10th July 2009

Our Ref:  NC/G1/2009/TLP/001

Dear Sir/ Madam

Proposed G1 Network Change: Works to maintain access to Smithfield sidings for Direct Current (DC) only operated trains until March 2012.

Network Rail wishes to implement the Network Change described above and is required under Condition G1 to give notice of its proposal to the parties shown on the attached distribution list. Condition G2 allows all affected train operators to consider the scheme and bring to Network Rail's attention any matters that concern them regarding the change. Train Operators may also assess the impact of the proposed change on their business and inform Network Rail what the direct costs and benefits of implementing the change are likely to be (if any).

Train Operators are asked to note that, as from 1 April 2009, any direct costs that arise from the consequence of any Restriction of Use associated with the implementation of this proposed Network Change, will be compensated under Schedule 4 of your Track Access Contract and will not form any part of any claim that you may make in accordance with Condition G2.2. This is because of the new compensation regime which formally came into effect on 1 April 2009.

This Network Change Notice outlines the works to maintain access to Smithfield sidings for Direct Current (DC) only operated trains until March 2012

A detailed specification of the scheme is set out in Appendix A to this letter and includes a plan showing where the work is to be done and the parts of the Network and associated railway assets likely to be affected. Network Rail is proposing the change in order that the Key output 1 train service be delivered as part of the Thameslink Programme as detailed in Appendix A.

In accordance with Condition G1.2(c), Network Rail is seeking comments from you and the persons listed in the attached distribution list to establish whether or not you are content for the change to be implemented. We invite you to consider the proposed scheme and forward your comments to us by 10th August 2009 if a formal
response is not received by this date, it will be deemed that you accept the proposal without compensation.

Please respond using the standard form (b), (c), (d) or (e) as appropriate, each of which can be located on Network Rail’s website. Wherever practically possible, please send all responses electronically to

Please also send a signed hard copy of your response (excluding any appendices if these have already been e-mailed) to the above address or by fax to the fax number shown at the top of this letter.

Respondents should clearly indicate if they consider that all or part of their response is “sensitive information” as defined in Part A of the Network Code.

Please let me know if you require any further details to enable you to respond formally to this notice.

I look forward to receiving your response to enable the progression of this proposal.

Yours faithfully

Network Change Coordinator (Thameslink Programme)
Appendix A

Reasons for proposed change

It has become apparent that the Network Change Notice; NC/G1/TLP/003 for the extension of existing Overhead Line Equipment (OHLE) between City Thameslink and Blackfriars Station dated 28th February 2008, will restrict access to the sidings at Smithfield for class 465 Networkers and class 375 Electrostar units.

As a result, this Network Change Notice is for the works to enable the continued access to Smithfield sidings for Direct Current (DC) only operated trains until March 2012.

This work is being carried out to facilitate passengers disembarking from the train at City Thameslink station in times of perturbation.

Proposal

The extension of the Overhead Line Equipment (OHLE) from Farringdon to City Thameslink on the Up Snowhill (northbound) and Down Snowhill (southbound) lines forms an integral part of the scope of works of the Thameslink Programme and will provide a much needed capability to turn trains round in the event of a train experiencing problems with the AC/DC changeover at Farringdon. Installation works that are currently underway have a forecast completion of October 2009, with testing and commissioning throughout November 2009.

Unfortunately because of height restrictions in the Snow Hill Tunnel, certain types of DC rolling stock will be unable to access Smithfield sidings when the OHLE is energised on the Up Snowhill road. The stock affected will be class 465 Networker units and class 375 Electrostar units (both of which are operated by LSER).

On the Down Snowhill line the OHLE associated with this road will be energised and will be used by trains in times of perturbation as originally planned.

Due to the height restrictions on the Up Snowhill line an in-line section insulator (SI) will be installed just before the AC/DC crossover, to the south of Farringdon Station. The purpose of this SI is to isolate the OHLE from this location south at City Thameslink Station (see Fig. 1 below).

The isolated equipment will be raised at the entrance to Smithfield Sidings clearing the Kinetic Gauge of all permitted rolling stock that can use the sidings thus ensuring access and egress is maintained.

Trains will continue to undertake the AC/DC changeover at Farringdon, as now, but in the event of a problem, have the option of proceeding south to City Thameslink where trains can reverse and cross over in Snow Hill tunnel, and return north.

It is proposed that the OHLE between City Thameslink and Farringdon should not be fully energised until March 2012, as this is when the bay platforms at Blackfriars become available again. Until this time trains will continue to changeover from DC to
AC at Farringdon as they do currently. Should any services experience problems, then these will reverse and cross over in Snow Hill tunnel, and return south.

Following the reinstatement of the bay platforms (an equivalent turnback facility) at Blackfriars in March 2012, works will be undertaken to remove the permanent earth, the in-line section insulator and adjust the OHLE to its design height, thus allowing north bound services to undertake the DC to AC change over at City Thameslink. This will need to be covered by a further Network Change Notification at that time.

It should be noted that it is not intended that Smithfield sidings should close. They will remain as a bolt hole for use by Class 319s and 377 Electrostars – given that these two types of rolling stock do not have the clearance problems suffered by class 465 Networkers and 375 Electrostars. The sidings will not be usable by the proposed eventual fleet of 12 –car fixed formation trains.
Rolling stock classes that can operate on Up & Down Snow Hill lines north of Smithfield Sidings are:- 317, 319, 377/2, Mark 1, 2 & 3 coaching stock, 31, 33, and 73

Note:- Lines to be 25kV electrified are shown in red Line with permanent earthed OLE shown dotted OLE in-line section insulator shown as AC/DC Crossover

Fig 1 – 25kV OLE Extension showing permanently Earth Section with Section Insulator (SI) (For information only)
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<tr>
<td>Network Change NC/G1/TLP/006</td>
<td>Install and energise OHLE on both between City Thameslink and Blackfriars stations</td>
<td>Loss off access to Smithfield sidings to certain types of DC rolling stock.</td>
<td>12 car trains will be able to turn back (in times of perturbation) as planned with passengers on northbound services disembarking at City Thameslink.</td>
<td>Loss of access to Smithfield sidings.</td>
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<tr>
<td>This proposal</td>
<td>Install OLE on both roads (northbound remains isolated until March 2012)</td>
<td>No restrictions to access to Smithfield sidings</td>
<td>---</td>
<td>In the event of failed AC/DC changeover passengers will disembark trains at Farringdon.</td>
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**Proposed timescales**

Week 33 (7th-9th November 2009): Test OLE on Southbound road (Northbound isolated).

Week 34 (14th-17th November 2009): Test OLE on Southbound road (Northbound isolated).

Week 37 (14th-16th December 2009): Commission and bring into service OLE on Southbound road (Northbound isolated).

Week 37 (14th-16th December 2009): 2011 Commission and bring into service OLE on Northbound road (2 roads now operating under AC & DC mode).

These possessions will be confirmed as part of the planning process.

**Costs and compensation**

Compensation will be paid in line with the Network Code and relevant Track Access Agreements.

**Additional terms and conditions**

Once this Network Change has become an established Network Change (as defined in Part G of the Network Code), Network Rail may, if it wishes to make any modification to the terms or conditions (including as to the specification of the works to be done, their timing, the manner of their implementation, the costs to be incurred and their sharing, and the division of risk) on which the change was established, use the following variation procedure:

Network Rail shall ensure the specific variation (or variations) is formally communicated to all parties to this notice (the original consultation notice) for consideration. The parties to the consultation shall consider and respond to the variation (or variations) in accordance with the procedures set out in Conditions G1 and G2 allowing for the changes in detail that must follow as a result of the procedure applying only to the proposed variation. It shall not be necessary for Network Rail to re-issue the entire Network Change notice for consultation.