

FORTY-SIXTH

Supplemental Agreement

between

NETWORK RAIL INFRASTRUCTURE LIMITED

as Network Rail

and

LONDON NORTH EASTERN RAILWAY LIMITED

as Train Operator

**relating to amendments to a Track Access
Contract (Passenger Services) dated 03 March 2017**

THIS SUPPLEMENTAL AGREEMENT is dated 25 November 2025 and made between:

- (1) **NETWORK RAIL INFRASTRUCTURE LIMITED**, a company registered in England under company number 02904587, having its registered office at Waterloo General Office, London, SE1 8SW ("**Network Rail**"); and
- (2) **LONDON NORTH EASTERN RAILWAY LIMITED**, a company registered in England under number 04659712 having its registered office at West Offices, Station Rise, York YO1 6GA (the "**Train Operator**").

Background:

- (A) Network Rail and East Coast Main Line Company Limited entered into a Track Access Contract (Passenger Services) dated 03 March 2017 as amended by various supplemental agreements (which track access contract as subsequently amended is hereafter referred to as the "**Contract**").
- (B) On 24 June 2018 the rights and obligations of East Coast Main Line Company Limited under the Contract were transferred to the Train Operator pursuant to a transfer scheme made by the Secretary of State for Transport on 21 June 2018 under Schedule 2 of the Railways Act 2005.
- (C) Network Rail and the Train Operator (the Parties) now propose to enter into this Supplemental Agreement in order to amend the Contract as described herein.

IT IS HEREBY AGREED as follows:

1. INTERPRETATION

- 1.1 In this Supplemental Agreement 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.

2. EFFECTIVE DATE AND TERM

- 2.1 The amendments made to the Contract as set out in this Supplemental Agreement shall have effect from the Effective Date and shall cease to have effect on the Expiry Date or earlier termination of the Contract.
- 2.2 "Effective Date" means the date on which the ORR issues its approval pursuant to Section 22 of the Act, of the terms of this Supplemental Agreement.

3. AMENDMENTS TO THE CONTRACT

The Contract shall be amended as follows:

- 3.1 Schedule 5 Part C shall be deleted in its entirety and replaced with the entry set out in Annex 1 of this Supplemental Agreement.

4. EFFECT OF THIS SUPPLEMENTAL AGREEMENT ON THE CONTRACT

The parties agree that the Contract, as amended by this Supplemental Agreement, shall remain in full force and effect in accordance with its terms, and with effect from and including the date hereof 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. LAW

This Supplemental Agreement shall be governed by, construed and given effect to in all respects in accordance with the laws of England and Wales.

6. 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.

7. COUNTERPARTS

This Supplemental Agreement may be executed in any number of counterparts, each of which when executed and delivered shall constitute an original, but all the counterparts shall together constitute one and the same instrument.

IN WITNESS of which Network Rail and the Train Operator have, by their duly authorised representatives, respectively entered into this Supplemental Agreement on the date first above written.

SIGNED BY)



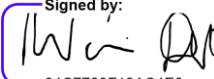
for and on behalf of
**NETWORK RAIL
INFRASTRUCTURE LIMITED**

) Paul Rutter
) Route Director East Coast

SIGNED BY)

) Warrick Dent
Safety and Operations Director

for and on behalf of
**LONDON NORTH EASTERN
RAILWAY LIMITED**

) 
) Signed by:
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ANNEX 1

SCHEDULE 5 (PART C): THE SERVICES AND THE SPECIFIED EQUIPMENT^{22ND}
24th 30th 32nd 42nd 46th

Part C of this Schedule 5 shall have effect from 02:00 hours on the Principal Change Date in 2025

1 Definitions

1.1 In this Schedule unless the context otherwise requires:

“Calling Pattern”	means a list of stations related to one or more Passenger Train Slots, at which stops are to be Scheduled in the Working Timetable;
“Contingent Right”	means a right under this Schedule 5 which is not a Firm Right and which is subject to the fulfilment of all competing Exercised Firm Rights and any additional contingency specified in this Schedule 5;
“Day”	means any period of 24 hours beginning at 0200 hours and ending immediately before the next succeeding 0200 hours, and any reference in this Schedule to any named day of the week shall be to such period commencing on that named day;
“ECML”	East Coast Main Line electrified route between London King’s Cross and Edinburgh via Welwyn North, Peterborough, Grantham, Retford, Doncaster, York, Darlington, Durham, Newcastle, Berwick-upon-Tweed;
“Exercised”	has the meaning ascribed to it in Part D of the Network Code;
“Firm Right”	has the meaning ascribed to it in Part D of the Network Code;
“Journey Time”	means the time in the Working Timetable to be taken by a Service in travelling between the specified departure point and specified destination for that Service;
“Journey Time Review Notice”	has the meaning ascribed to it in paragraph 7.5;
“Maximum Journey Time”	means, in respect of a Passenger Train Slot, the corresponding Maximum Journey Time, if any, set out in column 3 of Table 6.1;
“Modification Notice”	has the meaning ascribed to it in paragraph 7.10;

“Network Change”	has the meaning ascribed to it in Part G of the Network Code;
“Off-Peak Services”	means Services Scheduled on any part of a Weekday which are not “Peak Services”, and “Off-Peak” shall be construed accordingly;
“Passenger Train Slot”	means a Train Slot intended by the Train Operator to be used for the provision of a Service;
“Peak Services”	means Services Scheduled on any Weekday (excluding Public Holidays) (i) to arrive at London King’s Cross between 07:00 hours and 09:59 hours or (ii) to depart from London King’s Cross between 16:00 hours and 18:59 hours, and “Peak” shall be construed accordingly;
“Public Holiday”	means any day other than Saturday or Sunday on which the banks in the City of London are not open for business or which is a bank or public holiday in Scotland, or England and Wales;
“Reduced Regular Calling Pattern”	has the meaning ascribed to it in paragraph 4.1;
“Regular Calling Pattern”	has the meaning ascribed to it in paragraph 4.1;
“Scheduled”	means, in relation to the quantum, timing or any other characteristic of a train movement, that quantum, timing or other characteristic as included in the applicable Working Timetable;
“Service Group”	means any one or more (as the context may require) of the service groups described in this Schedule;
“Timetable Period”	means the period of time between (and including) one Timetable Change Date and (but excluding) the immediately succeeding Timetable Change Date;
“Timing Load”	means, in relation to a Service, the timing reference code as defined from time to time in the Working Timetable;
“Train Service Code” or “TSC”	means the eight character code applied in the Performance Monitoring System and used to identify Services;
“Weekday”	means any day (including, except for the purposes of paragraphs 6 and 7, a Public Holiday) which is not a Saturday or Sunday; and

“xx20” means, as an example of this notation, 20 minutes past the hour.

- 1.2 Unless otherwise stated, where in this Schedule a period is expressed to be between two specific times that period shall be inclusive of both such times.
- 1.3 The Train Operator's rights under this Schedule as to numbers of Passenger Train Slots per Day are calculated by reference to departures from the Scheduled start point on the Day in question, notwithstanding that a Passenger Train Slot may not be Scheduled to arrive at its end point until the immediately succeeding Day.

2 Passenger Train Slots

Table 2.1: Passenger Train Slots

1						2					
Service Group HB01 (North core)											
Service description						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak times		Off-Peak times	Weekday	Saturday	Sunday
						Morning Peak	Evening Peak				
London King's Cross	Edinburgh	ECML	1.1	TBC	800		4	10	14	13	11
London King's Cross	Edinburgh	ECML	1.2	TBC	800		2	8	10	10	9
London King's Cross	Newcastle	ECML	1.3	TBC	800 or 225		3	14	17	18	16
London King's Cross	Middlesbrough	ECML, Northallerton, Yarm	1.4	TBC	800		1	5	6	6	5
London King's Cross	York	ECML	1.5	TBC	225		0	1	1	1	1
Newcastle	Edinburgh	ECML	1.6	TBC	800		0	1	1	1	1
Newcastle	London King's Cross	ECML	1.7	TBC	800 or 225	4		12	16	16	17
Doncaster	Edinburgh	ECML	1.8	TBC	800		0	2	2	2	2
Edinburgh	London King's Cross	ECML	1.9	TBC	800	1		14	15	13	11
Edinburgh	London King's Cross	ECML	1.10	TBC	800	0		11	11	9	7

OFFICIAL

Edinburgh	Newcastle	ECML	1.11	TBC	800			1	1	1	1
Edinburgh	Doncaster	ECML	1.12	TBC	800					2	1
Berwick upon Tweed	London King's Cross	ECML	1.13	TBC	800		0	1	1	1	0
Middlesbrough	London King's Cross	Yarm, Northallerton, ECML	1.14	TBC	800	0		6	6	6	6
York	London King's Cross	ECML	1.15	TBC	800 or 225	2		0	2	2	1

1						2					
Service Group HB02 (Central core)											
Service description						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak times		Off-Peak times	Weekday	Saturday	Sunday
						Morning Peak	Evening Peak				
London King's Cross	Leeds	ECML, Wakefield Westgate	2.1	TBC	800 or 225		2	13	15	15	11
London King's Cross	Leeds	ECML, Wakefield Westgate	2.2	TBC	800 or 225		2	10	12	10	9
London King's Cross	Leeds	ECML, Wakefield Westgate or Micklefield	2.3	TBC	800			5 ¹	5 ¹	5 ¹	5 ¹
London King's Cross	Harrogate	ECML, Wakefield Westgate, Horsforth	2.4	TBC	800		1	5	6	6	5
London King's Cross	Lincoln	ECML, Newark North Gate, Swinderby	2.5	TBC	800		1	6	7	7	6
London King's Cross	Bradford Forster Square	ECML, Wakefield Westgate	2.6	TBC	225		1	0	1	1	1

1						2					
Service Group HB02 (Central core)											
Service description						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak times		Off-Peak times	Weekday	Saturday	Sunday
						Morning Peak	Evening Peak				
London King's Cross	Doncaster	ECML	2.7	TBC	800			1	1	0	0
Leeds	London King's Cross	Wakefield Westgate, ECML	2.8	TBC	800 or 225	2		12	14	14	12
Leeds	London King's Cross	Wakefield Westgate, ECML	2.9	TBC	800 or 225	2		8	10	9	8
Leeds	London King's Cross	ECML, Wakefield Westgate or Micklefield	2.10	TBC	800			5 ¹	5 ¹	5 ¹	5 ¹
Leeds	Bradford Forster Square	Shipley	2.11	TBC	800 or 225			6	6	6	5
Harrogate	London King's Cross	Horsforth, Wakefield Westgate, ECML	2.12	TBC	800	1		6	7	7	5

1						2					
Service Group HB02 (Central core)											
Service description						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak times		Off-Peak times	Weekday	Saturday	Sunday
						Morning Peak	Evening Peak				
Lincoln	London King's Cross	Swinderby, Newark North Gate, ECML	2.13	TBC	800	1		5	6	6	5
Bradford Forster Square	London King's Cross	Wakefield Westgate, ECML	2.14	TBC	225	1		0	1	1	1
Bradford Forster Square	Leeds	Shipley	2.15	TBC	800 or 225			6	6	6	5
Doncaster	London King's Cross	ECML	2.16	TBC	800	2			2	2	2

¹These Firm rights are not effective until the date which is the earliest of: _

1. completion (design, construction and commissioning) of the following infrastructure works:
 - (i) Huntingdon – Woodwalton: to provide 7 miles of 4 line, reinstating the Up Slow;
 - (ii) Woolmer Green Jn – Holme Jn: Raising Slow Lines from 80mph to 100mph;
 - (iii) Hitchin – Holme Jn: Removal of Heavy Axle Weight Restrictions to allow an increased speed of Class 6 Bulk freight trains from 40mph to 60mph; and
 - (iv) Peterborough – Fletton Jn (incl.): Up Slow Speed Increase, (LSI) over the 1-mile section from 25mph to 70mph; and

2. completion (design, construction and commissioning) of infrastructure works between London King's Cross and Leeds which are similar to those specified in 1) above and can be shown to be necessary and sufficient to enable the rights to be used in a timetable.”

1						2					
Service Group HB04 (Central core extensions)											
Service description						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak times		Off-Peak times	Weekday	Saturday	Sunday
						Morning Peak	Evening Peak				
London King's Cross	Hull	ECML Selby	4.1	TBC	800		1		1	1	1
London King's Cross	Skipton	ECML, Wakefield Westgate, Shipley	4.2	TBC	800		1		1	1	1
Hull	London King's Cross	Selby, ECML	4.3	TBC	800	1			1	1	
Skipton	London King's Cross	Shipley, Wakefield Westgate, ECML	4.4	TBC	800	1			1	1	

1						2					
Service Group HB05 (North core extensions)											
Service description						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak times		Off-Peak times	Weekday	Saturday	Sunday
						Morning Peak	Evening Peak				
London King's Cross	Inverness	ECML, Falkirk Grahamston	5.1	TBC	800			1	1	1	1
London King's Cross	Aberdeen	ECML, Leuchars	5.2	TBC	800		1	3	4	3	2
Inverness	London King's Cross	Falkirk Grahamston, ECML	5.3	TBC	800			1	1	1	1
Aberdeen	London King's Cross	Leuchars, ECML	5.4	TBC	800			3	3	3	3
Aberdeen	Doncaster	Leuchars, ECML	5.5	TBC	800			1	1		
Edinburgh	Aberdeen	Leuchars	5.6	TBC	800						1

Passenger Train Slots

- 2.1 The Train Operator has Firm Rights to the number of Passenger Train Slots in the Working Timetable in respect of a Service Group as listed against each Service specified in Table 2.1 on the Days and within the Peak and Off-Peak times so listed using Specified Equipment that is capable of achieving the Timing Load shown. If the Train Operator makes an Access Proposal, or relies on a Rolled Over Access Proposal, to operate any of the Services specified in Table 2.1 using Specified Equipment that is not capable of achieving the Timing Load shown, then the rights will be treated as Contingent Rights for the purposes of Part D of the Network Code.
- 2.2 Not used.
- 2.3 Firm Rights to couple and uncouple trains at Leeds, Doncaster, York, Newcastle and Edinburgh Waverley.

Table 2.2: Additional Passenger Train Slots

1						2					
Service Group HB01 (North core)											
Service description						Additional Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak times		Off-Peak times	Total Weekday	Saturday	Sunday
						Morning Peak	Evening Peak				
Newcastle	York	ECML	1.11.1	TBC	800				0	1 ¹	0
Darlington	Newcastle	ECML	1.16	TBC	800				1 ¹	0	0

¹Rights to expire at Subsidiary Change Date (SCD) 2026.

Additional Passenger Train Slots

- 2.4 The Train Operator has Contingent Rights to additional Passenger Train Slots in the Working Timetable in respect of a Service Group up to the number listed against each Service specified in Table 2.2 and on the Days so listed.
- 2.5 A Contingent Right for an additional Passenger Train Slot under paragraph 2.4 includes:
- (a) a Contingent right to call at any station listed in Table 4.1;
 - (b) a Contingent Right to have Scheduled part only of the Passenger Train Slot in question; and
 - (c) a Contingent Right to combine Passenger Train Slots to provide a through Service.

Ancillary Movements

- 2.6 The Train Operator has Firm Rights to make Ancillary Movements of Specified Equipment to the extent necessary or reasonably required to give full effect to the other Firm Rights of the Train Operator, including:
- (a) movements for the purpose of maintenance of rolling stock to and from maintenance depots;
 - (b) movements for driver training purposes; and
 - (c) empty stock movements.
 - (d) the operation of Class 08 locomotives coupled to any of the Specified Equipment listed in Schedule 5 or up to fourteen Mk1 or Mk2 coaches on the following routes:
 - (i) between Ferme Park Light Maintenance Depot and Bounds Green Depot;
 - (ii) between Bounds Green Depot and Ferme Park Light Maintenance Depot via Hornsey Depot; and
 - (iv) to and from Craigentiny Depot via Niddrie South Junction and Niddrie West Junction or vice versa.
- 2.7 For the purpose of paragraph 2.6, Ancillary Movements shall not include movements of rolling stock for the purpose of testing or driver training to the extent that:
- (a) the rolling stock concerned has not achieved vehicle and route acceptance necessary for its use in the carriage of passengers on the route in question; or

- (b) where the route in question is not used by the Train Operator for carriage of passengers, the rolling stock concerned has not achieved vehicle and route acceptance necessary to operate on the route without passengers on board.

Relief Passenger Train Slots

- 2.8 The Train Operator has Contingent Rights to relief Passenger Train Slots for special or seasonal events, whenever the Train Operator believes (acting in a reasonable and proper manner) that a relief Passenger Train Slot is necessary to accommodate anticipated customer demand. These Contingent Rights are subject to:
- (a) the relief Passenger Train Slot being additional to a Service for which the Train Operator has access rights in table 2.1 or 2.2; and
 - (b) each relief Passenger Train Slot being allocated the relevant Train Service Code as shown in Schedule 7, Appendix 7C.
- 2.9 The Train Operator shall not be entitled to have scheduled any Services on any of the Routes on 25 and 26 December.
- 2.10 In respect of any Public Holiday other than 25, 26 December, the Train Operator may operate a Weekday Service on any of the Services listed in Table 2.1.
- 2.11 The exercise of a Stabling right shall not count against the number of Passenger Train Slots listed in Table 2.1.

3 Intervals – NOT USED

4 Calling Patterns

Table 4.1: Calling Patterns

1					2	3
Service Groups HB01 (North core)						
Service description						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional stations
London King's Cross	Edinburgh	ECML	1.1	TBC	York, Newcastle	Peterborough, Doncaster, Darlington, Durham, Morpeth, Alnmouth, Berwick-upon-Tweed, Dunbar
London King's Cross	Edinburgh	ECML	1.2	TBC	Peterborough, Newark North Gate Doncaster, York, Darlington, Durham, Newcastle, Alnmouth, Berwick-upon-Tweed	Stevenage, Grantham, Retford, Northallerton, Morpeth, Dunbar
London King's Cross	Newcastle	ECML	1.3	TBC	Stevenage, Grantham, York, Northallerton, Darlington, Durham	Peterborough, Newark North Gate, Doncaster
London King's Cross	Middlesbrough	ECML, Northallerton, Yarm	1.4	TBC	Peterborough, Retford, Doncaster, York, Northallerton, Thornaby	Stevenage, Grantham, Newark Northgate
London King's Cross	York	ECML	1.5	TBC	Peterborough, Grantham, Newark North Gate, Retford, Doncaster	Stevenage
Newcastle	Edinburgh	ECML	1.6	TBC	Morpeth, Alnmouth, Berwick-upon-Tweed, Reston, Dunbar	
Newcastle	London King's Cross	ECML	1.7	TBC	Durham, Darlington, Northallerton, York, Doncaster, Grantham, Stevenage	Doncaster, Newark North Gate, Peterborough
Doncaster	Edinburgh	ECML	1.8	TBC	York, Darlington, Durham, Newcastle, Morpeth, Alnmouth, Berwick-upon-Tweed, Dunbar	Northallerton

1					2	3
Service Groups HB01 (North core)						
Service description						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional stations
Edinburgh	London King's Cross	ECML	1.9	TBC	Newcastle, York	Dunbar, Berwick-upon-Tweed, Alnmouth, Morpeth, Durham, Darlington, Doncaster, Peterborough
Edinburgh	London King's Cross	ECML	1.10	TBC	Berwick-upon-Tweed, Alnmouth, Newcastle, Durham, Darlington, York, Doncaster, Newark North Gate, Peterborough	Dunbar, Morpeth, Northallerton, Retford, Grantham, Stevenage
Edinburgh	Newcastle	ECML	1.11	TBC	Dunbar, Reston, Berwick upon Tweed, Alnmouth, Morpeth	
Newcastle	York	ECML	1.11.1	TBC		Durham, Darlington, Northallerton
Edinburgh	Doncaster	ECML	1.12	TBC	Dunbar, Berwick-upon-Tweed, Alnmouth, Morpeth, Newcastle, Durham, Darlington, Northallerton, York	Reston
Berwick upon Tweed	London King's Cross	ECML	1.13	TBC	Alnmouth, Morpeth, Newcastle, Durham, Darlington, York, Retford	Northallerton, Doncaster, Peterborough
Middlesbrough	London King's Cross	Yarm, Northallerton, ECML	1.14	TBC	Thornaby, Northallerton, York, Doncaster, Retford, Peterborough.	Newark North Gate, Grantham
York	London King's Cross	ECML	1.15	TBC	Newark North Gate, Grantham, Peterborough	Doncaster, Retford, Stevenage

1					2	3
Service Groups HB01 (North core)						
Service description						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional stations
Darlington	Newcastle	ECML	1.16	TBC	Durham	

1					2	3
Service Groups HB02 (Central core)						
Service description						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional stations
London King's Cross	Leeds	ECML, Wakefield Westgate	2.1	TBC	Peterborough, Grantham, Doncaster, Wakefield Westgate	Stevenage, Newark North Gate, Retford
London King's Cross	Leeds	ECML, Wakefield Westgate	2.2	TBC	Stevenage, Newark North Gate, Doncaster, Wakefield Westgate	Peterborough, Grantham, Retford
London King's Cross	Leeds	ECML, Wakefield Westgate or Micklefield	2.3	TBC	Doncaster	Stevenage, Peterborough, Grantham, Newark North Gate, Retford, Wakefield Westgate
London King's Cross	Harrogate	ECML, Horsforth	2.4	TBC	Stevenage, Newark North Gate, Doncaster, Wakefield Westgate, Leeds, Horsforth	Peterborough, Grantham, Retford
London King's Cross	Lincoln	ECML, Newark North Gate, Swinderby	2.5	TBC	Peterborough, Grantham, Newark North Gate	Stevenage
London King's Cross	Bradford Forster Square	ECML Wakefield Westgate, Shipley	2.6	TBC	Stevenage, Newark North Gate, Doncaster, Wakefield Westgate, Leeds, Shipley	Peterborough, Grantham, Retford
London King's Cross	Doncaster	ECML	2.7	TBC	Stevenage, Grantham, Retford	Peterborough, Newark North Gate
Leeds	London King's Cross	Wakefield Westgate, ECML	2.8	TBC	Wakefield Westgate, Doncaster, Grantham, Peterborough	Retford, Newark North Gate, Stevenage

1					2	3
Service Groups HB02 (Central core)						
Service description						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional stations
Leeds	London King's Cross	Wakefield Westgate, ECML	2.9	TBC	Wakefield Westgate, Doncaster, Newark North Gate, Stevenage	Retford, Grantham, Peterborough
Leeds	London King's Cross	ECML, Wakefield Westgate or Micklefield	2.10	TBC	Doncaster	Stevenage, Peterborough, Grantham, Newark North Gate, Retford, Wakefield Westgate
Leeds	Bradford Forster Square	Shipley	2.11	TBC	Shipley	
Harrogate	London King's Cross	Horsforth, ECML	2.12	TBC	Horsforth, Leeds, Wakefield Westgate, Doncaster, Retford, Newark North Gate, Stevenage	Grantham, Peterborough
Lincoln	London King's Cross	Swinderby, Newark North Gate, ECML	2.13	TBC	Lincoln, Newark North Gate, Grantham, Peterborough	Stevenage,
Bradford Forster Square	London King's Cross	Leeds, Wakefield Westgate, ECML	2.14	TBC	Shipley, Leeds, Wakefield Westgate, Peterborough	Doncaster, Newark North Gate, Grantham
Bradford Forster Square	Leeds	Shipley	2.15	TBC	Shipley	
Doncaster	London King's Cross	ECML	2.16	TBC	Retford, Newark North Gate, Grantham	Stevenage

1					2	3
Service Groups HB04 (Central core extensions)						
Service description						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional stations
London King's Cross	Hull	ECML, Selby	4.1	TBC	Peterborough, Grantham, Newark North Gate, Doncaster, Selby, Brough	Stevenage, Retford
London King's Cross	Skipton	ECML, Wakefield Westgate, Keighley	4.2	TBC	Peterborough, Grantham, Retford, Doncaster, Wakefield Westgate, Leeds, Keighley	Stevenage, Newark North Gate
Hull	London King's Cross	Selby, ECML	4.3	TBC	Brough, Selby, Doncaster, Retford, Peterborough, Grantham, Newark North Gate	Stevenage
Skipton	London King's Cross	Keighley, Wakefield Westgate, ECML	4.4	TBC	Keighley, Shipley, Leeds, Wakefield Westgate. Doncaster, Newark North Gate, Peterborough	Grantham, Stevenage

1					2	3
Service Groups HB05 (North core extensions)						
Service description						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional stations
London King's Cross	Inverness	ECML, Falkirk Grahamston	5.1	TBC	Peterborough, Newark North Gate, Doncaster, York, Darlington, Newcastle, Berwick-upon-Tweed, Edinburgh, Haymarket, Falkirk Grahamston, Stirling, Gleneagles, Perth, Pitlochry, Kingussie, Aviemore	Grantham, Durham, Morpeth, Alnmouth, Dunbar,
London King's Cross	Aberdeen	ECML, Leuchars	5.2	TBC	Peterborough, Newark North Gate, Doncaster, York, Darlington, Durham, Newcastle, Berwick-upon-Tweed, Edinburgh, Haymarket, Inverkeithing, Kirkcaldy, Leuchars, Dundee, Arbroath, Montrose	Stevenage, Grantham, Retford, Morpeth, Alnmouth, Dunbar
Inverness	London King's Cross	Falkirk Grahamston, ECML	5.3	TBC	Aviemore, Kingussie, Pitlochry, Perth, Gleneagles, Stirling, Falkirk Grahamston, Haymarket, Edinburgh, Alnmouth, Newcastle, Durham, Darlington, York, Doncaster, Newark Northgate, Peterborough.	Carrbridge, Newtonmore, Blair Atholl, Pitlochry, Dunblane, Berwick-upon-Tweed, Grantham
Aberdeen	London King's Cross	Leuchars, ECML	5.4	TBC	Stonehaven, Montrose, Arbroath, Dundee, Leuchars, Kirkcaldy, Inverkeithing, Haymarket, Edinburgh, Berwick-upon-Tweed, Newcastle, , Durham, Darlington, York, Doncaster, Newark North Gate, Peterborough.	Alnmouth, Grantham

1					2	3
Service Groups HB05 (North core extensions)						
Service description						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional stations
Aberdeen	Doncaster	Leuchars, ECML	5.5	TBC	Stonehaven, Montrose, Arbroath, Dundee, Leuchars, Kirkcaldy, Inverkeithing, Haymarket, Edinburgh, Dunbar, Berwick-upon-Tweed, Alnmouth, Morpeth, Newcastle, Durham, Darlington, Northallerton, York	Reston
Edinburgh	Aberdeen	Leuchars	5.6	TBC	Haymarket, Inverkeithing, Kirkcaldy, Leuchars, Dundee, Arbroath, Montrose	

Calling Patterns

- 4.1 In respect of each Service specified in column 1 of Table 4.1, the Train Operator has Firm Rights to the corresponding Calling Pattern listed in column 2 of that Table (the “Regular Calling Pattern”) or any subset of the Calling Pattern (the “Reduced Regular Calling Pattern”).

Additional calls

- 4.2 The Train Operator has Contingent Rights to have Scheduled, in respect of any Passenger Train Slot, calls at one or more of the stations set out opposite the Service in column 3 of Table 4.1 being stations which do not form part of the Regular Calling Pattern.

