



David Robertson
Head of Track Access
Office of Rail Regulation
One Kemble Street
LONDON
WC2B 4AN

28 March 2008

Dear David,

TRACK ACCESS RIGHTS ON THE EAST COAST MAIN LINE

Further to Brian Kogan's letter of 29 February 2008, please find enclosed various attachments from Grand Union (also on behalf of Grand Central and Grand Northern) in respect of future aspirations for services that will utilise the East Coast Main Line (ECML).

Some of these aspirations are already with Network Rail via Priority Date Notification Statements (PDNS) and will shortly be subject to formal submission to ORR for determination or for which application to ORR has already been made.

Other aspirations have been brought forward in response to this request in the same way that Grand Central responded to a similar ORR request regarding potential aspirations on the West Coast Main Line (WCML). These aspirations are at a very early stage of evaluation.

The proposals attached are:

Developed services

| | |
|-------------------------------------------|-------------------|
| Sunderland – London Kings Cross | Further paths |
| Bradford Interchange – London Kings Cross | New Service Group |

Non developed services

| | |
|------------------------------------|-------------------|
| Cleethorpes – London Kings Cross | New Service Group |
| Middlesbrough – London Kings Cross | New Service Group |
| Huddersfield – London Kings Cross | New Service Group |
| Scarborough – London Kings Cross | New Service Group |

Yours sincerely

Ian Yeowart
Managing Director



Annex

Aspirations for access rights on the East Coast Main Line

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|----------------------------------------------------------------------------------|
| Train Operator |
| Grand Central Railway Company Ltd |
| Start date and duration of rights requested |
| Current and seeking rights for 10 years |
| Service origin and destination |
| Sunderland – London Kings Cross |
| Routeing |
| Via the Durham Coast – Eaglescliffe South Jct. – Northallerton Jct then via ECML |
| Calling Pattern (standard and additional calls) |
| Hartlepool – Eaglescliffe – Northallerton – Thirsk - York |
| Number of services and days of operation |
| Up to 6 services per day each way (Mon – Fri) and 4 services (Sun) |
| Approximate departure times or intervals from station of origin |
| Trains roughly every 2-3 hours |
| Station dwell times |
| As per Rules |
| Minimum turnaround time at destination |
| As per Rules |
| Required journey time |
| 3 hours and 30 minutes |



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|-----------------------------------------------------------------------------------------------------|
| Earliest and latest trains |
| Being further developed and to be confirmed |
| Ancillary / ECS moves |
| To be confirmed based on stock |
| Stabling arrangements |
| To be confirmed based on stock |
| Rolling stock type |
| HST – Class 180 or possible new build |
| Maintenance depots |
| To be confirmed based on stock |
| Crew change locations |
| To be confirmed |
| Any additional specifications required of the service |
| |
| Any relevant additional information |
| This service group has been operational since December 2007, development work having begun in 2004. |



Annex

Aspirations for access rights on the East Coast Main Line

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|----------------------------------------------------------------------------------------------------------------------------------------------|
| Train Operator |
| Grand Union Railway Company Ltd – (Grand Northern Railway Company Ltd) |
| Start date and duration of rights requested |
| December 2008 for 10 years |
| Service origin and destination |
| Bradford Interchange – London Kings Cross |
| Routeing |
| Via Dryclough Jct. - Greetland Jct – Thornhill Jct – Knottingley West Jct and Shaftholme Jct then via ECML or Hare Park Jct – then via ECML. |
| Calling Pattern (standard and additional calls) |
| Halifax – Brighouse – Wakefield Kirkgate – Pontefract (actual stop to be determined) - Doncaster |
| Number of services and days of operation |
| Initially 6 services per day each way (Mon – Sat) and 4 services (Sun) |
| Approximate departure times or intervals from station of origin |
| Trains roughly every 2-3 hours |
| Station dwell times |
| As per Rules |
| Minimum turnaround time at destination |
| As per Rules |
| Required journey time |
| 3 hours |



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|-------------------------------------------------------------------------------------------------------------------------------------|
| Earliest and latest trains |
| Being developed and to be confirmed |
| Ancillary / ECS moves |
| To be confirmed and based on stock |
| Stabling arrangements |
| To be confirmed and based on stock |
| Rolling stock type |
| Class 180, HST or possible new build. |
| Maintenance depots |
| To be confirmed based on stock |
| Crew change locations |
| To be confirmed |
| Any additional specifications required of the service |
| |
| Any relevant additional information |
| This service group has been in development since 2005 and is advanced with Network Rail having undertaken detailed timetabling work |



Annex

Aspirations for access rights on the East Coast Main Line

| |
|----------------------------------------------------------------------------|
| Train Operator |
| Grand Union Railway Company Ltd |
| Start date and duration of rights requested |
| Pending further evaluation and stock availability – target 2012 or earlier |
| Service origin and destination |
| Cleethorpes – London Kings Cross |
| Routeing |
| Via Wrawby Jct. – Marshgate Jct. then via ECML |
| Calling Pattern (standard and additional calls) |
| Grimsby Town – Habrough – Scunthorpe – Thorne South - Doncaster |
| Number of services and days of operation |
| Initially 4 services per day each way (Mon – Sat) and 3 services (Sun) |
| Approximate departure times or intervals from station of origin |
| Trains roughly every 4 hours |
| Station dwell times |
| As per Rules |
| Minimum turnaround time at destination |
| As per Rules |
| Required journey time |
| 3 hours |
| Earliest and latest trains |
| To be confirmed |



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|---------------------------------------------------------------------------------------------------------------------------|
| Ancillary / ECS moves |
| To be confirmed and based on stock |
| Stabling arrangements |
| To be confirmed and based on stock |
| Rolling stock type |
| Class 180 or possible new build |
| Maintenance depots |
| To be confirmed and based on stock |
| Crew change locations |
| To be confirmed |
| Any additional specifications required of the service |
| |
| Any relevant additional information |
| Grand Union would be seeking Track Access Options in the event new build stock was required to operate this service group |



Annex

Aspirations for access rights on the East Coast Main Line

| |
|--------------------------------------------------------------------------------------------|
| Train Operator |
| Grand Union Railway Company Ltd |
| Start date and duration of rights requested |
| Pending further evaluation and stock availability – target December 2009 |
| Service origin and destination |
| Middlesbrough – London Kings Cross |
| Routeing |
| Via Stockton Cut Jct – Eaglescliffe South Jct – Northallerton Jct then via ECML |
| Calling Pattern (standard and additional calls) |
| Thornaby – Eaglescliffe – Northallerton – Thirsk - York |
| Number of services and days of operation |
| Initially 4 services per day each way (Mon – Sat) and 3 services (Sun) |
| Approximate departure times or intervals from station of origin |
| Trains roughly every 4 hours to be evenly spread between Sunderland – Kings Cross services |
| Station dwell times |
| As per Rules |
| Minimum turnaround time at destination |
| As per Rules |
| Required journey time |
| 2 hours and 45 mins |



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|---------------------------------------------------------------------------------------------------------------------------|
| Earliest and latest trains |
| To be confirmed |
| Ancillary / ECS moves |
| To be confirmed and based on stock |
| Stabling arrangements |
| To be confirmed and based on stock |
| Rolling stock type |
| Class 180 or possible new build |
| Maintenance depots |
| To be confirmed and based on stock |
| Crew change locations |
| To be confirmed |
| Any additional specifications required of the service |
| |
| Any relevant additional information |
| Grand Union would be seeking Track Access Options in the event new build stock was required to operate this service group |



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Aspirations for access rights on the East Coast Main Line

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|---------------------------------------------------------------------------------------------------------------------|
| Train Operator |
| Grand Union Railway Company Ltd |
| Start date and duration of rights requested |
| Pending further evaluation and stock availability – target December 2009 |
| Service origin and destination |
| Huddersfield – London Kings Cross |
| Routeing |
| Via Thornhill Jct – Hare Park Jct – South Kirby Jct – Swinton Jct – Nunnery Jct – Retford Western Jct then via ECML |
| Calling Pattern (standard and additional calls) |
| Mirfield – Wakefield Kirkgate – Rotherham Central – Meadowhall – Sheffield – Worksop - Retford |
| Number of services and days of operation |
| Initially 4 services per day each way (Mon – Sat) and 2 services (Sun) |
| Approximate departure times or intervals from station of origin |
| Trains roughly every 4 hours |
| Station dwell times |
| As per Rules |
| Minimum turnaround time at destination |
| As per Rules |
| Required journey time |
| 3 hours 15 mins |



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|---------------------------------------------------------------------------------------------------------------------------|
| Earliest and latest trains |
| To be confirmed |
| Ancillary / ECS moves |
| To be confirmed and based on stock |
| Stabling arrangements |
| To be confirmed and based on stock |
| Rolling stock type |
| Class 180 or possible new build |
| Maintenance depots |
| To be confirmed and based on stock |
| Crew change locations |
| To be confirmed |
| Any additional specifications required of the service |
| |
| Any relevant additional information |
| Grand Union would be seeking Track Access Options in the event new build stock was required to operate this service group |



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Aspirations for access rights on the East Coast Main Line

| |
|----------------------------------------------------------------------------------------------|
| Train Operator |
| Grand Union Railway Company Ltd |
| Start date and duration of rights requested |
| Pending further evaluation and stock availability – target 2012 or earlier |
| Service origin and destination |
| Scarborough – London Kings Cross |
| Routeing |
| Via Malton then via ECML |
| Calling Pattern (standard and additional calls) |
| Seamer – Malton – (Strensall – possible new station) - (Haxby – possible new station) - York |
| Number of services and days of operation |
| Initially 4 services per day each way (Mon – Sat) and 3 services (Sun) |
| Approximate departure times or intervals from station of origin |
| Trains roughly every 4 hours |
| Station dwell times |
| As per Rules |
| Minimum turnaround time at destination |
| As per Rules |
| Required journey time |
| 3 hours |



| |
|---------------------------------------------------------------------------------------------------------------------------|
| Earliest and latest trains |
| To be confirmed |
| Ancillary / ECS moves |
| To be confirmed and based on stock |
| Stabling arrangements |
| To be confirmed and based on stock |
| Rolling stock type |
| Class 180 or possible new build |
| Maintenance depots |
| To be confirmed and based on stock |
| Crew change locations |
| To be confirmed |
| Any additional specifications required of the service |
| |
| Any relevant additional information |
| Grand Union would be seeking Track Access Options in the event new build stock was required to operate this service group |