

# 8<sup>th</sup> SUPPLEMENTAL AGREEMENT

between

NETWORK RAIL INFRASTRUCTURE LIMITED  
as Network Rail

And

GOVIA THAMESLINK RAILWAY LIMITED  
as Train Operator

relating to the Track Access Contract (Passenger  
Services) dated 02 March 2016

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THIS 8<sup>TH</sup> SUPPLEMENTAL AGREEMENT is dated *4 May* 2017 and made

**BETWEEN:**

- (1) **NETWORK RAIL INFRASTRUCTURE LIMITED**, a company registered in England under number 2904587 having its registered office at 1 Eversholt Street, London, NW1 2DN ("Network Rail"); and
- (2) **GOVIA THAMESLINK RAILWAY LIMITED**, a company registered in England under number 07934306, having its registered office at 3<sup>rd</sup> Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE (the "Train Operator").

**WHEREAS:**

- (A) The parties entered into a Track Access Contract (Passenger Services) dated 02 March 2016 in a form approved by the Office of Rail and Road ("ORR") pursuant to Section 18(7) of the Act, as amended by various supplemental agreements each in a form approved by ORR pursuant to Section 22 of the Act (which track access contract as subsequently amended is hereafter referred to as the "Contract").
- (B) The parties wish to amend the Contract in the terms described below.

**IT IS HEREBY AGREED** as follows:

**1. INTERPRETATION**

In this Supplemental Agreement:

- 1.1 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; and
- 1.2 "Effective Date" means the later of:
  - (1) 0200 hours on the Subsidiary Change Date 2017; and
  - (2) the date upon which the Office of Rail and Road issues its approval, pursuant to Section 22 of the Act, of the terms of this Supplemental Agreement.
- 1.3 "Annex" shall mean the annexes and their relevant parts and attached hereto.

**2. EFFECTIVE DATE AND TERM**

- 2.1. The amendments to the Contract pursuant to this Supplemental Agreement shall have effect from the Effective Date and shall cease to have effect Principal Change Date 2017 or earlier termination of the Contract.

### **3. AMENDMENTS TO THE CONTRACT**

In Table 2.1 Passenger Train Slots of Schedule 5 of the Contract, the entries relating to Service Group ET08 shall be deleted and replaced by those set out in Annex A to this Supplemental Agreement.

The Footnotes to table 2.1 of Schedule 5 shall be deleted in their entirety and replaced by those set out in Annex B to this Supplemental Agreement.

### **4. GENERAL**

The Contract, as amended by this Supplemental Agreement, shall remain in full force and effect in accordance with its terms, 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. 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.

### **6. LAW**

This Supplemental Agreement shall be governed by, construed and given effect to in all respects in accordance with English Law.

### **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 but one and the same document.

IN WITNESS whereof the duly authorised representatives of Network Rail and the Train Operator have executed this Supplemental Agreement on the date first above written.

SIGNED by  .....

Print name J. Halsall .....

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

SIGNED by  .....

Print name N. J. Blowers .....

Duly authorised for and on behalf of  
**GOVIA THAMESLINK RAILWAY LIMITED**

## ANNEX A

Table 2.1: Passenger Train Slots

1						2					
<b>Service Group: ET08</b>											
<b>Service Description: Southern Mainline</b>						<b>Passenger Train Slots</b>					
From	To	Via	Description	TSC	Timing Load	Peak Times <sup>6</sup>		Off-Peak times <sup>2</sup>	Total Weekday <sup>3</sup>	Saturday	Sunday
						Morning Peak	Evening Peak				
East Grinstead	London Bridge	Direct	8.1	24749000	377	5	0	2	7	0	0
East Grinstead	London Victoria	Direct	8.2	24749000	377	5	0	30	35	35	27
London Bridge	East Grinstead	Direct	8.3	24749000	377	0	4	3	7	0	0
East Grinstead	East Croydon	Direct	8.4	24749000	377	0	0	3	3	0	0
London Victoria	East Grinstead	Direct	8.5	24749000	377	0	6	30	36	36	27
London Victoria	Oxted	Direct	8.6	24749000	377	0	0	1	1	1	0
East Croydon	Uckfield	Direct	8.7	24749000	171	0	0	1	1	0	2
London Bridge	Uckfield	Direct	8.8	24749000	171	0	6	15	21	18	0
Oxted	Uckfield	Direct	8.9	24749000	171	0	0	2	2	0	12
Uckfield	East Croydon	Direct	8.10	24749000	171	0	0	1	1	1	1
Uckfield	London Bridge	Direct	8.11	24749000	171	5	0	17	22	16	0
Uckfield	Oxted	Direct	8.12	24749000	171	0	0	2	2	0	12
London Bridge	Oxted	Direct	8.13	24749000	171	0	0	1	1	0	0
Oxted	East Croydon	Direct	8.14	24749000	171	0	0	1	1	0	0

1						2					
Service Group: ET08											
Service Description: Southern Mainline						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak Times <sup>6</sup>		Off-Peak times <sup>2</sup>	Total Weekday <sub>3</sub>	Saturday	Sunday
						Morning Peak	Evening Peak				
London Bridge	Reigate	Direct	8.15	24745000	377	0	0	1	1	0	0
London Bridge	Tonbridge	Direct	8.16	24745000	377	0	3	3	6	14 <sup>s</sup>	3
London Victoria	Reigate	Direct	8.17	24745000	377	0	0	9	9	11	0
London Victoria	Tonbridge	Direct	8.18	24745000	377	0	0	7	7	12	0
Redhill	Reigate	Direct	8.19	24745000	377	0	3	16	19	2	0
Redhill	Tonbridge	Direct	8.20	24745000	377	0	0	16	16	7	2
Reigate	London Bridge	Direct	8.21	24745000	377	3	0	0	3	0	0
Reigate	London Victoria	Direct	8.22	24745000	377	1	0	10	11	12	0
Reigate	Redhill	Direct	8.23	24745000	377	1	0	17	18	1	0
Tonbridge	London Bridge	Direct	8.24	24745000	377	2	0	1	3	0	15 <sup>b</sup>
Tonbridge	London Victoria	Direct	8.25	24745000	377	3	0	10	13	13	0
Tonbridge	Redhill	Direct	8.26	24745000	377	0	0	11	11	6	1
Gatwick Airport	Redhill	Direct	8.27	24745000	377	1	0	0	1	0	0
Horsham	London Victoria	Redhill	8.28	24745000	377	3	0	0	3	0	0

1						2					
<b>Service Group: ET08</b>											
<b>Service Description: Southern Mainline (Continued)</b>						<b>Passenger Train Slots</b>					
From	To	Via	Description	TSC	Timing Load	Peak Times <sup>6</sup>		Off-Peak times <sup>2</sup>	Total Weekday <sup>3</sup>	Saturday	Sunday
						Morning Peak	Evening Peak				
Horsham	Redhill	Direct	8.29	24745000	377	3	0	0	3	0	0
London Bridge	Horsham	Redhill	8.30	24745000	377	0	5	27	32	34	16
London Victoria	Three Bridges	Redhill	8.31	24745000	377	0	2	0	2	0	0
Three Bridges	London Victoria	Redhill	8.32	24745000	377	1	0	0	1	0	0
Three Bridges	Redhill	Direct	8.33	24745000	377	1	0	0	1	0	0
Gatwick Airport	Horsham	Direct	8.34	24745000	377	0	0	0	0	0	1
Horsham	Gatwick Airport	Direct	8.35	24745000	377	0	0	0	0	0	1
Horsham	London Bridge	Redhill	8.36	24745000	377	0	0	24	24	35	15
Horsham	London Victoria	Redhill	8.37	24745000	377	0	0	12	12	2	3
London Victoria	Horsham	Redhill	8.38	24745000	377	0	0	8	8	0	1
Three Bridges	Horsham	Direct	8.39	24745000	377	0	0	1	1	0	0
Littlehampton	London Bridge	Redhill	8.40	24745000	377	1	0	0	1	0	0



1						2					
<b>Service Group: ET08</b>											
<b>Service Description: Southern Mainline (continued)</b>						<b>Passenger Train Slots</b>					
From	To	Via	Description	TSC	Timing Load	Peak Times <sup>6</sup>		Off-Peak times <sup>2</sup>	Total Weekday <sup>3</sup>	Saturday	Sunday
						Morning Peak	Evening Peak				
Brighton	Haywards Heath	Direct	8.41	24747000	377	1 <sup>a</sup>	0	0	1 <sup>a</sup>	0	0
Brighton	London Bridge	Direct	8.42	24747000	377	2	0	4	6	0	0
London Bridge	Brighton	Direct	8.43	24747000	377	0	1	3	4	0	0
London Victoria	Brighton	Direct	8.44	24747000	377	0	5	41	46	38	47
Brighton	London Victoria	Direct	8.45	24747000	377	3	0	29	32	38	44 1 <sup>b</sup>
Brighton	Three Bridges	Direct	8.46	24747000	377	0	0	2	2	0	0
London Victoria	Three Bridges	Direct	8.47	24747000	377	0	2	2	4	2	3
Brighton	Preston Park	Direct	8.48	24747000	377	0	0	0	0	1	0
Gatwick Airport	London Victoria	Direct	8.49	24747000	377	0	0	1MO	1MO	1	0
London Victoria	Gatwick Airport	Direct	8.50	24747000	377	0	0	1	1	1	0
Three Bridges	London Victoria	Direct	8.51	24747000	377	0	0	3	3	4	5
Eastbourne	London Bridge	Direct	8.52	24746000	377	2	0	0	2	0	0
Hastings	Haywards Heath	Direct	8.53	24746000	377	0	0	1 <sup>a</sup>	1 <sup>a</sup>	0	0
Hastings	Lewes	Direct	8.54	24746000	377	2 <sup>a</sup>	0	0	2 <sup>a</sup>	0	0
Hastings	London Victoria	Direct	8.55	24746000	377	2	0	1	3	1	0 <sup>b</sup>

1						2					
Service Group: ET08											
Service Description: Southern Mainline (Continued)						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak Times <sup>6</sup>		Off-Peak times <sup>2</sup>	Total Week day <sup>3</sup>	Saturday	Sunday
						Morning Peak	Evening Peak				
London Bridge	Eastbourne	Direct	8.56	24746000	442	0	2	0	2	0	0
London Victoria	Seaford	Direct	8.57	24746000	377	0	1	0	1	0	0
Seaford	London Victoria	Direct	8.58	24746000	377	2	0	0	2	0	0
Eastbourne	Gatwick Airport	Direct	8.59	24746000	377	0	0	0	0	1	0
Eastbourne	Haywards Heath	Direct	8.60	24746000	377	0	0	10	10	13	0
Eastbourne	London Victoria	Direct	8.61	24746000	377	0	0	3	3	2+1b	2 <sup>b</sup>
Gatwick Airport	Ore	Direct	8.62	24746000	377	0	0	0	0	1	0
Haywards Heath	Eastbourne	Direct	8.63	24746000	377	0	1 <sup>a</sup>	13	13+1 <sup>a</sup>	14	1
Haywards Heath	Hastings	Direct	8.64	24746000	377	0	0	1	1	1	0
Haywards Heath	Seaford	Direct	8.65	24746000	377	0	0	1	1	0	0
Haywards Heath	Ore	Direct	8.66	24746000	377	0	0	1	1	1	0

1						2					
Service Group: ET08											
Service Description: Southern Mainline (Continued)						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak Times <sup>6</sup>		Off-Peak times <sup>2</sup>	Total Weekday <sup>3</sup>	Saturday	Sunday
						Morning Peak	Evening Peak				
London Victoria	Eastbourne	Direct	8.67	24746000	377	0	0	0	0	1 <sup>b</sup>	1
London Victoria	Hastings	Direct	8.68	24746000	377	0	1	3	4	2	2
London Victoria	Ore	Direct	8.69	24746000	377	0	2	10	12	14	12
Ore	Haywards Heath	Direct	8.70	24746000	377	0	0	3	3	0	0
Ore	London Victoria	Direct	8.71	24746000	377	0	0	10	10	15	13
Bognor Regis	London Bridge	Direct	8.72	24748000	377	1	0	0	1	0	0
Bognor Regis	London Victoria	Redhill	8.73	24748000	377	4	0	20	24	25	16
London Victoria	Bognor Regis	Redhill	8.74	24748000	377	0	0	0	0	0	16
Havant	London Victoria	Direct	8.75	24748000	377	1	0	0	1	1	0
Horsham	Bognor Regis	Direct	8.76	24748000	377	0	4	22	26	27	0
London Bridge	Bognor Regis	Direct	8.77	24748000	377	0	1	0	1	0	0
Portsmouth Harbour	Horsham	Direct	8.78	24748000	377	1 <sup>a</sup>	0	10	10+1 <sup>a</sup>	12	0
Portsmouth Harbour	Three Bridges	Direct	8.79	24748000	377	1 <sup>a</sup>	0	1	1+1 <sup>a</sup>	1	0

1						2					
<b>Service Group: ET08</b>											
<b>Service Description: Southern Mainline (Continued)</b>						<b>Passenger Train Slots</b>					
From	To	Via	Description	TSC	Timing Load	Peak Times <sup>6</sup>		Off-Peak times <sup>2</sup>	Total Weekday <sup>3</sup>	Saturday	Sunday
						Morning Peak	Evening Peak				
Southampton Central	Barnham	Direct	8.80	24748000	377	0	0	1	1	0	0
Southampton Central	Horsham	Direct	8.81	24748000	377	0	0	11	11	12	0
Three Bridges	Bognor Regis	Direct	8.82	24748000	377	0	1 <sup>a</sup>	0	1 <sup>a</sup>	0	0
Chichester	Three Bridges	Direct	8.83	24748000	377	0	0	1	1	1	0
Gatwick Airport	Southampton Central	Direct	8.84	24748000	377	0	0	1	1	1	0
London Victoria	Chichester	Direct	8.85	24748000	377	0	0	1+1FO	1+1FO	1	0
London Victoria	Portsmouth & Southsea	Direct	8.86	24748000	377	0	1	2	3	1	0
London Victoria	Portsmouth Harbour	Direct	8.87	24748000	377	0	2	9	11	14	0
London Victoria	Southampton Central	Direct	8.88	24748000	377	0	3	11	14	14	0

1						2					
<b>Service Group: ET08</b>											
<b>Service Description: Southern Mainline (Continued)</b>						<b>Passenger Train Slots</b>					
From	To	Via	Description	TSC	Timing Load	Peak Times <sup>6</sup>		Off-Peak times <sup>2</sup>	Total Weekday <sup>3</sup>	Saturday	Sunday
						Morning Peak	Evening Peak				
Portsmouth & Southsea	London Victoria	Direct	8.89	24748000	377	0	0	1	1	1	0
Portsmouth Harbour	Littlehampton	Direct	8.90	24748000	377	0	0	0	0	1	0
Southampton Central	London Victoria	Direct	8.91	24748000	377	0	0	3	3	3	0
Three Bridges	Portsmouth Harbour	Direct	8.92	24748000	377	0	0	0	0	1	0
Havant	London Victoria	Direct	8.93	24746000	377	0	0	1	1	0	0
Littlehampton	London Bridge	Direct	8.94	24746000	377	2	0	0	2	0	0
Littlehampton	London Victoria	Direct	8.95	24746000	377	4	0	11	15	12	14
London Bridge	Littlehampton	Direct	8.96	24746000	377	0	3	0	3	0	0
Bognor Regis	London Victoria	Hove	8.97	24746000	377	0	0	3	3	2	0
Bognor Regis	Haywards Heath	Hove	8.109	24746000	377	0	0	0	0	1	0
Haywards Heath	Littlehampton	Direct	8.98	24746000	377	0	1	10	11	16	0
Haywards Heath	Worthing	Direct	8.99	24746000	377	0	0	1	1	1	0
Littlehampton	Haywards Heath	Direct	8.100	24746000	377	0	0	12	12	17	0

1						2					
Service Group: ET08											
Service Description: Southern Mainline (Continued)						Passenger Train Slots					
From	To	Via	Description	TSC	Timing Load	Peak Times <sup>6</sup>		Off-Peak times <sup>2</sup>	Total Weekday <sup>3</sup>	Saturday	Sunday
						Morning Peak	Evening Peak				
London Victoria	Bognor Regis	Hove	8.101	24746000	377	0	0	2	2	2	0
London Victoria	Chichester	Direct	8.102	24746000	377	0	0	0	0	1	0
London Victoria	Littlehampton	Direct	8.103	24746000	377	0	4	12	16	13	0
London Victoria	Portsmouth Harbour	Hove	8.104	24746000	377	0	0	0	0	0	14
London Victoria	Worthing	Direct	8.105	24746000	377	0	0	1 +1MSX	1 +1MSX	1	3
Portsmouth & Southsea	Haywards Heath	Hove	8.106	24746000	377	0	0	0	0	1	0
Portsmouth Harbour	Worthing	Direct	8.107	24746000	377	0	0	0	0	0	13
Worthing	Littlehampton	Direct	8.108	24746000	377	0	0	0	0	0	14

## Annex B

### Footnotes to Table 2.1

- <sup>1</sup> Peak times – means Services scheduled on any part of a Weekday arriving at Farringdon between 07:00 and 09:59 (the “Morning Peak”), departing Farringdon between 16:00 and 18:59 (the “Evening Peak”); or in respect of services terminating at London Bridge or Blackfriars only, to arrive at London Bridge or Blackfriars between 07:00 and 09:59 (the “Morning Peak”); or in respect of services starting at London Bridge or Blackfriars only, to depart London Bridge or Blackfriars between 16:00 and 18:59 (the “Evening Peak”).
- <sup>2</sup> Off-Peak times - arriving at and departing from a relevant station outside Peak times
- <sup>3</sup> Passenger Train Slots listed under the sub-headings “Peak times” and “Off-Peak times” are the constituent parts of, and are not in addition to, those listed under the sub-heading “Weekday”.
- <sup>4</sup> Peak times – means Services scheduled on any part of a Weekday arriving at Kings Cross or Moorgate between 07:00 and 09:59 (the “Morning Peak”), departing Kings Cross or Moorgate between 16:00 and 18:59 (the “Evening Peak”).
- <sup>5</sup> Peak times – means Services scheduled on any part of a Weekday arriving at Kings Cross between 07:00 and 09:59 (the “Morning Peak”), departing Kings Cross between 16:00 and 18:59 (the “Evening Peak”).
- <sup>6</sup> Peak times - means Services Scheduled on any part of a Weekday arriving at London Termini between 07:00 and 09:59 (“morning Peak”), departing from London Termini between 16:00 and 18:59 (“Evening Peak”).
- <sup>7</sup> Peak times – means Services Scheduled on Weekdays to arrive Kensington Olympia between 0700 and 09:59 (“Morning Peak”), depart Kensington Olympia between 16:00 and 18:59 (“Evening Peak”).
- <sup>8</sup> Peak times - where Peak Service means Services Scheduled on Weekdays, Saturdays and Sundays (i) to arrive or depart London Victoria between 07:00 and 09:59 (“Morning Peak”), arrive or depart London Victoria between 16:00 and 18:59 (“Evening Peak”).
- <sup>9</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Brighton, Three Bridges, Sutton, Selhurst, Bromley South, Sevenoaks, Orpington, Beckenham Junction, St Pancras, Gatwick or Elephant & Castle.
- <sup>10</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Sutton, Selhurst, Sevenoaks and Orpington.
- <sup>11</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Sutton, Bromley South, Sevenoaks and Orpington.
- <sup>12</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Sevenoaks.
- <sup>13</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Sevenoaks, Beckenham Junction, Elephant & Castle, Orpington, Sutton, Brighton, Three Bridges and Gatwick.
- <sup>14</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Sevenoaks, Beckenham Junction, Sutton and Bromley South.
- <sup>15</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Sevenoaks, Beckenham Junction, Elephant & Castle, Orpington, Sutton, Brighton, Three Bridges and Gatwick.
- <sup>16</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Sevenoaks, Orpington and Sutton.
- <sup>17</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Three Bridges.

- 18 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Bedford.
- 19 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Bedford.
- 20 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from St Pancras.
- 21 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford.
- 22 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford.
- 23 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford.
- 24 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford.
- 25 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford and Luton.
- 26 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford, Luton and St Albans.
- 27 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford, Luton, St Albans and Kentish Town.
- 28 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford.
- 29 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford.
- 30 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Bedford, Luton, St Albans and West Hampstead Thameslink.
- 31 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Bedford, Luton, St Albans and West Hampstead Thameslink.
- 32 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford, Luton, St Albans, West Hampstead Thameslink and Kentish Town.
- 33 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford, Luton and St Albans.
- 34 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford and St Albans.
- 35 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford and St Albans.
- 36 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford.
- 37 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Bedford, Luton, St Albans and West Hampstead Thameslink.
- 38 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Bedford and West Hampstead Thameslink.
- 39 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Luton and St Albans.
- 40 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Luton and Bedford.
- 41 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Milton Keynes.



- <sup>42</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Milton Keynes, Shepherds Bush and Watford Junction.
- <sup>43</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Milton Keynes and Shepherds Bush..
- <sup>44</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Milton Keynes and Watford Junction.
- <sup>45</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Watford Junction.
- <sup>46</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Balham, Clapham Junction, East Croydon and South Croydon.
- <sup>47</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Clapham Junction and East Croydon.
- <sup>48</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Clapham Junction, Coulsdon Town and South Croydon.
- <sup>49</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Clapham Junction, East Croydon, South Croydon and Selhurst.
- <sup>50</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Clapham Junction, East Croydon and South Croydon.
- <sup>51</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Clapham Junction and Purley.
- <sup>52</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Milton Keynes, Shepherds Bush and Watford Junction.
- <sup>53</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Milton Keynes and Watford Junction.
- <sup>54</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Milton Keynes.
- <sup>55</sup> The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Shepherds Bush.
- <sup>56</sup> One of these Off Peak Train Slots is dated to expire Principal Change Date 2017.
- <sup>57</sup> One of these Off Peak Train Slots is dated to expire Principal Change Date 2017.

<sup>a</sup> Attached to or detached from a Peak Service.

<sup>b</sup> Operates between the Subsidiary Change Date and the first Sunday in September each year.