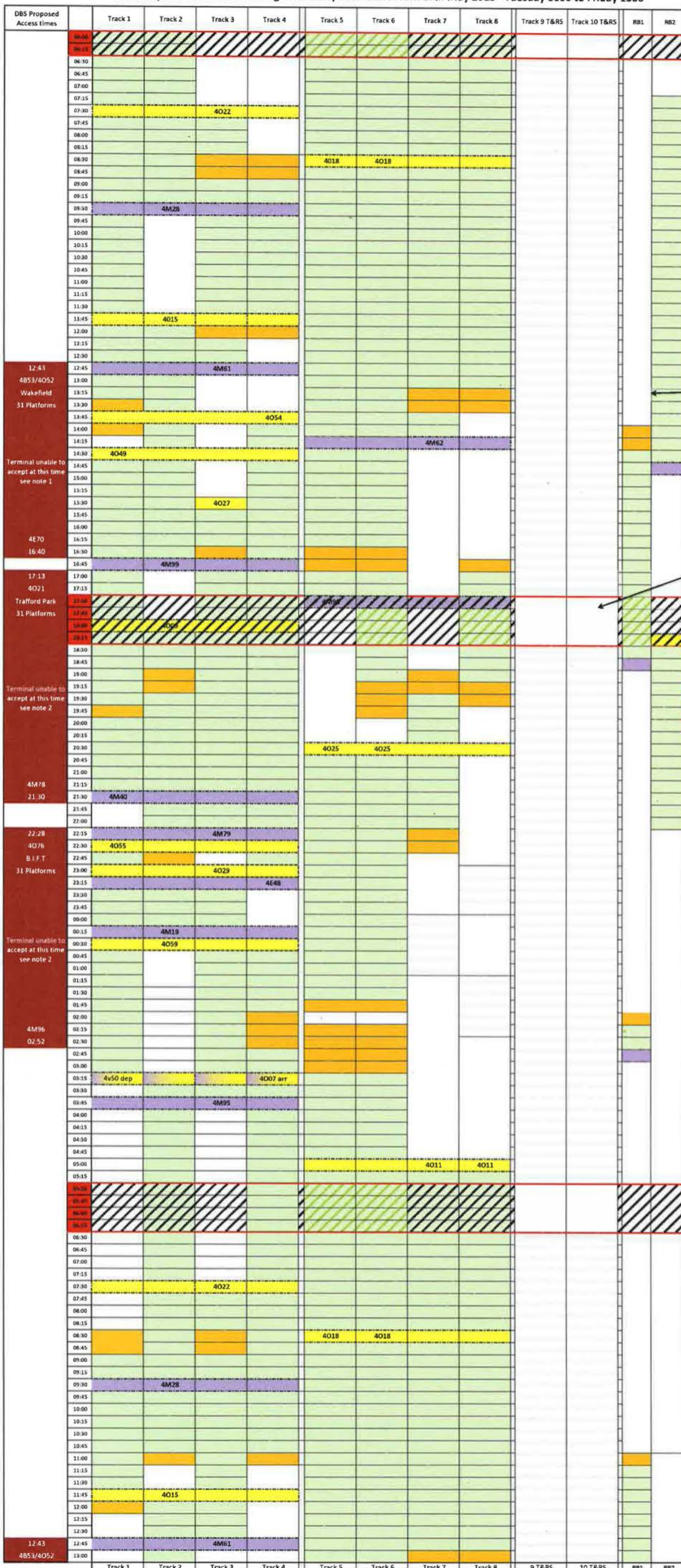


Southampton MCT 36 hour rolling track occupation chart From 17th May 2015 - Tuesday 0600 to Friday 1300

Redacted version.



Commentary:
 This is the May 2015 WTT base plan for FL Southampton rail terminals. Variations to train running times are common place as often services often fall out of sequence due to network, weather or operations related issues etc.
 The 36 Hour rolling train plan is used to facilitate variations in track occupancy for each day from commencement of operations at 1800 Sunday through till 1800 Saturday.
 Unless indicated white space in the main crane roads (Roads 1 to 4) is used for reforming trains during unplanned shunting to remove crippled maintenance wagons, attach tyre turning moves and/or amend service formations depending on commercial requirements on day in question. At times trains maybe split for a short unplanned period to assist with loading.
 Pushing and pulling of services is also common place in main crane area as train formations are longer than crane reach.
 Middle area tracks 5 to 8 white space is also used for the Wagon Repair shed to shunt wagons from 9 and 10 maintenance roads in preparation for repair in the SMMD facility (Pre-stage) and also to place good wagons ex SMMD (Post-stage) that replace Cripples removed from other services and so on.

R1 and R2 are Redbridge tracks are NWR owned and operated sidings.

Operations shift changeovers take place during these periods where operations output is reduced. Opportunity is also taken to carry out routine maintenance to both RMG cranes and RST crane by engineers. (LOLER/PUWER daily exams)

Legends	
	track occupied
	wagon placements linked to maintenance
	Planned shunt time (Wagon knock out/tyre turning moves/wagon ref)
	Train Departure Cranes/Reachstacker cease lifting - safety stop
	Train Arrival Cranes/Reachstacker cease lifting - safety stop
	Operations Shift Change Over Period
	DBS Proposed Access times

Note 1:
 At planned time of arrival terminal trains are stabled on 1, 2, and 3 roads
 White Space on Track 4 is required for trains arrivals at 13:54 and further train arrival at 15:30 on track 3.
 Crane capacity also reaches maximum during this period stripping and reloading 5 services simultaneously.
 DPW sprinter feed to and from berth running at a maximum of 4/5 sprinters.
 Terminal shunting also increases with the number of mainline locomotive moves required to complete fueling and Loco Service Checks at SMMD.

Note 2:
 All tracks are required during this period for incoming Freightliner services and to allow the Wagon repair shed to perform shunts in and out of tracks 7 & 8 which have been restricted earlier in the day due to train arrival & departure activity/Loco moves for exams.