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[virgintrainseastcoast.com](http://virgintrainseastcoast.com)

James Farnell-Smith  
Head of Heavy Rail  
Nexus House  
St. James' Boulevard  
Newcastle upon Tyne  
NE1 4AX

27 March 2015

Dear James,

**RE: East Coast - Proposals for 5x Amendments to the Track Access Contract**

Thank you for your letter dated 6<sup>th</sup> March. The purpose of this letter is to respond to your comments.

Thank you for supporting our proposals under Application 4 (Edinburgh Extensions) and Application 5 (Edinburgh Sundays). I can confirm that the calling pattern south of Newcastle will be retained as per the current timetable with the exception of Sundays, as detailed in Mark Garner's email of 05 February 2015. Currently, the 1830 King's Cross to Newcastle service calls at Peterborough. From December 2016, the Peterborough stop will be omitted from the 1830 and placed in the 1800 King's Cross to Edinburgh service instead.

In terms of Application 2 (Sunderland), Virgin Trains East Coast (VTEC) welcomes Nexus' support for this proposal. Attached is our response to DB Regio Tyne and Wear Limited's letter of 28 February 2015. The integrity and performance of Metro services between Sunderland and Pelaw Junction is important to VTEC and we look forward to working with the industry to discuss and agree locally robust contingency arrangements in the event of disruption.

In the event of delays / cancellation to VTEC services, we would propose to work with you to agree passenger handling arrangements.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Phil Dawson'.

Phil Dawson  
Regulation & Track Access Manager

cc Mark Garner, Network Rail  
David Reed, ORR