	FL		17/12½			
HMTNJ		FL		17/20			
RUGBY		FL	1	17.21½	17.22	17.23	T
RUGBTVJ		FL		17/24			
BRINKLW		FL		17/26½			
ATLBRJN		FL		17/30½			
NNTN		FL	3	17/31			
AMNGTNJ		FL		17/37			
LCHTNJ		FL		17/41			
RUGLYNJ	[1]	FL		17/45			
COLWICH		FL		17/48			
STAFFRD		FL	3	17.53½	17.54	17.58	T
NTNB		FL		18/04			
MADELEY	[1]	FL		18/10			
CREWBHJ		FL		18/14			
CREWE		FL	6	18.17	18.17	18.20	T
CREWECY		FL		18/22			
WNSFD		FL		18/26½			
HARTFDJ		FL		18/29½			
ACBG	[1]	FL		18/30½			
WEAVERJ		FL		18/32½			
ACGJN		FL		18/34½			
WRGTNBQ		FL	3	18.36	18.36	18.37	T
DALAMBR		FL		18/38½			
WINWCKJ		FL		18/40½			
GOLBRNJ		FL		18/42			
SPRBJN		FL		18/45			
WIGASJN		FL		18/45½			
WIGANNW		FL	5	18.46½	18.47	18.48	T
BALSHWL		FL		18/54			
EUXTONJ	[1](2)	FL		18/55			
PRST		SL	3	19.02	19.02	19.05	SL T
PRSTNFJ				19/06½			
KIRKHAM			1	19.14	19.14	19.15	T
KIRKMNJ				19/17			
KIRKM51				19/20			
PLTNLFY			1	19.23	19.23	19.24	T
LAYTCLX	[1]			19/26½			
BLCKPLN			6	19.31	19.31		

General Notes
 Preston - Change-en-Route as follows:
 ... Changes Timing Load [221T - 221]