

**Aspirations for access rights on the East Coast Main Line  
First Capital Connect**

<b>Train Operator</b>
First Capital Connect
<b>Start date and duration of rights requested</b>
December 2008 – May 2009
<b>Service origin and destination</b>
Royston – London King's Cross
<b>Routeing</b>
via Welwyn GC
<b>Calling Pattern (standard and additional calls)</b>
Ashwell, Baldock, Letchworth, Hitchin and Stevenage
<b>Number of services and days of operation</b>
One service to operate Monday – Friday.
<b>Approximate departure times or intervals from station of origin</b>
Departs Royston at 07.34.
<b>Station dwell times</b>
½ minute at Ashwell and 1 minute at all other stations.
<b>Minimum turnaround time at destination</b>
10 minutes.
<b>Required journey time</b>
48 minutes.
<b>Earliest and latest trains</b>
N/A

<b>Ancillary / ECS moves</b>
An additional ECS from Letchworth Carriage Siding – Royston and London King’s Cross – Hornsey E.M.U.D.
<b>Stabling arrangements</b>
To be stabled at Letchworth Carriage Siding by moving two Class 313’s Welwyn Carriage Siding where space is available.
<b>Rolling stock type</b>
Class 365
<b>Maintenance depots</b>
<b>Crew change locations</b>
N/A
<b>Any additional specifications required of the service</b>
N/A
<b>Any relevent additional information</b>
<ul style="list-style-type: none"> <li>• 06.58 Ely – London King’s Cross will run fast from Royston.</li> <li>• 06.57 Cambridge – London will no longer call at Ashwell and Baldock.</li> <li>• 07.54 Letchworth – Moorgate will start from Stevenage.</li> </ul>

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<b>Service origin and destination</b>
London King's Cross - Royston
<b>Routeing</b>
via Welwyn GC
<b>Calling Pattern (standard and additional calls)</b>
Hitchin, Letchworth, Baldock and Ashwell.
<b>Number of services and days of operation</b>
One service to operate Monday – Friday.
<b>Approximate departure times or intervals from station of origin</b>
Departs London King's Cross at 18.18.
<b>Station dwell times</b>
½ minute at Ashwell and 1 minute at all other stations.
<b>Minimum turnaround time at destination</b>
6 minutes.
<b>Required journey time</b>
45 minutes.
<b>Earliest and latest trains</b>
N/A

<b>Ancillary / ECS moves</b>
An additional ECS from Hornsey E.M.U.D – London King’s Cross and Royston - Letchworth Carriage Siding.
<b>Stabling arrangements</b>
To be stabled at Letchworth Carriage Siding by moving two Class 313’s Welwyn Carriage Siding where space is available.
<b>Rolling stock type</b>
Class 365
<b>Maintenance depots</b>
<b>Crew change locations</b>
N/A
<b>Any additional specifications required of the service</b>
N/A
<b>Any relevent additional information</b>
<ul style="list-style-type: none"> <li>• 17.52 London King’s Cross – Royston stopping service will terminate at Welwyn Garden City.</li> <li>• 18.15 London King’s Cross – Ely will run fast to Cambridge.</li> </ul>

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May 2009
<b>Service origin and destination</b>
Royston – London King's Cross
<b>Routeing</b>
via Welwyn GC
<b>Calling Pattern (standard and additional calls)</b>
Ashwell, Baldock, Letchworth, Hitchin and Welwyn North
<b>Number of services and days of operation</b>
One service to operate Monday – Friday.
<b>Approximate departure times or intervals from station of origin</b>
Departs Royston at 07.34.
<b>Station dwell times</b>
½ minute at Ashwell and Welwyn North and 1 minute at all other stations.
<b>Minimum turnaround time at destination</b>
10 minutes.
<b>Required journey time</b>
48 minutes.
<b>Earliest and latest trains</b>
N/A
<b>Ancillary / ECS moves</b>
An additional ECS from Letchworth Carriage Siding – Royston and London

King's Cross – Hornsey E.M.U.D.
<b>Stabling arrangements</b>
As part of the Cambridge Capacity Timetable, rolling stock will be moved between Carriage Sidings. This will allow FCC to match the resources to the service requirement. Additional stabling capacity is required at the Nene Carriage Siding.
<b>Rolling stock type</b>
Class 365's which are displaced by using Class 321's on Peterborough services.
<b>Maintenance depots</b>
<b>Crew change locations</b>
N/A
<b>Any additional specifications required of the service</b>
N/A
<b>Any relevant additional information</b>
This forms part of the Cambridge Capacity Timetable. In these changes there is a complete recast to the FCC Peak. Additionally there is very minor flexing to other operators services.

## Aspirations for access rights on the East Coast Main Line

<b>Train Operator</b>
First Capital Connect
<b>Start date and duration of rights requested</b>
May 2009
<b>Service origin and destination</b>
Hitchin – London King’s Cross
<b>Routeing</b>
<b>Calling Pattern (standard and additional calls)</b>
Stevenage, Knebworth, Welwyn North, Welwyn GC and Finsbury Park
<b>Number of services and days of operation</b>
One service to operate Monday – Friday.
<b>Approximate departure times or intervals from station of origin</b>
Departs Hitchin at 08.36.
<b>Station dwell times</b>
½ minute at Knebworth and Welwyn North and 1 minute at all other stations.
<b>Minimum turnaround time at destination</b>
10 minutes.
<b>Required journey time</b>
44 minutes.
<b>Earliest and latest trains</b>
N/A

<b>Ancillary / ECS moves</b>
An additional ECS from London King's Cross – Hitchin via Biggleswade.
<b>Stabling arrangements</b>
As part of the Cambridge Capacity Timetable, rolling stock will be moved between Carriage Sidings. This will allow FCC to match the resources to the service requirement. Additional stabling capacity is required at the Nene Carriage Siding.
<b>Rolling stock type</b>
Class 317.
<b>Maintenance depots</b>
<b>Crew change locations</b>
N/A
<b>Any additional specifications required of the service</b>
N/A
<b>Any relevent additional information</b>
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<b>Train Operator</b>
First Capital Connect
<b>Start date and duration of rights requested</b>
May 2009
<b>Service origin and destination</b>
London King's Cross - Royston
<b>Routeing</b>
via Welwyn GC
<b>Calling Pattern (standard and additional calls)</b>
Welwyn North, Hitchin, Letchworth, Baldock and Ashwell.
<b>Number of services and days of operation</b>
One service to operate Monday – Friday.
<b>Approximate departure times or intervals from station of origin</b>
Departs London King's Cross at 18.23.
<b>Station dwell times</b>
½ minute at Welwyn North and Ashwell and 1 minute at all other stations.
<b>Minimum turnaround time at destination</b>
6 minutes.
<b>Required journey time</b>
48 minutes.
<b>Earliest and latest trains</b>
N/A

<b>Ancillary / ECS moves</b>
An additional ECS from Welwyn Carriage Siding – London King’s Cross.
<b>Stabling arrangements</b>
As part of the Cambridge Capacity Timetable, rolling stock will be moved between Carriage Sidings. This will allow FCC to match the resources to the service requirement. Additional stabling capacity is required at the Nene Carriage Siding.
<b>Rolling stock type</b>
Class 317
<b>Maintenance depots</b>
<b>Crew change locations</b>
N/A
<b>Any additional specifications required of the service</b>
N/A
<b>Any relevant additional information</b>
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<b>Train Operator</b>
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<b>Start date and duration of rights requested</b>
May 2009
<b>Service origin and destination</b>
London King's Cross - Royston
<b>Routeing</b>
via Welwyn GC
<b>Calling Pattern (standard and additional calls)</b>
Stevenage, Letchworth, Baldock and Ashwell.
<b>Number of services and days of operation</b>
Three services to operate Monday – Friday.
<b>Approximate departure times or intervals from station of origin</b>
Departures from London King's Cross at 17.23, 17.53 and 18.53.
<b>Station dwell times</b>
½ minute at Ashwell and 1 minute at all other stations.
<b>Minimum turnaround time at destination</b>
6 minutes.
<b>Required journey time</b>
45 minutes.
<b>Earliest and latest trains</b>
N/A

<b>Ancillary / ECS moves</b>
An additional ECS from Hornsey E.M.U.D – London King’s Cross.
<b>Stabling arrangements</b>
As part of the Cambridge Capacity Timetable, rolling stock will be moved between Carriage Sidings. This will allow FCC to match the resources to the service requirement. Additional stabling capacity is required at the Nene Carriage Siding.
<b>Rolling stock type</b>
Class 365’s which are displaced by using Class 321’s on Peterborough services.
<b>Maintenance depots</b>
<b>Crew change locations</b>
N/A
<b>Any additional specifications required of the service</b>
N/A
<b>Any relevent additional information</b>
This forms part of the Cambridge Capacity Timetable. In these changes there is a complete recast to the FCC Peak. Additionally there is very minor flexing to other operators services.