

From: Jonathan James

Sent: 23 February 2017 13:23

To: Pybus Mike; Reed Maxine; Kinnish Joanna; EXTL: Paulrichardson ; EXTL: bottom andy; Wakely Iona

Cc: Esterhuizen Tina; nigel.oatway; Pawel.Nowak; Stan.Kitchin; Wrightson Alexandra; Moody Richard; Harris Charlotte; Gilliland Rachel

Subject: RE: DB Cargo (UK) Limited 8th Supplemental Agreement - pre NR SoAR Panel Crossrail consultation...

Hi Mike

This was discussed at the Track Access Option Steering Group today and a solution was proposed as follows:-

- If a new freight service can be matched to a train path in the Crossrail Concept Train Plan, then the new access right can be agreed.
- If a new freight service cannot be matched to a train path in the Concept Train Plan, then the new access right cannot be agreed at this stage, although further timetable work can then be undertaken to identify an alternative path.
- This may provide scope for Network Rail to sell freight rights on either a contingent basis or for a limited time period (i.e. until December 2019) pending a solution being identified.

I understand from Richard Moody that a 'path matching exercise' has been suggested previously, but has not been taken up at this stage. Richard confirmed earlier on today that he is still happy to meet the Freight CRE teams to match existing and proposed freight paths to freight paths in the Crossrail Concept Train Plan.

Please can you reflect this in your response to the ORR ?

Thanks very much

Jonathan James

Access Manager

MTR Crossrail

63 St Mary Axe, London, EC3A 8NH



From: Pybus Mike <mailto:mike.pybus>

Sent: 22 February 2017 16:49

To: Jonathan James ; Reed Maxine <Kinnish Joanna : Paulrichardson

Cc: Esterhuizen Tina nigel.oatway ; Pawel.Nowak; Stan.Kitchin; Wrightson Alexandra

<Alexandra.Wrightson ; Moody Richard <Richard.Moody ; Harris Charlotte <Charlotte.Harris ; Gilliland Rachel

Subject: RE: DB Cargo (UK) Limited 8th Supplemental Agreement - pre NR SoAR Panel Crossrail consultation...

Hi Jonathan.

That's fine. Please let us know the outcome of your discussions. Will you be raising both DB's 3rd and 8th SA's?

Regardless of the outcome of your discussions, after speaking with DB and ORR yesterday, we have decided to submit both of these SA's to ORR with the Crossrail issues shown as unresolved.

Thanks to you and Paul for taking the time to review the two Applications for us.

Cheers,

Mike.

Mike Pybus
Customer Manager: DB Cargo
Network Rail
Floor 4B, George Stephenson House, York, YO1 6JT

From: Jonathan James
Sent: 22/02/2017 16:06
To: Reed Maxine; Kinnish Joanna; EXTL: Paulrichardson
Cc: Pybus Mike; Esterhuizen Tina
Subject: FW: DB Cargo (UK) Limited 8th Supplemental Agreement - pre NR SoAR Panel Crossrail consultation...

Hi

I suggest that this is discussed at the Track Access Option Steering Group tomorrow.

Thanks

Jonathan James
Access Manager
MTR Crossrail
63 St Mary Axe, London, EC3A 8NH



From: Jonathan James
Sent: 16 February 2017 12:14
To: Pybus Mike
Subject: FW: DB Cargo (UK) Limited: 3rd Supplemental Agreement - Crossrail timing queries...

Hi

I have consulted with TfL regarding the final point.

You have indicated that Capacity Planning has been able to identify pathways for the freight trains in the Concept Timetable, within the one hour window.

TfL has asked that details of these pathway are made available, showing how the freight trains can be accommodated in the Concept Timetable, within the one hour window, and confirmation that the pathways work on adjacent routes (i.e. on the North London Line).

Thanks very much

Jonathan James
Access Manager
MTR Crossrail
63 St Mary Axe, London, EC3A 8NH



From: Pybus Mike

Sent: 10 February 2017 15:35

To: Jonathan James

Cc: Harris Charlotte <EXTL: Paulrichardson Kinnish Joanna < Andy Bottom < Reed Maxine < >; Moody Richard < >; Wrightson Alexandra < >; Nigel.Oatway; Pawel.Nowak Stan.Kitchin; Gilliland Rachel

Subject: RE: DB Cargo (UK) Limited: 3rd Supplemental Agreement - Crossrail timing queries...

Hi Jonathan.

Following on from Charlotte's email below on covering the specifics of Concept Train Plan (CTP), I'll now respond regarding your queries on the Forest Gate routing and the MOD services. (I'll also summarise on the CTP for you).

Please can you let me know whether the following information is sufficient to answer your queries?

Forest Gate routing

Once both W12 gauging and electrification have been provided and are operating over the T&H line, no train to the LTS lines needs to run via Forest Gate Junction from West and North London EXCEPT:

- Trains to and from the GN Main Line via Finsbury Park which have no other feasible routing.
- Trains to and from Bow Depot and trains between the LTS lines and the GE Main Line east of Forest Gate Junction. The only current example of the latter is operated by Freightliner rather than DB Cargo, but the ability to run such trains must be available.
- The ORR policy on routeing strongly discourages specifying any specific route in a Rights Table and DB Cargo has no wish to flout this policy.

MOD services

With regard to the three MoD trains serving Hoo Junction and Shoeburyness, these are not time-sensitive services, so a 24-hour window is sufficient for DB Cargo and their customer's requirements.

As the MoD has included them in their service specification, DB Cargo has to maintain Rights, but, upon reflection, their occasional/infrequent operation makes them more suitable to run as STP services on an 'as and when required' basis. This is why 24 hour 'Window' Rights are wholly applicable for these services.

Concept Train Plan (CTP)

Also, with regards to Charlotte's email below, essentially, Capacity Planning have reviewed the Rights being requested against the Concept Train Plan and have identified opportunities for these freight services within that CTP against Crossrail service. Not necessarily in the same Train Slots that DB have in the current December 16 or subsequent May 17 timetables, but in or around those times within the one hour 'Window' flex that is being proposed (unless otherwise identified and noted).

Please can you let me know whether the information that Charlotte has provided is sufficient to answer these queries for you?

Cheers,

Mike.

Mike Pybus
Customer Manager: DB Cargo
Network Rail
Floor 4B, George Stephenson House, York, YO1 6JT

From: Harris Charlotte

Sent: 10 February 2017 13:34

To: Pybus Mike

Cc: Jonathan James; EXTL: Paulrichardson; Kinnish Joanna; EXTL: bottom andy; Reed Maxine; Moody Richard; Wrightson Alexandra; Nigel.Oatway ; Pawel.Nowak; Stan.Kitchin ; Gilliland Rachel

Subject: RE: DB Cargo (UK) Limited: 3rd Supplemental Agreement - Crossrail timing queries...

Mike,

The Crossrail Concept Train Plan (CTP), that has recently been completed by the Capability and Capacity Analysis (C&CA) team, is a conceptual capacity study which assesses whether Crossrail services can be accommodated between Reading and Shenfield against the Track Access Option (TAO). In line with the TAO, the CTP will be used in a performance modelling exercise using a software system called TRAIL (this is not being undertaken by the C&CA team).

The CTP contains freight opportunities based on Schedule 3 of the Track Access Option; we have not undertaken a comparison of freight opportunities within the CTP against freight rights. However, in total, across the conceptual 24hr period, the quantum of freight services supports at least the existing number of WTT services (see below).

	Up	Up	Down	Down
Path Type	Dec-16 WTT	Schedule 3	Dec-16 WTT	Schedule 3
GWML to/from Reading	38	44	35	44

GEML to/from Shenfield	31	48	29	42
Thameside	11	15	12	16

The draft report documenting our analysis is due for distribution on 20th February and will be shared with DB Cargo.

The C&CA team have previously provided comments, based on the CTP, relating to the specific services identified below. We have also previously met with Crossrail representatives to discuss the freight opportunities identified within the CTP and would be very pleased to do this again if it would be helpful. However, our expertise is not in interpreting freight rights and we are not able to comment on how these opportunities relate to the rights of freight paths in the Dec 2016 WTT. If you would like to sit with us in order to attempt a joint 'matching exercise' between existing freight Rights, future agreed Rights and the freight opportunities identified in the CTP you would be very welcome to do so.

Kind Regards,

Charlotte

Charlotte Harris / Project Manager / Capability & Capacity Analysis / Network Strategy and Capacity Planning

From: Pybus Mike

Sent: 09 February 2017 16:15

To: Jonathan James; Harris Charlotte

Cc: EXTL: Paulrichardson Kinnish Joanna; EXTL: bottom andy; Reed Maxine; Moody Richard; Wrightson Alexandra; Nigel.Oatway; Pawel.Nowak; Stan.Kitchin; Gilliland Rachel

Subject: RE: DB Cargo (UK) Limited: 3rd Supplemental Agreement - Crossrail timing queries...

Importance: High

Hi Jonathan.

Thank you for your further response.

Please note that I have copied in colleagues from DB Cargo and I will respond formally on the Forest Gate routing query and the MOD related services once I have consulted with them.

Hi Charlotte.

Thank you for agreeing to look at this on behalf of Capacity Planning for us.

I do appreciate that you have not been part of the correspondence on this so far, so if you have an queries, please contact me directly in the first instance.

You will find my initial Network Rail response to Jonathan and further correspondence further down this email chain for reference.

As per our earlier discussion, with regards to Jonathan's email response below and his specific comments shown in red in connection with DB Cargo's 3rd Supplemental and the Crossrail consultation, please can you provide a response on behalf of Capacity Planning relating to the timetabling requests/queries that he has raised. This relates specifically to the following services: 6X44 [SX]; 6L31 [MSX] and [SO]; 6L35 [MSX] and [SO].

As mentioned above, I will respond to Jonathan regarding the Forest Gate routing query and the MOD related services 6L98 [TO], 6O75 [SX] and 6V19 [SX] once I have spoken to DB.

Again, thank you for assisting us in Richard Moody's absence.
Please 'respond to all' when you are in a position to formally reply.
Otherwise, if you have any queries in the meantime, do let me know.

Cheers,

Mike.

Mike Pybus
Customer Manager: DB Cargo
Network Rail
Floor 4B, George Stephenson House, York, YO1 6JT

From: Jonathan James
Sent: 09 February 2017 13:06
To: Pybus Mike
Cc: EXTL: Paulrichardson Kinnish Joanna; ; bottom andy; Reed Maxine
Subject: RE: DB Cargo (UK) Limited: 3rd Supplemental Agreement - Crossrail timing queries...

Hi Mike

Thanks you for your email.

My comments are in red below:-

Crossrail East

- The DB Cargo services that are currently routed via Stratford, and which are contained within this 3rd Supplemental, are only done so because of the ongoing Gospel Oak – Barking (GOB) engineering blockade. Once these works have been completed, these DB Cargo services will revert to running via Gospel Oak and will not interact with Crossrail East services. Therefore, Network Rail believe that there are no issues with DB Cargo's proposed Firm Rights for 6X44, 6V31 and 6L31 and the Crossrail East timetable. Please can you confirm that Firm Access Rights for routing these trains via Forest Gate will not be included in the Supplemental Agreement ?.

Crossrail West

- Network Rail believe that all of the DB Cargo services contained within this 3rd Supplemental can be accommodated in the Crossrail timetable in paths close to the times that are being requested as Firm Rights. However, for 6V31 [MO] and [MSX] only, due to the apparent non-availability of a WTT path within the requested one hour 'Window' Right on Crossrail West, Network Rail are proposing to support one

hour 'Window' Rights up until the start of the Crossrail timetable only. There will therefore be no Firm Rights for this service beyond this time. If DB Cargo require Firm Rights from this point, then they will be required to submit a separate Supplemental Application.

<i>Service Group Reference</i>	<i>Flow Number</i>		<i>Days Run</i>	<i>Start Time</i>	<i>Origin</i>	<i>Destination</i>	<i>Terminating Time</i>	<i>Notes</i>
4068 5240 6842	New 7	6X44	SX	1408-1508	Dagenham Dock Rec.	Didcot T.C.	1645-1745	<p>NR Capacity Planning have confirmed that this service will not conflict with the planned Crossrail timetable (East and West).</p> <p>Please can you provide a timetable demonstrating that this train can be accommodated in the Crossrail Concept Timetable.</p>
4068 5240 6840	New 7	6V31	MO	2013-2113	Dagenham Dock Rec.	Didcot T.C.	2242-2342	<p>While there are no identified conflicts with the planned Crossrail East timetable, NR Capacity Planning have advised that the current WTT paths for 6V31 [MO] and [MSX] will conflict with Crossrail West services in the planned Crossrail Concept Train Plan (CTP).</p> <p>Due to the apparent non-availability of a WTT path for 6V31 [MO] and [MSX] within the requested</p>

								<p>one hour 'Window' Right on Crossrail West, Network Rail are proposing to support one hour 'Window' Firm Rights up until the start of the Crossrail timetable only and there will be no Firm Rights for this service beyond this time.</p> <p>If DB Cargo require Firm Rights from this point, then they will be required to submit a separate Supplemental Application.</p>
4068 5240 6840	New 8	6V31	MSX	1918-2018	Dagenham Dock Rec.	Didcot T.C.	2242-2342	<p>While there are no identified conflicts with the planned Crossrail East timetable, NR Capacity Planning have advised that the current WTT paths for 6V31 [MO] and [MSX] will conflict with Crossrail West services in the planned Crossrail Concept Train Plan (CTP).</p> <p>Due to the apparent non-availability of a WTT path for 6V31 [MO] and [MSX] within the requested one hour 'Window' Right on Crossrail West, Network Rail are proposing to support one hour 'Window' Firm Rights up until the start of the Crossrail timetable only and there will</p>

								<p><i>be no Firm Rights for this service beyond this time.</i></p> <p><i>If DB Cargo require Firm Rights from this point, then they will be required to submit a separate Supplemental Application.</i></p>
4068 5240 6840	New 9	6L31	MSX	0044-0144	Didcot T.C.	Dagenham Dock Rec.	0500-0600	<p><i>NR Capacity Planning have confirmed that this service will not conflict with the planned Crossrail timetable (East and West).</i></p> <p>Please can you provide a timetable demonstrating that this train can be accommodated in the Crossrail Concept Timetable.</p>
4068 5240 6840	New 9	6L31	SO	0045-0145	Didcot T.C.	Dagenham Dock Rec.	0500-0600	<p><i>NR Capacity Planning have confirmed that this service will not conflict with the planned Crossrail timetable (East and West).</i></p> <p>Please can you provide a timetable demonstrating that this train can be accommodated in the Crossrail Concept Timetable.</p>
4068 5240 6842	New 9	6L35	MSX	0738-0838	Didcot T.C.	Dagenham Dock Rec.	1032-1132	<p><i>NR Capacity Planning have confirmed that this service will</i></p>

								<p><i>not conflict with the planned Crossrail timetable (East and West).</i></p> <p>Please can you provide a timetable demonstrating that this train can be accommodated in the Crossrail Concept Timetable.</p>
4068 5240 6842	New 9	6L35	SO	0749-0849	Didcot T.C.	Dagenham Dock Rec.	1042-1142	<p><i>NR Capacity Planning have confirmed that this service will not conflict with the planned Crossrail timetable (East and West).</i></p> <p>Please can you provide a timetable demonstrating that this train can be accommodated in the Crossrail Concept Timetable (we assume that you will base this analysis on the SX off-peak service pattern as a concept timetable has not been created for weekends).</p>
6050 5460 5010	16	6L98	TO	0612-0712	Didcot T.C.	Shoeburyness MOD	1131-1231	<p>Arrival time no later than 1240 (customer requirement)</p>

								<p>(Note: this is not an MP comment)</p> <p><i>The requested Right is to be downgraded from a one hour 'Window' Firm Right to a 24 hour 'Window' Firm Right, as no WTT path currently exists in the December 2016 WTT for this service. However, as this service will convey 'as and when' MOD traffic, DB Cargo have advised that they will arrange to bid for this on an STP basis until a WTT solution can be found. A Firm Right is required though because of the nature of the traffic. MTR Crossrail do not accept this position. We do not believe that this service can have a Firm Right when no regular Working Timetable pathway has been identified.</i></p>
6050 5460 5010	21	6075	SX	1855-1955	Didcot T.C.	Hoo Jn Up Yard	2234-2334	<p><i>The requested Right is to be downgraded from a one hour 'Window' Firm Right to a 24 hour 'Window' Firm Right, as no</i></p>

								<p>WTT path currently exists in the December 2016 WTT for this service. However, as this service will convey 'as and when' MOD traffic, DB Cargo have advised that they will arrange to bid for this on an STP basis until a WTT solution can be found. A Firm Right is required though because of the nature of the traffic. MTR Crossrail do not accept this position. We do not believe that this service can have a Firm Right when no regular Working Timetable pathway has been identified.</p>
6050 5460 5010	22	6V19	SX	1615-1715	Hoo Jn Up Yard	Didcot T.C.	1712-1812	<p>The requested Right is to be downgraded from a one hour 'Window' Firm Right to a 24 hour 'Window' Firm Right, as no WTT path currently exists in the December 2016 WTT for this service. However, as this service will convey 'as and when' MOD traffic, DB Cargo have advised that</p>

								<p><i>they will arrange to bid for this on an STP basis until a WTT solution can be found. A Firm Right is required though because of the nature of the traffic. MTR Crossrail do not accept this position. We do not believe that this service can have a Firm Right when no regular Working Timetable pathway has been identified.</i></p>
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Thanks very much.

Jonathan James
Access Manager
MTR Crossrail
63 St Mary Axe, London, EC3A 8NH



From: Pybus Mike
Sent: 30 January 2017 13:16
To: EXTL: Paulrichardson ; Jonathan James
Cc: Wrightson Alexandra Nigel.Oatway; Pawel.Nowak
Subject: RE: DB Cargo (UK) Limited: 3rd Supplemental Agreement - Crossrail timing queries...

Hi Paul/Jonathan.

Apologies for the continued delay in being able to formally respond to you on this issue, but I am now in a position to do so.

Having consulted with my colleagues in Capacity Planning, I have provided you with comments in **bold red** on each individual train that you have listed in the table below. However, to give you an overview of Network Rail's position for Crossrail East and Crossrail West, here is a brief summary. Please can you review the comments I have

provided and advise whether Crossrail is happy to support this proposed 3rd Supplemental Agreement application from DB Cargo?

Crossrail East

- The DB Cargo services that are currently routed via Stratford, and which are contained within this 3rd Supplemental, are only done so because of the ongoing Gospel Oak – Barking (GOB) engineering blockade. Once these works have been completed, these DB Cargo services will revert to running via Gospel Oak and will not interact with Crossrail East services. Therefore, Network Rail believe that there are no issues with DB Cargo’s proposed Firm Rights for 6X44, 6V31 and 6L31 and the Crossrail East timetable.

Crossrail West

- Network Rail believe that all of the DB Cargo services contained within this 3rd Supplemental can be accommodated in the Crossrail timetable in paths close to the times that are being requested as Firm Rights. However, for 6V31 [MO] and [MSX] only, due to the apparent non-availability of a WTT path within the requested one hour ‘Window’ Right on Crossrail West, Network Rail are proposing to support one hour ‘Window’ Rights up until the start of the Crossrail timetable only. There will therefore be no Firm Rights for this service beyond this time. If DB Cargo require Firm Rights from this point, then they will be required to submit a separate Supplemental Application.

<i>Service Group Reference</i>	<i>Flow Number</i>	<i>Path</i>	<i>Days Run</i>	<i>Start Time</i>	<i>Origin</i>	<i>Destination</i>	<i>Terminating Time</i>	<i>Notes</i>
4068 5240 6842	New 7	6X44	SX	1408-1508	Dagenham Dock Rec.	Didcot T.C.	1645-1745	NR Capacity Planning have confirmed that this service will not conflict with the planned Crossrail timetable (East and West).
4068 5240 6840	New 7	6V31	MO	2013-2113	Dagenham Dock Rec.	Didcot T.C.	2242-2342	While there are no identified conflicts with the planned Crossrail East timetable, NR Capacity Planning have advised that the current WTT paths for 6V31 [MO] and [MSX] will conflict with Crossrail West services in the planned

								<p><i>Crossrail Concept Train Plan (CTP).</i></p> <p><i>Due to the apparent non-availability of a WTT path for 6V31 [MO] and [MSX] within the requested one hour 'Window' Right on Crossrail West, Network Rail are proposing to support one hour 'Window' Firm Rights up until the start of the Crossrail timetable only and there will be no Firm Rights for this service beyond this time.</i></p> <p><i>If DB Cargo require Firm Rights from this point, then they will be required to submit a separate Supplemental Application.</i></p>
4068 5240 6840	New 8	6V31	MSX	1918-2018	Dagenham Dock Rec.	Didcot T.C.	2242-2342	<p><i>While there are no identified conflicts with the planned Crossrail East timetable, NR Capacity Planning have advised that the current WTT paths for 6V31 [MO] and [MSX] will conflict with Crossrail West services in the planned</i></p>

								<p>Crossrail Concept Train Plan (CTP).</p> <p>Due to the apparent non-availability of a WTT path for 6V31 [MO] and [MSX] within the requested one hour 'Window' Right on Crossrail West, Network Rail are proposing to support one hour 'Window' Firm Rights up until the start of the Crossrail timetable only and there will be no Firm Rights for this service beyond this time.</p> <p>If DB Cargo require Firm Rights from this point, then they will be required to submit a separate Supplemental Application.</p>
4068 5240 6840	New 9	6L31	MSX	0044-0144	Didcot T.C.	Dagenham Dock Rec.	0500-0600	<p>NR Capacity Planning have confirmed that this service will not conflict with the planned Crossrail timetable (East and West).</p>
4068 5240 6840	New 9	6L31	SO	0045-0145	Didcot T.C.	Dagenham Dock Rec.	0500-0600	<p>NR Capacity Planning have confirmed that this service will</p>

								<i>not conflict with the planned Crossrail timetable (East and West).</i>
4068 5240 6842	New 9	6L35	MSX	0738-0838	Didcot T.C.	Dagenham Dock Rec.	1032-1132	<i>NR Capacity Planning have confirmed that this service will not conflict with the planned Crossrail timetable (East and West).</i>
4068 5240 6842	New 9	6L35	SO	0749-0849	Didcot T.C.	Dagenham Dock Rec.	1042-1142	<i>NR Capacity Planning have confirmed that this service will not conflict with the planned Crossrail timetable (East and West).</i>
6050 5460 5010	16	6L98	TO	0612-0712	Didcot T.C.	Shoeburyness MOD	1131-1231	<i>Arrival time no later than 1240 (customer requirement) (Note: this is not an MP comment)</i> <i>The requested Right is to be downgraded from a one hour 'Window' Firm Right to a 24 hour 'Window' Firm Right, as no WTT path currently exists in the December 2016 WTT for this service. However, as this service will convey 'as and when' MOD traffic, DB Cargo have advised that</i>

								they will arrange to bid for this on an STP basis until a WTT solution can be found. A Firm Right is required though because of the nature of the traffic.
6050 5460 5010	21	6075	SX	1855-1955	Didcot T.C.	Hoo Jn Up Yard	2234-2334	The requested Right is to be downgraded from a one hour 'Window' Firm Right to a 24 hour 'Window' Firm Right, as no WTT path currently exists in the December 2016 WTT for this service. However, as this service will convey 'as and when' MOD traffic, DB Cargo have advised that they will arrange to bid for this on an STP basis until a WTT solution can be found. A Firm Right is required though because of the nature of the traffic.
6050 5460 5010	22	6V19	SX	1615-1715	Hoo Jn Up Yard	Didcot T.C.	1712-1812	The requested Right is to be downgraded from a one hour 'Window' Firm Right to a 24 hour 'Window' Firm Right, as no WTT path currently exists in the December

								<p><i>2016 WTT for this service. However, as this service will convey 'as and when' MOD traffic, DB Cargo have advised that they will arrange to bid for this on an STP basis until a WTT solution can be found. A Firm Right is required though because of the nature of the traffic.</i></p>
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Hope this helps.
Any queries, let me know.

Cheers,

Mike.

Mike Pybus
Customer Manager: DB Cargo
Network Rail
Floor 4B, George Stephenson House, York, YO1 6JT

From: Pybus Mike
Sent: 24 November 2016 17:35
To: EXTL: Paulrichardson
Cc: Ben Squire; Sturgess Ben; Jonathan James; Wrightson Alexandra; Nigel.Oatway; Pawel.Nowak
Subject: RE: DB Cargo (UK) Limited: 3rd Supplemental Agreement - Crossrail timing queries...

Hi Paul.

Sincere apologies for the delay in me responding to your original email.

I'm not sure whether what you have asked for is to be covered in Jonathan's formal response dated 16/11/16, but the pdf that was supplied appeared to be corrupt, so could not be viewed.
I've asked Jonathan to resend this earlier today.

With regards to your request for detailed timings, for whatever reason, I do not appear to be able to locate the Single Train (F3) Prints that I am saving to my computer at the moment (even though I can see the files when I try to save them again).
It worked when I previously did this a week or so ago, but I'm not sure what the problem is now.

Because of this IT issue, I have therefore attached the next best thing – TRUST timings for the Dec 16 WTT. I hope that these will be good enough for you to use in your comparison with the proposed Crossrail paths. If not, let me know.

I have supplied timings for 6X44, 6V31, 6L31 and 6L35. These are for various days run and dataset splits. However, I cannot find any timings for 6L98, 6O75 or 6V19 in TPS or TRUST and there are no equivalent services at the locations involved either, which leads me to believe that these services have very recently been discontinued/cancelled and are no longer required by DB Cargo. I have copied in both Nigel Oatway and Pawel Nowak in on this response and hopefully they will confirm this.

Again, apologies for the delay in responding to you on this.
Will you be in a position to formally respond to us by COB Friday 2nd December?

Any further queries, please let me know.

Cheers,

Mike.

Mike Pybus
Customer Manager: DB Cargo
Network Rail
Floor 4B, George Stephenson House, York, YO1 6JT

From: EXTL: Paulrichardson
Sent: 02 November 2016 12:02
To: Pybus Mike
Cc: Ben Squire; Sturgess Ben; Jonathan James
Subject: RE: DB Cargo (UK) Limited: 3rd Supplemental Agreement

Mike,

Having examined the contents of this supplemental we have concerns over the implications of the pathing of several trains contained in it.

However, although there is reference to paths for these trains being contained within the December 2016 WTT we currently have no visibility of these paths. Would you kindly arrange for single train prints to be sent for each of the trains listed in the table below.

Service Group Reference	Flow Number	TID	Days Run	Start Time	Origin	Destination	Terminating Time	Notes
4068 52406842	New 7	6X44	SX	1408-1508	Dagenham Dock Rec.	Didcot T.C.	1645-1745	
4068 52406840	New 7	6V31	MO	2013-2113	Dagenham Dock Rec.	Didcot T.C.	2242-2342	
4068 52406840	New 8	6V31	MSX	1918-2018	Dagenham Dock Rec.	Didcot T.C.	2242-2342	
4068 52406840	New 9	6L31	MSX	0044-0144	Didcot T.C.	Dagenham Dock Rec.	0500-0600	

4068 52406840	New 9	6L31	SO	0045- 0145	Didcot T.C.	Dagenham Dock Rec.	0500-0600	
4068 52406842	New 9	6L35	MSX	0738- 0838	Didcot T.C.	Dagenham Dock Rec.	1032-1132	
4068 52406842	New 9	6L35	SO	0749- 0849	Didcot T.C.	Dagenham Dock Rec.	1042-1142	
6050 54605010	16	6L98	TO	0612- 0712	Didcot T.C.	Shoeburyness MOD	1131-1231	Arrival time no later than 1240 (customer requirement)
6050 54605010	21	6O75	SX	1855- 1955	Didcot T.C.	Hoo Jn Up Yard	2234-2334	
6050 54605010	22	6V19	SX	1615- 1715	Hoo Jn Up Yard	Didcot T.C.	1712-1812	

While it is unlikely that we will have any comments to make on the implications of the rights for 6L31, the other services, and in particular the changes to 6L98 are expected to be in conflict with the Crossrail services protected by the Track Access Option. Indeed the updated Schedule 3 of the model assumptions has no freight services departing from any location in the hours commencing 0700 or 08.00 and no equivalent paths to this train in the 06.00 hour either.

We would require all of these paths to be modelled, using the Railway Systems Model in accordance with clause 8.6 of the Crossrail Track Access Option before any rights can be granted.

I will be able to respond more fully once I have the details of the train paths and can therefore assess the extent (or otherwise) of conflict with Crossrail services.

Regards
Paul Richardson
Service Delivery Manager, Crossrail
Rail for London
Crossrail CS30/Y6/13
25 Canada Square, Canary Wharf
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Sent: 28 October 2016 11:08

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Subject: DB Cargo (UK) Limited: 3rd Supplemental Agreement

DB Cargo (UK) Limited: 3rd Supplemental Agreement

Network Rail and DB Cargo (UK) Limited propose to submit to ORR an application under Section 22 of the Railways Act 1993 for approval of an amendment to their new Track Access Contract from PCD December 2016.

In line with the Industry Code of practice for track access application consultations, we are consulting you on the proposed agreement.

The purpose of this supplemental is that DB Cargo (UK) Limited would like to update Service Groups 4068, 6050, 6070, 4075 and 6103 with the details listed in Annex 1 to match the December 2016 timetable.

A copy of the proposed agreement and the application form will be available to view on our website in the 'Current Consultations' folder as of Friday 28th October by using the following link:

<https://www.networkrail.co.uk/browseDirectory.aspx?root=&dir=%5cTrack%20Access%5c1%20Current%20Consultations>

In the meantime, as there have been difficulties in the past accessing Supplemental Agreement documents on the Network Rail website, please note that the relevant documentation has also been attached to this email in PDF format.

I would be grateful if you could let me have any comments you may have on the proposed agreement by close of business on **Thursday 24th November 2016**.

Please send your comments by email to mike.pybus

You do not need to respond if you do not have any comments.

Any replies received in response to this invitation will be copied to DB Cargo (UK) Limited and ORR.

Cheers,

Mike.

Mike Pybus
Customer Manager - DB Cargo
Network Rail

Floor 4B, George Stephenson House, York, YO1