

Private and not for publication

BR30018/F

Employees supplied with this Section must make themselves acquainted with it and will be held responsible for the observance of all instructions contained therein so far as they concern them

NETWORK RAIL

LONDON NORTH EASTERN REGION

SECTIONAL APPENDIX TO THE WORKING TIMETABLE AND BOOKS OF RULES AND REGULATIONS

FRONTISPIECE AND GENERAL INSTRUCTIONS

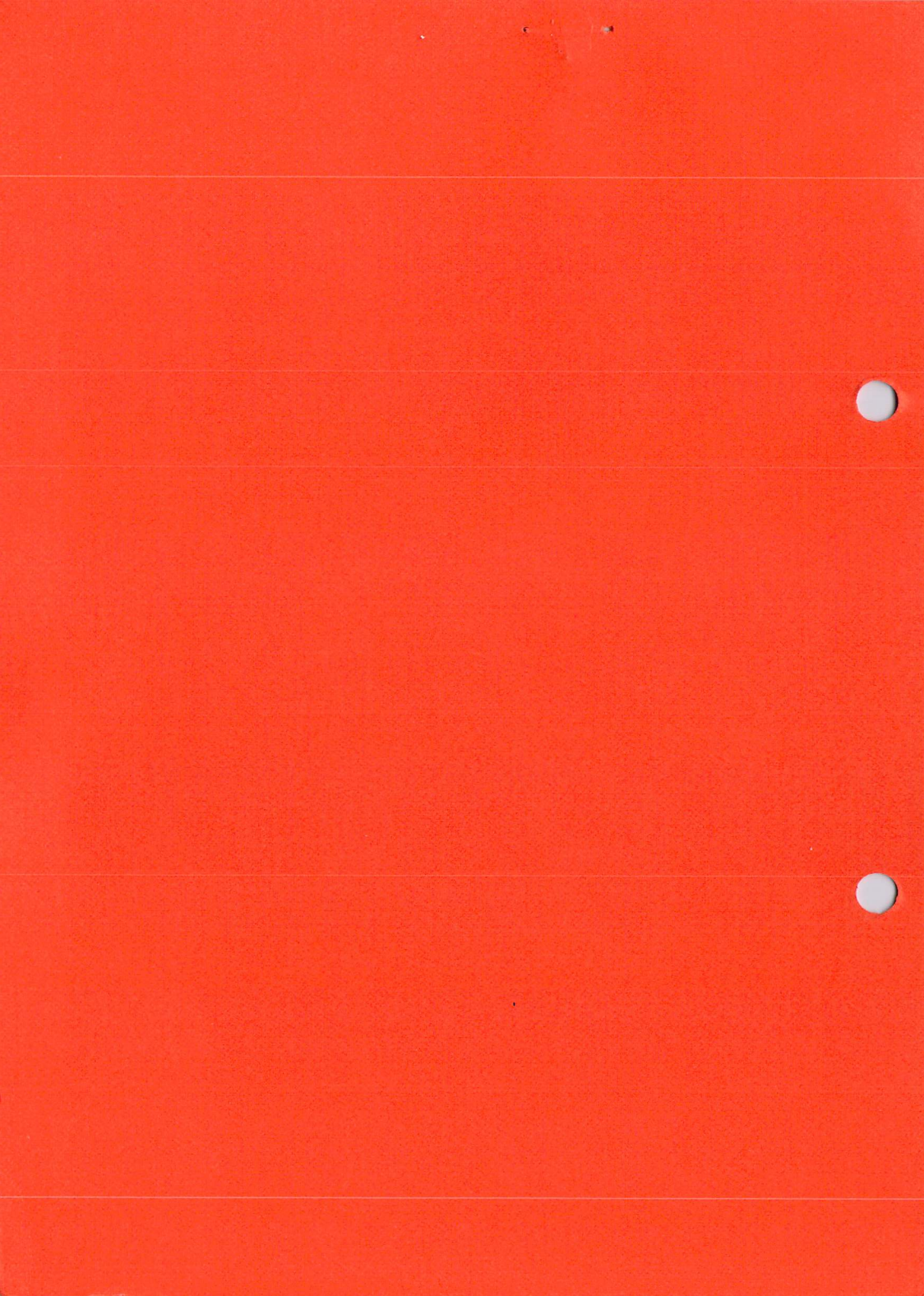
NOTE

This publication must be read in conjunction with BR30018/1, /2, /4, /5, /6, /7 Section Nos. 1, 2, and 4-7.

Published by Network Rail London North Eastern Region, Operation Standards, York for and on behalf of all Businesses having lines covered in BR30018.

YORK
April 2003

Operations and Safety Manager
Network Rail LNE Region
1st Floor, D Block, Hudson House
York, YO1 6HP



CONTENTS

	PAGES
Details shown in Table A	F.2
Instructions Relating to the Rule Book	F.9
Track Safety Arrangements: Local Safety Policy Statement	F.15
Other General Instructions	F.18
Index - Section of Line /Section No. of Appendix	F.33
Operational lengths of LNE Region Station Platforms	F.38
Index – (Stations, Signal Boxes etc.)	F.56

DETAILS SHOWN IN TABLE A

All information is shown in the Down direction unless otherwise stated.

LOCATION COLUMN

The location column includes the names of Junctions, Stations, Signal boxes and ground frames. Signal boxes are identified by the symbol and include the prefix used on signal plates.

Level crossings are indicated by the letters LC and are manned unless otherwise shown by one of the following abbreviations after the name:-

CCTV	Closed Circuit Television
RC	Remotely Controlled
R/G	Miniature Red/Green Warning Lights
TMO	Train Crew Operated
AHB	Automatic Half Barrier
ABCL	Automatic Barrier Crossing - road warning lights and barriers monitored by train crew
AOCL	Open Crossing - road warning lights monitored by train crew
OPEN	Open crossing without road warning lights

X shown after the above abbreviations for level crossing type (e.g. AHB-X, AOCL-X) indicates that the crossing concerned works automatically for movements in the wrong direction.

Other abbreviations:

GF	Ground Frame
GSP	Ground Switch Panel

MILEAGE COLUMN

The mileage column shows the position in miles and chains in relation to lineside mileposts for details shown in the location and the running line and speed restriction columns. The mileage at which there is a change in the permissible speed is indicated by a following * symbol.

Changes in milepost mileage are shown thus

<u>60 10</u>	<u>74 50</u>
0 00	127 60

RUNNING LINES AND SPEED RESTRICTIONS COLUMN

The Running Lines and Speed Restrictions column contains a geographical representation of all running lines and associated connections.

Passenger lines are indicated by a solid line, Goods lines and Carriage / Reception lines or Sidings by a dashed line.

The name of each line is indicated above or to one side of the line where there are two or more lines.

The following abbreviations are used:-

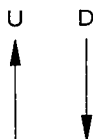
U = Up	UM = Up Main	UF = Up Fast	US = Up Slow
UA = Up Avoiding	UG = Up Goods	UPL = Up Passenger Loop	UGL = Up Goods Loop
D = Down	DM = Down Main	DF = Down Fast	DS = Down Slow
DA = Down Avoiding	DG = Down Goods	DPL = Down Passenger Loop	DGL = Down Goods Loop

Where other names are in use, details of the abbreviation are given in the Remarks column.

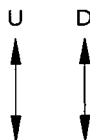
The running direction is indicated by arrow heads. Where a line is signalled for bi-directional working, an arrow head is shown at each end of the bi-directional section. Where a line is signalled for simplified bi-directional working, a double arrow head is used to signify the normal direction of running.

EXAMPLE

Unidirectional Up and Down line.



Bi-directional Up and Down line.



Simplified Bi-directional Up and Down line.

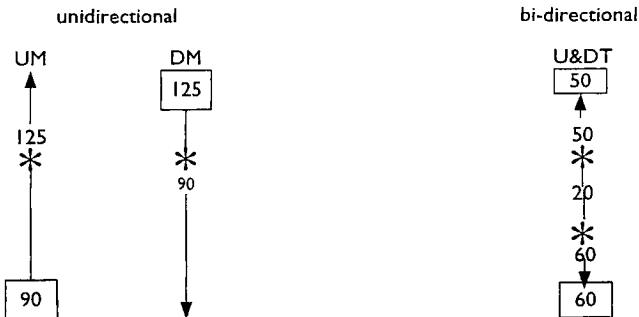


Speed Restrictions

The permissible speed is shown in Miles Per Hour on each running line. A change in speed is shown by a * on the line. The mileage at which the speed changes is shown in the mileage column.

The speed which is carried over from the previous page for Down lines or the next page for Up lines is printed at the top of the page for Down lines and the bottom of the page for Up lines. If the line is full bi-directional the speed will appear in a box at the top and bottom of the page

For Example



Where a standard differential speed is in force these are shown as in the Rule Book Section U(iii) Clause X.1.1.2 e.g. $\frac{20}{40}$

The bottom figure (higher speed) shown applies to all passenger (loaded or empty) postal and parcel trains, composed entirely of bogie vehicles, and to light locomotives and Class 140 to 144 trains. Where the permissible speed only applies to the following trains (Rule Book, Section U (iii) clause X1.1.3 refers) the following letters are used after the speed in Table A:-

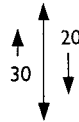
- D = Applies to Diesel Multiple Unit trains only.
- E = Applies to Electric Multiple Unit trains only.
- M = Applies to Diesel and Electric Multiple Unit trains only.
- H = Applies to Class 220/221, 253/254, 371/1 or 373/2 trains only.
- S = Applies to Class 150 to 166 trains only.

For Example

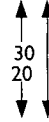
$\frac{45}{75s}$ Class 150 to 166 trains may travel at 75 mph, all other trains must not exceed 45 mph.

Where a special speed restriction applies the + symbol is used and details of the restriction is given in the Remarks column.

On single lines and bi-directional where different speeds apply for each direction the speeds will be shown adjacent to the line together with an arrow head indicating the direction in which they apply:-



or



Connections

The speed through running line connections are shown as in the following examples:-



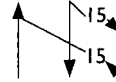
Trailing Crossover, Permissible
Speed 15 mph in either direction



Facing Crossover, Permissible
Speed 40 mph in either direction

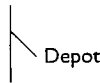


Single lead junction, Permissible
Speed 25 mph in either direction



Double lead junction, Permissible
Speed 15 mph in either direction

Connections to Sidings, Yards and Depots are shown thus:-



(Note entry on name is in Remarks column)

Unless indicated otherwise by speed signs, the Permissible Speed over the connections to sidings and yards is 15 mph and the Permissible Speed in Maintenance/Service Stabling Sidings or Depots is 5 mph.

Level Crossings

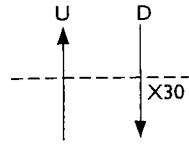
Note: see Signalling & Remarks column in Table A for details of Occupation, Accommodation, Bridleway and User Worked Crossings at which a Telephone is provided.

Level Crossings are shown by a series of dashes across the running lines.

At a level crossing equipped to work automatically for movements in the wrong direction, the Permissible Speed for a wrong direction movement between the speed restriction board and the level crossing is shown preceded by the letter X.

Previous Permissible Speed resumes beyond crossing unless otherwise shown.

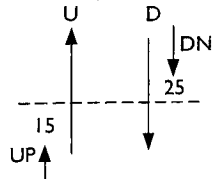
For example:-



The Permissible Speed for a wrong direction movement over the Down line is 30 mph between the speed restriction board and the level crossing

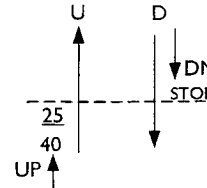
At AOCL and ABCL level crossings, there is a Permissible speed when approaching the level crossing. These are shown preceded by an arrow pointing in the direction of travel.

For example:-

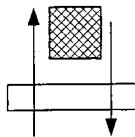


The Permissible Speed from the speed restriction board to the level crossing is 25 mph in the Down direction and 15 mph in the Up direction

OR



Movements in the Down direction must be brought to a stand before proceeding over the level crossing
A differential speed restrictions applies in the Up direction



Station Platform
(Platform number shown as 5)

Tunnel



Signal box

Overhead Line Neutral Section (OHNS)
= see note for route in Remarks Column

SIGNALLING AND REMARKS COLUMN

Signalling System

Where track circuit block is not in operation, the method of working between locations is shown using the following abbreviations:-

AB	Absolute Block
ET	Electric Token Block
NB	No Block
OTS	One Train Working with Train Staff
OTNS	One Train Working with No Train Staff
NST	No Signaller Token
NSTR	No Signaller Token with remote token station
TB	Tokenless Block

Where Permissive Working is authorised this will be indicated by the use of the following abbreviation with detail of the line on which it applies:-

PP	Permissive working on Platform line for Class 1, 2, 5 and 0 train - (unless otherwise stated).
PF	Permissive working for Class 3 to 8 and 0 trains - (unless otherwise stated).

Remarks

The Remarks column gives additional information as follows:-

- 1) Special Speed restrictions where denoted by + in the Running Lines and Speed Restrictions Column.
- 2) Train Operated Staff Warning Systems using the abbreviation:

TOWS - Train Operated Warning System (applies to all lines unless otherwise shown)
- 3) AWS - Automatic Warning System. Detail is given for those lines or locations where the system is not fitted.
- 4) Loop and Refuge Siding Standage is given in Standard Length Units (SLU's) excluding one locomotive and brake van. eg: DGL 66.

The crossing loop length on a single line is denoted by CL; eg.CL35.
- 5) Catch, Spring and unworked trailing points are shown using the following abbreviations in the Signalling and Remarks column:-

C Runback Catch Point
CW Runback Catch Point worked from Signal box
S Spring trailing point
U Unworked trailing point

Where appropriate the distance from fixed signals is shown.

For example

C. Up Slow at 28 60 (700 yards before reaching signal K674).

Trailing points giving trapping protection at the entrance to goods lines, loops, reception lines and sidings etc. are not shown.

- 6) The location of Occupation, Accommodation and Bridleway level crossings provided with a telephone will be indicated using the abbreviation T for telephone and UWC for User Worked Crossing, together with the name (if there is one) and mileage of the crossing.

For example

T = Ibbotsons UWC at 185 51.

INSTRUCTIONS RELATING TO THE RULE BOOK

SECTIONS D AND N - LEVEL CROSSINGS WITH CROSSING KEEPER OPERATED NON BLOCK SIGNALS

Authority to pass over the level crossing during signal failure/disconnection or Single Line Working.

At the level crossings listed at the end of this instruction, the protecting signals are not part of the block signalling and are only provided to protect the level crossing. The Driver will receive a green hand signal from the Crossing Keeper as authority to pass over the crossing:-

- a) When due to failure or disconnection it is necessary to pass the protecting signal at Danger. The Driver must, after passing over the crossing, regulate the speed of his train, having regard to the aspect displayed at the section signal.
- b) During Single Line Working when (in accordance with Rule Book, Section N, clause X 2.3.1 (e)) a train in the wrong direction is authorised to pass over a level crossing, where the normal position of the gates or barriers is open for road traffic.

Ulceby North Jn to Barton on Humber

- * Barton Road (Down direction)
- * Barrow Road (Single line)

Mansfield Woodhouse to Shireoaks East Jn

Norwood

York to Scarborough

Howsham

Leeds Armley Jn to York (Skelton Jn) via Harrogate

- * Belmont
- * Wilstrop (Single line)
- * Marston Moor (Single line)
- * Hessay (Single line)

Neville Hill East Jn to Hull

- * Oxmadyke
Cave (Up direction) (Note: Down protecting signal is also
Broomfleet Section signal)
- Welton

Hull to Seamer West Jn

- * Gristhorpe (Single line)

King Edward Bridge South Jn to Carlisle North Jn

- * Milton Village
Denton Village
Lane Head

Bedlington North to Lynemouth Alcan

- * North Seaton

* - Crossings normally open for road traffic

SECTION E(i) – FAILURE, MAINTENANCE AND RENEWAL OF SIGNALLING EQUIPMENT

Various clauses in this Section require the Signaller to report faults to Operations Control for onward transmission (by Control) to the Fault Control.

On the LNE Region the Signaller should telephone the Fault Control direct and obtain a fault number from that office.

Having obtained the fault number the Signaller must then advise Operations Control of the details and fault number of any defect which does or could have either safety or performance implications. (e.g. a track circuit failure requires reporting to Operations Control but a first filament failure does not).

SECTION H (ii) EXAMINATION OF THE LINE: BROKEN RAILS AND BRIDGE STRIKES CLAUSE X.1.10.6 AND X.1.10.7 LATE REPORTING OF BRIDGE STRIKES

Such events must be reported to the Network Rail Control Duty Manager personally on 03-75880 (B.T. 01904 525880). Using the information given to him and a checklist the Control Duty Manager will, in accordance with clause X.1.10.6 and X.1.10.6, instruct the Signaller as to whether the line must remain blocked or, if appropriate, authorise resumption of traffic (which may be subject to speed and/or type of train restriction) until the arrival of the Bridge Strike Nominee or Bridge Strike Engineer.

SECTION J - SHUNTING

Clause X.2.2.

The loose shunting of Freight vehicles is prohibited at all locations within this Sectional Appendix, except Workstop Down Sidings or where specially authorised in Local Instructions.

SECTION N - SINGLE LINE WORKING

If single line working terminates at a junction with a Track Circuit Block single line and it is necessary for a train which has arrived in the wrong direction to pass at Danger the signal controlling entrance to the TCB single line, the Signaller must observe the provision of Track Circuit Block Regulation 11.3.

The Driver will be informed that all track circuits are functioning correctly and instructed to proceed cautiously to the next stop signal.

POWER OPERATED POINTS - WRONG DIRECTION MOVEMENTS

For the purposes of the Rule Book, Section N and Signalling General Instructions No.49A "Movement of vehicles conveying passengers over points not fitted with locking apparatus", all power operated points in running lines which are normally trailing, except those listed below, may be regarded as being equipped with facing point locks.

<u>Signal Box</u>	<u>Point Nos.</u>
Prince of Wales	2098
Tinsley Yard	125B

WORKING OF MULTIPLE UNIT TRAINS WITH BRAKES ISOLATED

Rule Book Section H (iv) - Working of the Automatic Brake on Multiple Unit Trains clause X.5.7.

On the sections of line listed below a train formed of a 2 car Multiple Unit must not be worked with the brake isolated on one vehicle or a 3 car Multiple Unit worked with the brake isolated on 2 vehicles. An assisting train must be attached so that the proportion of vehicles isolated does not exceed 1 in 4 if 2x2 car units are involved or 2 in 5 if a 3 car and 2 car unit are involved. A single Class 153 with brakes isolated must be assisted by at least 2 Class 153 or a 2 car unit.

The same proportion of vehicles must be applied to longer train formations, eg. 3x2 car not more than 2 vehicles to be isolated.

Alternatively a locomotive can be provided to assist the train at the front.

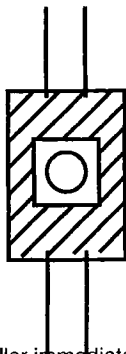
If the first vehicle (or a Class 153) has the brake isolated the train must be assisted from the front.

Section of Sectional Appendix line is in	Section of line over which restriction applies	Direction in which restriction applies
4	Woodburn Jn to Nunnery M L Jn	Down
5	Chesterfield to Sheffield	Down and Up
6	Wakefield Westgate to Whitehall West Jn	Down and Up
6	Holbeck Jn to Bradford Interchange	Down and Up
6	Halifax to Bradford Interchange	Down
6	Dryclough Jn to Greetland Jn	Up
6	Marsden to Huddersfield	Down
6	Morley to Copley Hill East Jn	Down
6	Barnsley Station Jn to Huddersfield via Penistone	Down and Up
6	Former Skiers Spring 167m66ch to Wincobank Jn	Up
6	Former Skiers Spring 167m66ch to Horbury Jn	Down
6	Bridlington to Hunmanby	Down and Up
6	Horsforth to Armley Jn	Up
6	Harrogate to Knaresborough	Up
6	Guiseley to Apperley Jn	Up
6	Guiseley to Burley-in-Wharfedale	Down
6	Guiseley to Dockfield Jn	Up
7	Battersby to Middlesbrough	Up
7	Kildale to Battersby	Up

ZERO (0) MINUTES PLATES - RULE BOOK SECTION K

In certain areas of Network Rail London North Eastern Region, during times of service delay or disruption, signals may be temporarily fitted with an additional telephone identification plate exhibiting the number zero (0) inset on black and white diagonal stripes, in the manner shown in the Rule Book, Section K, Clause X 1.2.

For example:-



Drivers must contact the Signaller immediately when stopped at any signal displaying this plate.

HAULING OF DEAD TRACTION UNITS

When more than two locomotives (including hauling and dead locomotives) are to be coupled together, it will not be necessary to obtain the authority of the Track Engineer, provided the conditions in the Route Availability of Diesel and Electric Locomotives booklet are complied with.

SNOW CLEARANCE ARRANGEMENTS

Referring to the instructions in the Rule Book Section W, the following is a list where snow ploughs are available in the London North Eastern Region:-

BR Standard Independent Ploughs - Peterborough, Thornaby, Doncaster, Healey Mills

The instructions relating to the movement and use of BR Standard Independent Snow Ploughs contained in the Rule Book Section W clause X.2, will apply to ploughs of this type in number range ADB965189 - ADB965243. These instructions will also apply to other independent snow ploughs fitted with an operative automatic brake with the exception that the reference to side flaps is not relevant.

When ploughs are moved from one area to another they should be marshalled either side of the locomotive using screw coupling where possible, or in the case of a single plough this should be hauled. For parking the ploughs in sidings or positioning for maintenance the emergency drawbar may be used.

Miniature Snowploughs:-

Complete sets of 3 part miniature snowploughs (2 centre sections, 2 left hand blades and 2 right hand blades comprising one set) will be fitted to locomotives. When required, the location of these locomotives can be obtained from EWS Control.

The Depot Engineer will be responsible for ensuring that the centre portion of the ploughs are removed by 1 April and any repairs effected before the ploughs are required for the next winter period.

The Standard Miniature Snowplough is designed not to protrude beyond a fully compressed locomotive buffer but care must be exercised when coupling such a locomotive to a train and especially when coupling two so fitted locomotives to each other in order that personal injury is avoided.

When locomotives fitted with snowploughs are taken into sidings or depots, Drivers must prevent damage to the plough blades by stopping short of any buffer stops, scotches or wheel stops.

)

)

RULE BOOK SECTION Z (i) :GO/RT4100/1**CLAUSE 4****TELEPHONE NUMBERS AND NATIONAL RADIO NETWORK CALLING CODES FOR ELECTRICAL CONTROL ROOMS**

Electrical Control Room	NRN Band III Radio	ETD Telephone Numbers		PSTN Telephone Numbers # Note
		Short Code	ETD	
	* Note	§ Note	++ Note	
Cathcart	2-176	176	04-53989 04-53990 04-52233	0141-632 3688 0141 632 5274
Romford	2-175	175	00-57980 00-57981 00-57982	01708- 730292 01708- 730314
Willesden	2-172	172	00-40594 00-46161 00-46211 00-46335 00-46336	0181-965 2304
York (formerly Doncaster)	2-173	173	037-5622 (Emergency ETD 08456 020 173)	01904 525622
York (formerly Hornsey)	2-174	174	037-5952 (Emergency ETD 08456 020 174)	01904 525952

Notes * If busy use "P" button to obtain priority call.

§ These must only be used for emergencies.

++ Railway Extension Trunk Dialling.

Public Subscriber Telephone Network.

TRACK SAFETY ARRANGEMENTS : LOCAL SAFETY POLICY STATEMENT

NETWORK RAIL LONDON NORTH EASTERN REGION

1. INTRODUCTION

This appendix replicates and amplifies Section "J" of Network Rail London North Eastern Local Safety Policy Statement "Track Safety Arrangements" in accordance with Section B of the Rule Book.

This document will be provided to all organisations contracted to carry out work, or authorised to have access on or near the line or on the lineside. These organisations are required to make arrangements to ensure that all their employees, when on or near the line or on the lineside, have ready access to the information contained in this document.

Employers must ensure that their employees are provided with access to this publication and employers must ensure that they maintain the information within the Sectional Appendix currently.

2. PERMISSIBLE SPEED INFORMATION

The COSS must have access to information to allow them to calculate train sighting times. Network Rail publishes this information in Table A of the relevant Sectional Appendix.

3. ROAD VEHICLE ACCESS POINTS

Road vehicles should only be taken onto the lineside when it is absolutely necessary. Where reasonably practicable, access to the lineside should be via a proper roadway. In situations where proper road access to the lineside does not exist vehicles may be taken onto the lineside by other means provided the person in charge of the activity (the COSS if one is provided) has carried out a risk assessment and is satisfied that this will not create an unacceptable risk to the occupants of the vehicle, trains, or other persons on or about the track. Particular care must be taken not to obscure the sighting of signals or the sighting of trains at level crossings or where persons may be working on or near the track.

Persons in charge of vehicles on the lineside are required to:-

- keep the vehicle, including open doors and tail boards, etc., at least 6 feet 6 inches (or 2 metres) from any line on which movements may approach.
- when turning, keep the rear of the vehicle further from the line.
- switch off red lights when parked

Road vehicles should not be taken onto the lineside unless the above conditions can be complied with at all times.

To prevent unauthorised access to the line users of road vehicles must keep gates securely locked closed immediately they have passed through them safely.

They must report to their manager or to Regional Control any gate which cannot be secured to prevent unauthorised access.

4. PEDESTRIAN ACCESS POINTS

Persons authorised to be on the lineside should, where reasonably practicable, access the lineside via a proper access point (e.g. gate, stile, level crossing, station ramp, etc.). The person in charge of the activity (the COSS where one is provided) must assess the risks and select an access point which reduces these risks as far as is reasonably practicable. It may be necessary, for example, to compare the risks associated with using a proper access point (e.g. a gate) which involves then crossing a busy track and walking some distance along the trackside, against the risks in climbing through a strand wire fence adjacent to the worksite. In all cases where access is through or over a fence, care must also be taken to ensure that the fence is left in a condition that does not encourage or facilitate trespass by unauthorised persons or access by animals.

To prevent the unauthorised access to the line where a gate is provided users of the gate must ensure that it is locked closed immediately they have passed through it safely.

They must report to their manager or to Regional Control any location which cannot be secured against unauthorised access.

5. AUTHORISED WALKING ROUTES

Network Rail Eastern Region will publish a list of authorised walking routes and will provide a copy of it to any organisation where employees are authorised to be on the lineside. These organisations will be required to make their own arrangements to bring this information to the attention of their employees.

6. LOCAL ARRANGEMENTS AND INFORMATION CONCERNING HAZARDS OR SAFETY

Locations where Local rules apply are included in the relevant section of the Sectional Appendix. Employers of any staff who will be accessing Network Rail's Infrastructure must take steps to ensure that they make this information available to their employees.

7. DEPOT PROTECTIVE ARRANGEMENTS/PATROLMAN LOCKOUT ARRANGEMENTS

Information relating to Local Depot Protection Arrangements and Network Rail Infrastructure Patrolling protection arrangements (LOCKOUTS) can be found in the relevant section of the Sectional Appendix.

8. IDENTIFICATION OF BI-DIRECTIONAL LINES

All bi-directional lines are identified in the Sectional Appendix Table A and in accordance with the frontispiece instructions. All employers of persons who require access to the Infrastructure must ensure that this information is made available and understood prior to staff or contractors gaining access.

9. IDENTIFICATION OF TRAIN OPERATED WARNING SYSTEMS (TOWS) SITES

TOWS sites are identified in the Sectional Appendix and employers must arrange for the issue of keys and training of staff who will need to use this equipment.

10. **TRACK CIRCUIT OPERATING DEVICES (TCOD)**

Track Circuit Operative Devices may only be used at locations on Network Rail LNE Region where shown in the Sectional Appendix. They must be used in accordance with Rule Book Section T(ii) Protection Procedure T(ii)A.

11. **LOCAL HAZARD DIRECTORY**

The Local Hazard Directory is issued by Network Rail to provide information on the hazards present on Network Rail's Infrastructure. The Directory is made available to both employees and contractors.

Contained within the Hazard Directory are details of local access points, hazards, walking routes and a Green Zone Appendix.

Green Zone Appendix is intended to advise contractors and others on or about the line when Green Zone Working is likely to be available.

NOTE: The Directory should be read in conjunction with the Sectional Appendix, Periodical Operating notice and Weekly Operating Notice. This does not negate the requirement to adhere to provisions contained within other Network Rail Publications.

The Local Hazard Directory also lists places where it is prohibited to set up a Red Zone unless a position of safety is created by stopping the passage of a train on a line in accordance with Rule Book, Section T (i), (ii) or (iii).

OTHER GENERAL INSTRUCTIONS INDEX

C

Class 373/2 trains: Routes and Restrictions	Page F.19
Countdown Markers	F.19
Cranes on Bridges - Working of	F.22

E

Electric Traction : Pantographs	F.26
Engineers Gauging train - propelling	F.22

G

GNER Mark IV Stock - Door Barriers/Attendants	F.26
Guidance When Drivers report low railhead adhesion	F.29

I

Instructions for working ground frames and ground switch panels released from Signal boxes	F.22
--------------------------------------------------------------------------------------------	------

L

Lighting and extinguishing of signal lamps	F.23
Low Rail Adhesion - known areas of	F.27
Lucas Track Circuits	F.30

M

Multiple Unit Trains equipped with Automatic Couplers	F.25
-------------------------------------------------------	------

P

Protection arrangements for cleaning of track in station platforms on London North Eastern Region where the signals protecting entrance to the platforms are controlled signals	F.31
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------

S

Stonethrowing	F.32
---------------	------

U

Units with emergency sanding equipment	F.28
----------------------------------------	------

W

Working of Officers Specials	F.23
Working of traffic on a reception line/siding	F.25
Working of trains not fitted throughout with the continuous brake	F.24

OTHER GENERAL INSTRUCTIONS

COUNTDOWN MARKERS.

At certain signals which have a history of being passed at Danger without authority, Countdown Markers are provided to draw attention to their location.

The Countdown Markers, which consist of an outer reflectorised white board with three diagonal red stripes positioned 300 metres (328 yards) from the signal, an intermediate reflectorised white board with two diagonal red stripes positioned 200 metres (219 yards) from the signal, and an inner reflectorised white board with one diagonal red stripe positioned 100 metres (109 yards) from the signal.

CLASS 373/2 TRAINS: ROUTES AND RESTRICTIONS

The Class 373/2 may be worked over the lines listed below subject to the restrictions listed in 2.

1. Routes

North London Incline Line

Camden Road Central Jn - Freight Terminal Jn

East Coast Main Line

- (a) All Main and Fast lines between Kings Cross and York
- (b) All Slow and Goods lines and Passenger Loops between Kings Cross and York.
- (c) Ferme Park Carriage Sidings - Nos. 1, 2 and 3 lines
- (d) Ferme Park North Jn to Wood Green South Jn - Down Carriage line
- (e) Peterborough to New England North – South Down Arrival, North Down Departure, North Up Arrival and South Up Departure.
- (f) Between Loversall Carr Jn and Decoy North Jn via Down and Up Lincoln Flyover.
- (g) Holgate Loop and Down Sidings
- (h) Marshgate Jn to Down Thorne Limit of Shunt via Down Thorne (electrified sections only) except:
- (i) Up Decoy Goods lines 1, 2 and 3 and Transfer line.
- (ii) No.1 Slow line Kings Cross – Belle Isle

Hertford Loop

- (a) Wood Green South Jn to Langley Jn

CLASS 373/2 TRAINS : ROUTES AND RESTRICTIONS (CONT'D)

Doncaster to Leeds Station and Whitehall West Jn to Kirkstall

- (a) Marshgate Jn to Whitehall West Jn including Hemsworth Down and Up Passenger Loops, Wakefield Westgate Down Passenger Loop and Wrenthorpe Down Sidings
- (b) Whitehall West Jn to Leeds West Jn via A, B, C, D, E and F lines.
- (c) Copley Hill West Jn to Leeds West Jn via Copley Hill Chord, Copley Hill East Jn, lines E&F
- (d) Leeds West Jn to Leeds East Jn via Platforms 8, 11, 15, and 16.
- (e) Leeds East Jn to Marsh Lane Jn via Down and Up Hull Main lines and Up Goods Line to Limit of Shunt at Marsh Lane.
- (f) Whitehall West Jn to Armley Jn via Up and Down Harrogate lines and Up and Down Shipley Main lines.
- (g) Armley Jn to Milepost 198 via Down and Up Shipley Main and Down and Up Kirkstall Loops.
- (h) Milepost 198 to Milepost 198 1/4 on Down Shipley Main

2. Restrictions

2.1 Speed Restrictions

Speed shall be restricted to the lower of 125 mph or the permissible line speed except: -

- (a) between the locations shown in figures i, ii, iii the maximum speed must not exceed 110mph:-
 - i Down Fast line only between 59m 10ch and 59m 30ch (Huntingdon North Jn)
 - ii between Grantham Station and Shaftholme Jn (160m 20ch)
 - iii between Colton Jn (182m 75ch) and York

Note: these speed restrictions are not signed at the lineside (except restriction (i)).

- (b) Maximum speed of 60 mph if any trailer vehicle suspension deflated
- (c) Hitchin Underbridge No.102 (32m 2ch) 20 mph Up Slow
- (d) Hitchin Underbridge No.102 (32m 2ch) 50 mph Down Slow

CLASS 373/2 TRAINS :ROUTES AND RESTRICTIONS (CONT'D)

2. Restrictions (Cont'd)

2.2 Route Restrictions

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (a) Kings Cross Station | Platforms 1 & 6 only <u>permitted</u> . |
| (b) Doncaster Station | Platforms 1, 3, 4 & 8 only <u>permitted</u> . |
| (c) York Station | Platforms 3, 5, 9, 10 & 11 only <u>permitted</u> .
(All movements are prohibited beyond the platform starting signals at the North. end of York Station as defined above). |
| (d) Leeds Station | Platforms 8, 11, 15, and 16 only <u>permitted</u> . Note: Platforms 15 and 16 are only authorised for emergency/contingency purposes and as a through route. |
| (e) Up and Down Flyover lines at Doncaster | No train to pass Class 373/2 between 116m 46ch and 117m 46ch. |
| (f) Up and Down South Arrival and Departure lines at Peterborough. | When a Class 373/2 is travelling on Departure or South Down Arrival line no train to pass Class 373/2 on South Down Arrival or South Up Departure line. |
| (g) The total number of Class 373/2 trains operating under their own power between Mitre Bridge, Kings Cross, York and Leeds is limited to four. | |
| (h) The use of the Doncaster Station ladder (points 2429, 2428, 2422 in the reversed position) is prohibited. | |
| (i) Down Thorne line travelling on the Down Class 373/2 | When a Class 373/2 is Thorne line no train to pass on opposite line. |

CRANES ON BRIDGES - WORKING OF

The permission of the Network Rail Regional Track Engineer must be obtained before a crane is allowed to work or is prepared for use while standing on a bridge, arch, viaduct or in a station platform.

Similarly, the Regional Track Engineer representative must be consulted before a crane is taken into or worked in sidings to ensure that it will not foul permanent structures or traffic on adjoining lines and that curves, platforms and underbridges can be safely negotiated.

ENGINEERS GAUGING TRAIN - PROPELLING

An Engineer's gauging train consisting of a locomotive, gauging van and saloon may be regarded as an Officer's Special Train for the purposes of propelling, as provided for in the Rule Book, Section H(i), provided the automatic brake is operative and the Guard has access to the automatic brake in the leading compartment in which he must ride.

INSTRUCTIONS FOR WORKING GROUND FRAMES AND GROUND SWITCH PANELS RELEASED FROM SIGNAL BOXES

Except where special instructions are issued, the following instructions and Rule Book, Section J, clause X.4.8 and Signalling General Instruction 17 apply:-

- 1) When it is required, to operate a ground frame or ground switch panel, the operator must advise the Signaller of the intended movements and ask for the release, where necessary, operating the Permission or Switch lever. When the ground frame/switch panel is released, it may be operated as required.
- 2) When the movements have been completed and the ground frame levers/switches have been restored to normal, the operator must advise the Signaller who must then relock the ground frame/switch panel.
The operator must not leave until he has ascertained that this has been done.
- 3) In the event of any failure of the apparatus, the operator must act in accordance with the instructions given by the Signaller.
- 4) The operator must advise the Signaller if a derailment occurs which fouls any of the running lines and take whatever action is necessary to protect the obstruction.
- 5) Additional instructions applicable to ground switch panels:
 - 5.1) Before authorising a movement, the operator must check that the indicators show the points to be set in the proper position and if Single Line Working is in operation, place and maintain reminder appliances on the point switches until the movement has passed clear of the points.
 - 5.2) When a ground switch panel is not in use, or if the operator has to leave the immediate vicinity of the ground switch panel when it is released, the cabinet door must be closed and locked.
 - 5.3) A crank handle or detachable handle and key is provided at most ground switch panels and must only be used in accordance with the instructions of the Signaller.

LIGHTING AND EXTINGUISHING OF SIGNAL LAMPS

Running Signals except as shown below. The lamps of all running signals must be lighted during the hours of darkness and during fog or falling snow whilst the line is open to traffic, whether the signal boxes are open or closed.

Except during fog or falling snow the signals should not be lighted on lines where the train service is confined to the hours of daylight, but the lamps must be kept in readiness for immediate use if necessary.

When it is necessary for any signal which forms one of a group to be alight, the whole of the lamps must be lighted.

Shunting signals. At places where shunting operations are seldom carried out after dark, lamps of ground shunt signals need not be lighted.

Should it be necessary for a shunting movement to be made during darkness at places where there are no lights in the ground signals, the Shunter (a Driver in the case of a light locomotive) must see that the signal is cleared or turned off before any movement is made over points to which such signals apply.

WORKING OF OFFICERS SPECIALS

Trains comprising of a locomotive and saloon only, run for Railway Officers, will not be accompanied by a Guard. Drivers and Trainmen when working such trains, must carry out the Rules and Regulations applicable to the Driver in charge of a light locomotive.

The Driver will be responsible for satisfying himself that the saloon is properly coupled to the locomotive, including the brake pipe, and for ensuring a satisfactory brake test is made from the saloon.

Trains conveying more than a single saloon must be accompanied by a Guard.

Subject to the instructions in Rule Book Section H(i) Clause X.9 and any other permissible or temporary speed restrictions, officers' saloons may run at the speed stencilled on them when hauled. When propelled speed must not exceed 30 m.p.h.

WORKING OF TRAINS NOT FITTED THROUGHOUT WITH THE CONTINUOUS BRAKE

1. Trains not fitted throughout with the continuous brake may only run where specially authorised in Table B of the Sectional Appendix.
2. A Brake van, in which the Guard must ride, must be provided at the rear of the train. The Guard must ensure that two side lamps are carried on the rearmost brakevan. During darkness, fog or falling snow or when passing through a tunnel, they must show a white light forward. The indication to the rear must be red except as follows:-
 - (a) trains in the reverse direction on a bidirectional double line must exhibit a white light on the side next to the other line and a red light on the opposite side.
 - (b) trains on a relief or slow line and trains on a goods line or loop adjacent to a main or fast line must exhibit a white light on the side next to the main or fast line and a red light on the opposite line.

The Guard must change the side light indication as necessary during the journey. The side lights must be removed when the train has passed into a reception siding.

The Guard must apply the hand brake as necessary to steady the train when travelling down a gradient and take care not to lock the wheels. He must also apply the hand brake as soon as he becomes aware that the Driver is applying the brakes unless instructions are issued to the contrary. If the Driver requires the Guard to apply the hand brake, he must give three short blasts on the horn and repeat this as necessary.

The Guard must apply the hand brake before leaving his brakevan.

3. Speed must not exceed 25 mph or such lower speed as may be laid down. The Driver must look back frequently, particularly when accelerating, to check that the whole train is following in order. If the train is stopped abruptly, the Driver must go back and ascertain whether any vehicle is lock buffered or derailed or the Guard is hurt.
4. The train must stop before descending any steep incline specified in the Working Timetable or loads tables and any other incline as required by the Driver.

Unless the Driver is then satisfied that the load is small enough to ensure that the train can proceed without applying the wagon brakes; the Guard must apply the number of wagon brakes required by the Driver, these must be immediately behind the locomotive or fitted head. The train may then be restarted and drawn slowly on to the incline. If there are too few (too many) brakes applied, the Driver must stop immediately and give six blasts on the horn (given 3-3). He must then instruct the Guard to adjust the brakes accordingly. The Driver must carefully control the speed of the train down the incline and the guard must observe the speed. The locomotive and brakevan brakes must be kept in reserve and used only if necessary to stop the train. The train must stop at the foot of the incline to enable the brake to be released.

WORKING OF TRAFFIC ON A RECEPTION LINE/SIDING

When vehicles are to be placed on a Reception Line/Siding through a connection not operated from a signal box, the person-in-charge must first obtain permission from the Signaller, giving details of the movement involved. Should the movement be contrary to the direction in which trains normally enter the Reception Line/Siding the Signaller must be advised when the vehicles are stopped, and no further backward movement is to be made. In such circumstances the Signaller must not allow a train to enter the Reception Line/ Siding until he has received this advice.

) A tail lamp showing a red light must be placed on the rearmost vehicle facing the direction from which trains normally enter the Reception Line/Siding. Where a Reception Line/Siding is normally worked in both directions a tail lamp must be placed at both ends of the vehicles.

MULTIPLE UNIT TRAINS EQUIPPED WITH AUTOMATIC COUPLERS

To assist staff in identifying automatic couplers which could be damaged by coupling the train to another train, T&RS staff will fix a yellow and black "Non - multi" sign to the offside windscreen of the cab concerned so that the sign will be directly opposite the driver of another train.

During normal working, no attempt should be made to couple an automatic coupler so identified.

In the event of a train equipped with automatic couplers becoming disabled and requiring assistance, the Driver of the disabled train must, when requesting assistance, specifically advise the Signaller whether or not a "Non multi-" sign is displayed in either of the end cabs of the train. Similarly, the driver of the assisting train, before proceeding towards the disabled train, must specifically advise the Signaller whether or not a "Non Multi-" sign is displayed in the cab at the end which would be coupled to the disabled train.

) If circumstances arise where assistance can only be provided in such a manner that one or other of the cabs to be coupled has a "Non Multi-" sign displayed, technical advice must be obtained. Under no circumstance should any attempt be made to couple the trains until this advice is received. Technical authority may be granted to couple the trains using the automatic couplers but subject to conditions which will be specified at the time. If such authority is not granted, it will be necessary to use an emergency coupling.

ELECTRIC TRACTION : PANTOGRAPHS

Double headed electric hauled freight trains must not normally operate over the Easter Costs Main line with more than one pantograph raised. When necessary, due to West Coast Main line diversion, they can operate subject to the following conditions:-

- A maximum speed of 70mph (60mph when an 80mph maximum speed restriction is put in place for other types of electric traction during high winds).
- They are prohibited from operating south of Peterborough during the periods 06.15 to 09.00 and 16.00 to 18.59 Mondays to Fridays.
- There must be a minimum separation period of one hour with the other diverted electric hauled freight trains.
- Where practicable, the maximum current drawn by the locomotives should be limited to 300 amps.

GNER MARK IV/373 STOCK - DOOR BARRIERS/ATTENDANTS

GNER has in place procedures for use when there is delay to a Mark IV or class 373 train not at a designated platform and the train air conditioning is not available.

When such a failure exists, in addition to the standard Rules, the Traincrew will work in accordance with GNER instructions, which requires the Driver to establish that there is no danger to the train from damaged overhead line equipment. After the safety of the train has been established, the Driver will liaise with the Signaller as to whether after the door barriers or door attendants are in position, two train doors can be opened to assist the flow of fresh air through the train.

If the failure occurs on a two-track formation or on a multi track formation when the train is on the line adjacent to the cess. Provided the train is not standing at a place where it would be dangerous to open doors, e.g. on a viaduct, in a tunnel or where there is limited clearance, the barriers or attendants may be placed in position and two of the cess side doors opened. On no account must doors be opened on the six-foot side.

If the failure occurs on a multi-track formation and the train is not on a line adjacent to the cess, the Traincrew must assess the situation and decide if sufficient clearance exists before advising the Signaller and requesting that all trains over the adjacent line to the side on which doors are to be opened are cautioned and Drivers advised of the circumstances. When the Traincrew and the Signaller have reached a complete understanding about what is to be done, the barriers/attendants may be placed in position and the two doors opened.

If there is any doubt whether sufficient clearance exists the Traincrew must request that one adjacent line be blocked to traffic. Before the Signaller agrees to such a request, Network Rail Control must be consulted, Network Rail Control will liaise as necessary with GNER Control in order to agree priorities. When a strategy has been agreed, the appropriate line must be blocked to traffic and the traincrew advised. In these circumstances train movements over the blocked line must not resume until an assurance is received from the Traincrew that all doors have been closed.

Where it is known in advance that the OHL power will be off for some time or a train on which the air conditioning has failed will be stopped for some time, every effort should be made to route that train onto an appropriate line with an adjacent cess.

**AREAS OF KNOWN LOW RAIL ADHESION AS IDENTIFIED FOR ENTRY INTO THE SECTIONAL
APPENDIX IN ACCORDANCE WITH NETWORK RAIL LINE SPECIFICATION RT/D/S/005**

LOCATION	LINE(S)	MILEAGE
NEVILLE HILL EAST JN TO HULL		
APPROACHING MICKLEFIELD STATION	UP & DOWN	10m 69ch
APPROACHING SOUTH MILFORD STATION	DOWN	8m 40ch & 7m 57ch
ALTOFTS JN TO LEEDS WEST JN		
APPROACHING WOODLESFORD STATION	UP	190m 02ch
LEEDS ARMLEY JN TO YORK (SKELTON JN) VIA HARROGATE		
APPROACHING POPPLETON STATION	DOWN	2m & 2m 68ch
KINGS CROSS TO SHAFTHOLME JN		
APPROACHING GRANTHAM STATION	UP & DOWN	105m 38ch
KING EDWARD BRIDGE SOUTH JN. TO CARLISLE NORTH JN.		
APPROACHING WYLAM STATION	UP & DOWN	8m 35ch
APPROACHING STOCKSFIELD STATION	UP	13m 11ch
APPROACHING RIDING MILL STATION	DOWN	15m 35ch
APPROACHING HEXHAM STATION	UP & DOWN	20m 66ch
APPROACHING HAYDON BRIDGE STATION	UP	28m 35ch
APPROACHING BARDON MILL STATION	UP & DOWN	32m 29ch
YORK TO SCARBOROUGH		
BOOTHAM LC TO YORK STATION (Y236 SIGNAL)	UP	1m 52ch & 0m 00ch

UNITS WITH EMERGENCY SANDING EQUIPMENT

Some units are fitted with emergency sanding equipment which the Driver will operate when it is necessary to stop the train in emergency or conditions of very low railhead adhesion.

Each driving cab carries one application of sand, and once the equipment has been operated from that cab, the facility will not be available again until the containers have been replaced.

Driver's Actions

When the emergency sanding equipment has been used, the train must be brought to a stand and the Driver must inform the Signaller immediately and report the following:-

- That the emergency sanding equipment has been operated.
- The location where the equipment was discharged and the current location of the train.

If the signaller cannot be contacted immediately via the signal post telephone or NRN radio, the Driver must place a track circuit operating clip on the line immediately in front of the train. To avoid delay, if the Driver alights to use a signal post telephone, a track circuit operating clip should be taken as well.

The Signaller may instruct the Driver to place a track circuit operating clip on the line immediately front of the train.

When the Signaller confirms that the train has been protected, the Driver must provide the following additional information:

- Why the equipment was operated i.e. whether for a genuine emergency, system fault or operated in error.
- The location of poor railhead adhesion (where applicable) which required the sander to be operated.
- The units and vehicle number on which the sander was operated.

When the train is ready to proceed, the Driver must obtain the Signaller's authorisation before moving the train. When a track circuit operating clip has been used, the Signaller's permission must be received before removing it from the line.

Signaller's Actions

On receipt of a report from a Driver that the emergency sanding equipment has been operated on a unit, the Signaller must immediately:-

- Place or maintain the signal in rear of the train at Danger.
- If the line on which the unit is standing is track circuited, confirm that the track circuit is showing occupied. Should the track circuit not be showing occupied and the signal in rear cannot be placed to Danger, instruct the Driver to apply a track circuit operating clip immediately in front of the train.
- Advise the Driver when the train is protected and record the information provided (on Bi-directional lines, protection must also be applied to prevent the approach of trains in both directions).

When it has been ascertained from the Driver that the train is able to proceed, movements may re-commence. Where applicable, the Signaller must instruct the Driver to remove the track circuit operating clip prior to the train proceeding. The next controlled signal in rear of where the sander was operated must be maintained at Danger behind the first train to proceed through the affected section, until the train has passed clear of the overlap of the signal in advance of where the train stopped and occupied the track circuit ahead. The passage of this first train must be observed to ensure that track circuits work correctly. This method of signalling shall continue until it has been ascertained that the track circuits are working correctly.

Where poor railhead adhesion problems have been reported, the Signaller must also observe Rule Book, Section H (Part i) clause X.19 "Exceptional Rail Head Conditions"

) The Signaller must inform Network Rail Regional Control giving details of the unit and vehicle numbers, train running details, time and location of the incident and ensure that all details are recorded (train register/occurrence book) and complete a failure to operate track circuit form if applicable.

GUIDANCE WHEN DRIVERS REPORT LOW RAILHEAD ADHESION

This instruction is intended to be used in conjunction with the instructions in the Rule Book Section H(i) Clause X.19.

The Signaller should ask the following questions of the driver and obtain clear answers.

1. At what signal or station would a driver have difficulty stopping?

If no specific signal or station is stated or if the driver only reports problems accelerating, the signaller will advise Control as a performance issue but take no further action.

Otherwise go to question 2.

2. Bearing in mind the weather and the time of year, is the adhesion what you could reasonably expect at that location?

This should be a "Yes or No" answer.

If "Yes" then no further action is required.

) If "No" then apply instructions in Rule Book Section H(i) Clause X.19.2.2.

3. If the location is one listed in the previous table, ask the driver - Are you aware that this is a known area of low railhead adhesion as per the Sectional Appendix?

Irrespective of whether the answer is "Yes" or "No" remind the driver of the Sectional Appendix entry and ask the driver the next question. **Do you consider the problem to be worse than to be expected at such a published site?**

If the answer is "Yes" then apply the instructions in Rule Book Section H(i) Clause X.19.2.2.

A record of the drivers answers should be made in the Train Register or Occurance Book by the Signaller.

N.B. Clause X..... refers to 3.... in the Signallers Rule Book and 4.... in the Drivers Rule Book.

LUCAS TRACK CIRCUITS

The above type of track circuit is liable to produce a wrong side failure when occupied by a vehicle fitted with a track circuit actuator. Vehicles fitted with operative Track Circuit Actuators (this includes ALL Class 14X, 15X, 16X, 170 and 22X units) must NOT run over the following lines:-

Drax Power Station Branch
Great Coates No.1 to Immingham East Jn
Ferrybridge Power Station lines

**PROTECTION ARRANGEMENTS FOR CLEANING OF TRACK IN STATION PLATFORMS ON
LONDON NORTH EASTERN REGION WHERE THE SIGNALS PROTECTING ENTRANCE TO
THE PLATFORMS ARE CONTROLLED SIGNALS**

1. When it is necessary to clean the track in a platform line, the following method of protection may be used by the COSS on the line concerned or all the lines between the platform faces. If there are any adjoining lines which are not platform lines open to traffic, the COSS must ensure that the persons who are working on the platform line are protected from trains on the adjoining line in accordance with the Rule Book.

2. Arranging Protection

- 2.1 The COSS must contact the Signaller and advise him his name, grade and employer and advise him which platform line(s) need to be blocked and how long protection will be required for.
- 2.2 If the Signaller is able to agree to the platform line(s) being blocked, the Signaller must:

- place or maintain the relevant signals to Danger
- place any crossover etc. points between the platform line and any adjoining line which will remain open to traffic in a position to protect a blocked line
- use reminder appliances as necessary
- make an entry in the Train Register as follows:-

Platform line(s).....blocked for.....by.....(name)
.....(grade).....(Employer) at.....hours.

- 2.3 The Signaller must then advise the COSS that signal protection has been given and the COSS must ask the Signaller to read him the entry in the Train Register, and when satisfied it is correct repeat his name, grade and employer.

The COSS must then place a Red banner board/flag and a Red light during darkness, fog or falling snow and three detonators, 20 yards apart, at the ramp end of a terminal/bay platform and both ends of a through platform. The COSS may then authorise track cleaning work to start provided any other necessary protection has been arranged.

3. Withdrawing Protection

- 3.1 When work has been completed and all persons are clear of the platform line(s), the COSS must arrange for the Red banner board/flag, light and detonator protection to be removed. The COSS must then advise the Signaller and give his name, grade and employer.

The Signaller must then make an entry in the Train Register as follows:-

Platform line(s).....re-opened to traffic,work
completed athours. Advised by(name)
.....(grade).....(Employer).

STONETHROWING

On receipt of a report from a Driver of stonethrowing or use of air rifles the Signaller must, in addition to advising Network Rail Regional Control and the BT Police:

1. Advise the Driver of the first train requiring to proceed through the area concerned, on any line, of the circumstances and request him to report back once the train has passed through the area whether stonethrowing / shooting occurred or not. The train must not be cautioned.
2. Where another Signaller is involved, he must be advised of the circumstances and requested to advise Drivers in accordance with this procedure, or to pass on any message received from the Driver of a train which has passed through the affected area.
3. Where the following train requires to pass through the area on the same line, or a second train requires to pass in the opposite direction, before a report is received from the Driver of the first train, the foregoing arrangements must again be observed.
4. If the Driver of the first train dealt with as above also reports that his train was stoned / shot at, the Drivers of subsequent trains must be advised in accordance with paragraph 1.
5. If no further report is received about stonethrowing / shooting from the Driver of a train(s) dealt with above, Network Rail Regional Control must be advised and normal working resumed.

INDEX

SECTION OF LINE	is detailed in	SECTION NO. OF APPENDIX
-----------------	----------------	-------------------------

A

Aldwarke Jn to Woodburn Jn	5
Altofts Jn to Leeds West Jn	6
Anlaby Road Jn to West Parade North Jn	6
Apperley Jn to Ilkley	6
Applehurst Loop	6

B

) Barkston South Jn to Skegness	1
Barkston East Jn to Allington Jn	1
Barnsley, Station Jn to Huddersfield	6
Barrow Hill North Jn to Oxcroft Disposal Point	5
Bates Branch	7
Beam Mill Jn to Slag Road (Lackenby)	7
Bedlington North to Lynemouth Alcan	7
Beighton Jn to Woodhouse Jn	5
Bentley Jn to Hexthorpe Jn	4
Benton North Jn to Morpeth North Jn via Bedlington	7
Bessacarr Jn to Black Carr Jn	1
Bevercotes Colliery Branch	4
Billingham-on-Tees to Seal Sands Storage	7
Bilsthorpe Colliery Branch	4
Boldon East Jn to Boldon North Jn	7
Boldon West Jn to Tyne Dock	7
Bradley Jn to Bradley Wood Jn	6
Branccliffe East Jn to Kirk Sandall Jn	4
Butterwell North Branch	7
Butterwell South Branch	7

C

) Canonbury West Jn to Finsbury Park Jn	1
Carcroft Jn to Skellow Jn	6
Castleford East Jn to Ledston	6
Castleford West Jn to Pontefract West Jn	6
Clay Cross North Jn to Gascoigne Wood via Sheffield	5
Cleethorpes to Nunnery Main Line Jn via Retford	4
Clipstone South Jn to Clipstone West Jn	4
Clowne Branch	4
Cottam Power Station Branch	4

D

Darlington North Jn to Eastgate	7
Darlington South Jn to Eaglescliffe South Jn	7
Dewsbury Railway Street Branch	6
Diggle Jn to Copley Hill East Jn	6
Dockfield Jn to Esholt Jn	6
Doncaster, Bridge Jn to St. James Jn	5
Doncaster, Marshgate Jn to Neville Hill East Jn	6
Doncaster, South Yorkshire Jn to Swinton Jn No/South	5
Dore South Jn to Dore West Jn	5
Dore Station Jn to Totley Tunnel East	5
Drax Power Station Branch	6

F

Ferrybridge Branch	6
Firbeck Jn to Harworth Colliery	4
Fletton Jn to Orton Mere	1
Flyover East to Decoy North Jn	1
Flyover East Jn to Loversall Jn (Up Loversall Curve)	1
Forth Branch	2
Freight Terminal Jn to Camden Road East Jn	1
Frickley Colliery Branch	5

G

Grangetown (Shell Jn) to Cleveland Freightliner Terminal (Wilton)	7
Grantham, Nottingham Branch Jn to Bottesford West Jn	1
Great Coates No.1 to Union Dock	4
Greetland Jn to Dryclough Jn	6
Grimsby, Marsh West Jn to Humber Road Jn	4
Guisborough Jn to Whitby	7

H

Habrough to Ulceby South Jn	4
Hall Lane Jn to Foxlow Jn	5
Hall Royd Jn to Skelton Jn	6
Hambleton East Jn to Hambleton North Jn	6
Hambleton South Jn to Hambleton West Jn	6
Hare Park Jn to Crofton West Jn	6
Harringay Park Jn to Harringay Jn	1
Hartburn Curve	7
Helpston Jn to Uffington	1
Hepscott Jn to Morpeth Jn	7
Hessle Road to Saltend	6
High Level Bridge Jn to Greensfield Jn (West Curve)	7
High Marnham to Shirebrook East Jn	4
Hitchin Cambridge Jn to Cambridge	1
Holbeck Jn to Bradford Interchange	6
Holmes Curve	5
Hull to Seamer West Jn	6

I	
ICI Wilton Coal Terminal Branch	7

J	
Jarrow Branch	7

K	
Kelloe Bank Foot Branch	7
Killingholme to Brocklesby Jn	4
King Edward Bridge South Jn to Newcastle East Jn via Newcastle Station	7
King Edward Bridge East Jn to King Edward Bridge North Jn (East Curve)	2
repeated in	7
King Edward Bridge South Jn to Carlisle North Jn	7
Kings Cross to Shaftholme Jn	1
Kings Dyke to Crescent Jn	1
Knottingley South Jn to East Jn	6

L	
Leeds Armley Jn to York (Skelton Jn) via Harrogate	6
Leeds, Engine Shed Jn to Whitehall East Jn	6
Loversall Carr Jn to Flyover West Jn	1
Low Eilers Curve	4
Low Fell Jn to Norwood Jn	7

M	
Mansfield Woodhouse to Shireoaks East Jn	4
Methley Jn to Whitwood Jn	6
Mexborough Jn to Aldwarke Jn	5
Micklefield Jn to Church Fenton North Jn	6
Milner Royd Jn to Bradford Mill Lane Jn	6
Monk Bretton Ground Frame to Crofton East Jn	6
Moorgate to Finsbury Park Jn	1
Moorthorpe Jn to South Kirkby Jn	5

N	
Neville Hill East Jn to Hull	6
Neville Hill West Jn to Hunslet East	6
Newark Crossing Curve	1
Newcastle East Jn to King Edward Bridge South Jn (Composite Table)	2
Northallerton Longlands Jn to Newcastle East Jn via the Coast	7
Northallerton, Castle Hills Jn to Redmire	7
Northallerton High Jn to Northallerton East Jn	7
Norton-on-Tees South to Ferryhill South Jn	7
Norton-on-Tees West to Norton-on-Tees East	7

O

Oakenshaw South Jn to Oakenshaw Jn 6

P

Park Lane Jn to King Edward Bridge South Jn 7
Pelaw Metro Jn to Pelaw South Jn 7
Pelaw North Jn to Pelaw Metro Jn 7

R

Retford Western Jn to Thrumpton West Jn 4
Rossington Colliery Branch 1
Rufford Colliery Branch 4
Rufford No.1 Coal Stacking Site to Clipstone East Jn 4
Ryhope Grange to Hendon 7

S

St. Catherines Jn to Decoy South Jn (St. Catherines Curve) 4
Saltburn West Jn to Boulby Potash Mine 7
Scunthorpe Foreign Ore Branch 4
Scunthorpe, Trent Jn to Roxby 4
Seaton-on-Tees Branch 7
Selby West Jn to Canal Jn 6
Seymour Jn to Bolsover 5
Shaftholme Jn to Ferrybridge North Jn 6
Shaftholme Jn to Reston GSP 2
Shepcote Lane West Jn to Treeton Jn 5
Shepcote Lane West Jn to Tinsley South Jn 5
Shepcote Lane East Jn to Broughton Lane Jn 5
Sherburn Jn to Gascoigne Wood 6
Shipley South Jn to Shipley West Jn 6
Shipley East Jn to Bradford Forster Square 6
Skipton Middle Jn to Rylstone 6
Sleaford South Jn to Sleaford East Jn 1
Sleaford West Jn to Sleaford North Jn 1
South Hylton to Sunderland South Jn 7
Springbank North Jn to Walton Street 6
Stainforth Jn to Adwick Jn 6
Staythorpe Crossing to West Holmes Jn 1
Stockton Cut Jn to Saltburn 7

T

Tapton Jn to Masborough Jn 5
Temple Hirst Jn to Selby South Jn 6
Thoresby Colliery Branch 4
Thorne Jn to Gilberdyke Jn 6

U
Ulceby North Jn to Barton on Humber 4

W
Wakefield Kirkgate West Jn to Goole, Potters Grange Jn 6
Wakefield, Turners Lane Jn to Calder Bridge Jn 6
Wakefield Westgate South Jn to Wakefield Kirkgate West Jn 6
Wardley to Pelaw Jn 7
Warsop Jn to Shirebrook Jn 4
Welbeck Colliery Branch 4
Werrington Jn to Flyover East Jn via Lincoln 1
West Sleekburn Jn to North Blyth 7
Whitehall West Jn to Hellifield South Jn 6
Wincobank Jn to Horbury Jn 6
Winning to Marchey's House 7
Woodburn Jn to Deepcar 4
Woodend Jn to Shireoaks West Jn 4
Wood Green North Jn to Langley Jn via Hertford 1
Wrawby Jn to Marshgate Jn 4
Wrawby Jn to Pelham Street Jn 4

Y
York to Scarborough 6
York, Holgate Jn to Skelton Jn 2, repeated in 6

**ALPHABETICAL LIST OF THE OPERATIONAL LENGTHS OF STATION PLATFORMS IN THE
NETWORK RAIL LONDON NORTH EASTERN REGION - IN METRES**

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
ACKLINGTON	114	114	-	-
ADWICK	104	104	-	-
ALEXANDRA PALACE				
Platform 1 (Up Slow)	-	169.4	-	-
Platform 2 (Up Fast)	-	167.7	-	-
Platform 3 (Down Slow)	170.2	-	-	-
Platform 4 (Down Hertford)	169.9	-	-	-
ALLENS WEST	122	97	-	-
ALNMOUTH	233	233	-	-
ALTHORPE	102	102	-	--
ANCASTER	87	88	-	-
ARLESEY	164.7	164.7	-	-
ARRAM	79.5	81.5	-	-
ASHWELL & MORDEN	168.4	167.8	-	-
BAILDON	-	-	102	-
BALDOCK	168.8	168.2	-	-
BARDON MILL	88	91	-	-
BARNETBY				
Platform 1 (Up Slow)	-	116.5	-	-
Platform 2 (Up Fast)	-	103.5	-	-
Platform (Down Fast)	116.5	-	-	-
Platform 4 (Down Slow)	103.5	-	-	-
BARNSELY	163	102	-	-
BARROW HAVEN	-	-	61.5	-
BARTON-ON-HUMBER	-	-	55	-
BATLEY	119	126	-	-
BATTERSBY	-	-	155.6	-
BAYFORD	123.6	122.5	-	-
BEMPTON	-	-	93.8 Up 117.8 Down	- - -

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
BEN RHYDDING	99	99	-	-
BENTLEY (STH YORKS)	104	104	-	-
BERRY BROW	-	-	51	-
BERWICK-UPON-TWEED	233	234	-	-
BEVERLEY	104	104	-	-
BIGGLESWADE				
Platform 4 (Down Slow)	170.2	-	-	-
Platform 3 (Down Fast)	169.5	-	-	-
Platform 2 (Up Fast)	-	168	-	-
Platform 1 (Up Slow)	-	168.7	-	-
BILLINGHAM	146	146	-	-
BINGLEY	111.5	111.5	-	-
BISHOP AUCKLAND	-	-	80	-
BLAYDON	97	97	-	-
BOLTON-ON-DEARNE	96	96	-	-
BOSTON	174	174	-	-
BOWES PARK	138	138	-	-
BRADFORD FORSTER SQUARE	-	-	-	Platform 1 273 Platform 2 266 Platform 3 101
BRADFORD INTERCHANGE	-	-	-	Platform 1 231 Platform 2 222 Platform 3 137 Platform 4 113.3
BRAMLEY	102	102	-	-
BRAMPTON (CUMBRIA)	106.6	107	-	-
BRIDLINGTON				
Platform 4	168.2	-	-	-
Platform 5	-	168.2	-	-
Platform 6	-	-	-	138
Platform 7	-	-	-	214 (out of use)
BRIGG	140	154	-	-
BRIGHOUSE	97	97	-	-
BRITISH STEEL REDCAR	60	60	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
BROCKHOLES	-	-	49.5	-
BROCKLEY WHINS	64.8	65	-	-
BROOKMANS PARK				
Platform 4 (Down Slow)	123.5	-	-	-
Platform 3 (Down Fast)	123.5	-	-	-
Platform 2 (Up Fast)	-	123.5	-	-
Platform 1 (Up Slow)	-	123.5	-	-
BROOMFLEET	95	95	-	-
BROUGH	184	184	-	Up Bay 142
BURLEY-IN-WHARFEDALE	98	98	-	-
BURLEY PARK	66	66	-	-
CASTLEFORD	90	97	-	-
CASTLETON MOOR	-	-	77.4	-
CATTAL	86	70	-	-
CHAPELTOWN	85	85	-	-
CHATHILL	83	164	-	-
CHESTER-LE-STREET	104.5	104.5	-	-
CHESTERFIELD	212.6	204.9	-	-
CHURCH FENTON				
Platform 1 (Up Normanton)	-	101.5	-	-
Platform 2 (Down Normanton)	132	-	-	-
Platform 3 (Up/Down Pass. Loop)	-	-	-	121 (Up direction to Drivers viewing point of CF720 signal) 132 (Down direction)
Platform 3 (Up/Down Pass. Loop)	-	-	-	-
Platform 4 (Down Leeds)	119	-	-	-
CLEETHORPES	-	-	-	<u>Except DMU's</u> DMU's Platform 1 202.6 170 Platform 2 205.6 174 Platform 3 205.6 174 Platform 4 203.0 203
COLLINGHAM	54	52	-	-
COMMUNDALE	-	-	51	-
CONISBROUGH	117	97	-	-
CONONLEY	116.5	95.6	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
CORBRIDGE	97	100.2	-	-
COTTINGHAM	108.6	108.6	-	-
COTTINGLEY	60	60	-	-
CRAMLINGTON	101	101	-	-
CRESWELL	79	79	-	-
CREWS HILL	126	126.2	-	-
CROSSFLATTS	102	102	-	-
CROSS GATES	102	124	-	-
CROWLE	90	89	-	-
CUFFLEY	126.2	126.5	-	-
DANBY	-	-	90	-
DARLINGTON	-	-	-	Plat 1 Up direction throughout 441
	-	-	-	Plat 1 Down direction to T887 signal 347
	-	-	-	Platform 2 Bay 181
	-	-	-	Platform 3 Bay 200
	-	-	-	Plat 4A Down direction to T895 signal 134
	-	-	-	Plat 4B Down direction clear of 251
	-	-	-	1080B points
	-	-	-	Plat 4 Down/Up direction 458 throughout
	-	-	-	Plat.4 Up direction to T888 signal 238
DARNALL	108.7	108.7	-	-
DARTON	104	104	-	-
DEIGHTON	60	60	-	-
DENBY DALE	-	-	59.4	-
DEWSBURY	150	166.3	-	-
DINSDALE	97	97	-	-
DODWORTH	-	-	95	-
DONCASTER	-	-	-	Plat.1 Up direction to D278 signal 318
	-	-	-	Plat.1 Down direction 327

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
DONCASTER (cont.)	-	-	-	Plat.1 Down direction to GPL signal 1481 234 Platform 2 Bay 105 Plat.3A Up direction from D29 246 to D282 signals Platform 3B Up and Down 165.5 Platform 4 Down direction 299 Platform 4 Up direction 257 Platform 5 Bay 57 Platform 6 Bay 109 Platform 7 Bay 105 Platform 8 Down direction 325 Platform 8 Up direction 285
DORE	-	-	100	-
DRAYTON PARK	124.1	124.1	-	-
DRIFFIELD	124	103.8	-	-
DRONFIELD	111.7	111.7	-	-
DUNSTON	85	85	-	-
DURHAM	295	234	-	-
EAGLESCLIFFE	208	190	-	-
EAST BOLDON	62.9	66.3	-	-
EAST GARFORTH	102	102	-	-
EASTRINGTON	90	90	-	-
EGTON	-	-	80	-
ELSECAR	130	99	-	-
ENFIELD CHASE	126.2	125.4	-	-
ESSEX ROAD	128.7	128.5	-	-
FEATHERSTONE	72	72	-	-
FELLGATE	66	66	-	-
FERRIBY	110	170	-	-
FILEY	119	112	-	-
FINSBURY PARK Platform 1 (Up Slow)	-	257 *		* to Drivers viewing point of K384 signal

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
FINSBURY PARK (cont)	-	249.5	-	-
Platform 2 (Up Fast)	174	-	-	-
Platform 3 (Down Fast)	178.7	-	-	-
Platform 4 (Down Slow)	166.5	-	-	-
Platform 5 (Down Slow)	168	-	-	-
Platform 6 (Down Moorgate)	93	93	-	-
FITZWILLIAM	98	98	-	-
FRIZINGHALL	138.4	138.4	-	-
GAINSBOROUGH CENTRAL	151	145	-	-
GAINSBOROUGH LEA ROAD	118	118	-	-
GARFORTH	92.3	88.8	-	-
GARGRAVE	110	110	-	-
GILBERDYKE	92	86	-	-
GLAISDALE	92	92	-	-
GOLDTHORPE	115.9	104.8	-	-
GOOLE	-	-	-	Bay 122.6
GORDON HILL	-	122.3	-	-
Platform 1	122.3	-	-	-
Platform 2	83.6	83.6	-	-
Platform 3	129.3	129.6	-	-
GOXHILL	-	290	-	-
GRANGE PARK	289	-	-	-
GRANTHAM	-	-	-	at Platform 4 side = 64.4
Platform 1 (Up Fast)	-	-	-	at Platform 2 side = 95
Platform 2 (Down Fast)	-	-	-	(Drivers viewing point of D21
Platform 3 (Bay)	-	-	-	signal back to buffer stop)
Platform 4 (Western)	-	-	-	249
GREAT AYTON	-	-	84.3	-
GREAT COATES	55.4	80	-	-
GRIMSBY DOCKS	-	-	97	-
GRIMSBY TOWN	-	138.5	-	-
Platform 1 (Up)	137.5	136.2	-	-
Platform 2 (Down Bi-dir.)	-	-	-	138.5
Platform 3 (Back)	-	-	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
GROSMONT	-	-	83.4	-
GUISELEY	119.8	109.3	-	-
GYPSY LANE	-	-	81 Down 98 Up	-
HABROUGH	81	71.6	-	-
HADLEY WOOD			-	-
Platform 1 (Up Slow)	-	130		
Platform 2 (Up Fast)	-	126	-	-
Platform 3 (Down Fast)	126	-	-	-
Platform 4 (Down Slow)	186	-	-	-
HALIFAX	187	186	-	-
HALTWHISTLE	97	97	-	-
HAMMERTON	89	82	-	-
HARRINGAY				
Platform 2 (Down Slow No.1)	125.7	-	-	-
Platform 1 (Up Slow)	-	126.6	-	-
HARROGATE				
Platform 1 (Down Main/Up York)	221.4 *	191 #	-	* For trains from Leeds direction departing towards York direction # = For trains either from Leeds or York direction departing towards Leeds direction (to H26 signal)
Platform 3 (Up Main/Down York)	-	243.6	-	-
HARTLEPOOL				
Platform 2	136 *	-	-	* = Bi-directional platform 125 metres in Up direction
Platform 3 (Bay)	-	-	-	76
HATFIELD				
Platform 3 (Down Slow)	170	-	-	-
Platform 2 (Down Fast)	170	-	-	-
Platform 1 (Up slow)	-	170	-	-
HATFIELD & STAINFORTH	102	102	-	-
HAVENHOUSE	46 *	61	-	* = to Drivers viewing point of W31 signal
HAYDON BRIDGE	108.5	110	-	-
HEADINGLEY	72	72	-	-
HEALING	56.3	56.3	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
HEBDEN BRIDGE	110	109	-	-
HECKINGTON	98	94	-	-
HEIGHINGTON	103	90	-	-
HENSALL	50.5	50.8	-	-
HERTFORD NORTH				
Platform 1	-	154.9	-	-
Platform 2	152.7	-	-	-
Platform 3	-	-	-	Bay 145.5
HESSLE	105	105	-	-
HEWORTH	120	120	-	-
HEXHAM	102	102	-	-
HIGHBURY & ISLINGTON	126.5	128.8	-	-
HITCHIN	249	247	-	-
HONLEY	-	-	51	-
HORNBEAM PARK	72	72	-	-
HORNSEY				
Platform 2 (Down Slow No.1)	124.5	-	-	-
Platform 1 (Up Slow)	-	126	-	-
HORSFORTH	115	115	-	-
HOWDEN	123	120	-	-
HUBBERTS BRIDGE	74	40	-	-
HUDDERSFIELD				
Platform 1 (Up Main)	-	180	-	-
Platform 2 (Up Bay)	-	-	-	52
Platform 4 (Down/Up Loop)	213	172 *	-	* = Hudds. end ramp top to HU764 signal
Platform 5 (Down Bay)	-	-	-	39
Platform 6 (Down Bay)	-	-	-	73
Platform 8	-	-	-	147
HULL				
Platform 1	-	-	-	75 (Out of use)
Platform 2	-	-	-	180
Platform 3	-	-	-	175
Platform 4	-	-	-	175
Platform 5	-	-	-	234.9
Platform 6	-	-	-	231.2
Platform 7	-	-	-	229.3
HUNMANBY	92	92	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
HUNTINGDON				
Platform 1 (Up Bay)	-	-	-	166.1
Platform 2 (Up Slow)	-	295.4	-	-
Platform 3 (Down Slow)	247.7	-	-	-
HUTTON CRANSWICK	83.2	60	-	-
HYKEHAM	78	81	-	-
ILKLEY	-	-	-	Platform 1 149.5 Platform 2 199
KEIGHLEY	225	202	-	-
KILDALE	-	-	38.5	-
KINGS CROSS				
Platform 1	-	-	-	294.6
Platform 2	-	-	-	293
Platform 3	-	-	-	292
Platform 4	-	-	-	291
Platform 5	-	-	-	286
Platform 6	-	-	-	295.5
Platform 7	-	-	-	296
Platform 8	-	-	-	288
Platform 9	-	-	-	166
Platform 10	-	-	-	163
Platform 11	-	-	-	163
KIRK SANDALL	104	104	-	-
KIRTON LINDSEY	-	-	129	-
KIVETON BRIDGE	75.5	74	-	-
KIVETON PARK	75.4	74	-	-
KNARESBOROUGH	82	83	-	-
KNEBWORTH				
Platform 1 (Up Slow)	-	169.8	-	-
Platform 2 (Up Fast)	-	169.8	-	-
Platform 3 (Down Fast)	169.4	-	-	-
Platform 4 (Down Slow)	169.4	-	-	-
KNOTTINGLEY	66	93	-	-
LANGWITH WHALEY-THORNS	79	79	-	-
LEALHOLM	-	-	100	-
LEEDS				
Platform 1	-	-	-	286.8
Platform 2	-	-	-	239

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
LEEDS (cont)				
Platform 3	-	-	-	133
Platform 4	-	-	-	153
Platform 5	-	-	-	205
Platform 6	-	-	-	279
Platform 7	-	-	-	101
Platform 8 Throughout	-	-	-	342
Platform 8 West end	-	-	-	166
Platform 8 East end	-	-	-	166
Platform 9 Throughout	-	-	-	272
Platform 9 West end	-	-	-	108
Platform 9 East end	-	-	-	154
Platform 10	-	-	-	99
Platform 11 Throughout	-	-	-	373
Platform 11 West end	-	-	-	149
Platform 11 East end	-	-	-	155
Platform 12 Throughout	-	-	-	316
Platform 12 West end	-	-	-	96
Platform 12 East end	-	-	-	148
Platform 13	-	-	-	111
Platform 14	-	-	-	80
Platform 15 Throughout	-	-	-	221
Platform 15 West End	-	-	-	105
Platform 15 East End	-	-	-	102
Platform 16 Throughout	-	-	-	225
Platform 16 West end	-	-	-	108
Platform 16 East end	-	-	-	107
Platform 17	-	-	-	106
LETCHWORTH	184.2	184.1	-	-
LINCOLN CENTRAL				
Platform 3 (Bay)	-	-	-	102
Platform 4 (Bay)	-	-	-	57
Platform 5	-	144	-	-
Platform 6	144	-	-	-
Platform 7	147	-	-	-
LOCKWOOD	-	-	56	-
LONGBECK	84	83	-	-
MALTON	-	-	150	-
MANORS	84	82	-	-
MARKET RASEN	71	74	-	-
MARSDEN	65	95	-	-
Up Passenger Loop	-	51	-	-
MARSKE	137	134	-	-
MARTON	-	-	81	-
MEADOWHALL				
Platform 1 (Up Main)	-	105	-	-
MEADOWHALL (cont)				
Platform 2 (Down Main)	105	-	-	-
Platform 3 (Up Barnsley)	-	105	-	-
Platform 4 (Down Barnsley)	105	-	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
MENSTON	98	98	-	-
METHERINGHAM	57	57	-	-
METRO CENTRE	100	100	-	-
MEXBOROUGH	104.3	112	-	-
MICKLEFIELD	89	90	-	-
MIDDLESBROUGH	-	201	-	-
Down/Up Platform	-	-	-	205
MILLFIELD	65.2	64.9	-	-
MIRFIELD				
Down Fast	77.5	-	-	-
Up Fast	-	84.1	-	-
Up Slow	-	102	-	-
MOORGATE				
Platform 9	-	-	-	123.3
Platform 10	-	-	-	126.9
MOORTHORPE	109	121	-	-
MORLEY	103.8	102.9	-	-
MORPETH	232	234	-	-
MYTHOLMROYD	102	102	-	-
NAFFERTON	80	58.5	-	-
NEWARK CASTLE	89	65	-	-
NEWARK NORTH GATE	255	255	-	-
(Passng'r Loop – Down direction)	-	-	-	302
(Passenger Loop - Up direction)	-	-	-	238(to Drivers viewing point of D74 signal)
NEW BARNET				
Platform 4 (Down Slow)	160.8	-	-	-
Platform 3 (Down Fast)	177	-	-	-
Platform 2 (Up Fast)	-	165	-	-
Platform 1 (Up Slow)	-	165	-	-
NEWCASTLE				
Platform 1	-	-	-	161.5
Platform 2	-	-	-	362
Platform 3	-	-	-	304
Platform 4	-	-	-	268
Platform 5) Platforms 5 and 6 combined lengths	-	-	-	68
Platform 6) for Up & Down movements = 217m.	-	-	-	97
Platform 7) Platforms 7 & 8 combined lengths for Up direction	-	-	-	115
Platform 8] movements = 212m. , for Down direction = 209m.	-	-	-	41

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
NEWCASTLE (cont)				
Platform 9	-	-	-	112
Platform 10	-	-	-	114
Platform 11	-	-	-	106
Platform 12	-	-	-	108
NEW CLEE	-	-	144.6	-
NEW HOLLAND	-	-	43.4	-
NEW PUDSEY	122	122	-	-
NEW SOUTHGATE				
Platform 4 (Down Slow)	172	-	-	-
Platform 3 (Down Fast)	172	-	-	-
Platform 2 (Up Fast)	-	172	-	-
Platform 1 (Up Slow)	-	172	-	-
NEWTON AYCLIFFE	59	59	-	-
NORMANTON	77	61	-	-
NORTHALLERTON	244	270	-	-
NORTH ROAD	-	-	60	-
NUNTHORPE	86.1	84.6	-	-
OAKLEIGH PARK				
Platform 4 (Down Slow)	173.5	-	-	-
Platform 3 (Down Fast)	173.5	-	-	-
Platform 2 (Up Fast)	-	174.5	-	-
Platform 1 (Up Slow)	-	174.5	-	-
OLD STREET	128.8	128.8	-	-
OUTWOOD	93	93	-	-
PALLION	65.1	65.1	-	-
PALMERS GREEN	127.7	137.8	-	-
PANNAL	91	91	-	-
PARK LANE	65.6	65	-	-
PEGSWOOD	89	89	-	-
PENISTONE	102	121	-	-
PETERBOROUGH				
Platform 1 (Bay)	-	-	-	91
Platform 2	-	-	-	259
Platform 3	-	-	-	248
Platform 4	-	-	-	245
Platform 5	-	-	-	246

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
PONTEFRAC T BAGHILL	127	102	-	-
PONTEFRAC T MONKHILL	66	76	-	-
PONTEFRAC T TANSHELF	72	72	-	-
POPPLETON	84	84	-	-
POTTERS BAR				
Platform 1 (Up Slow)	-	164.6	-	-
Platform 2 (Up Fast)	-	164.6	-	-
Platform 3 (Down Fast)	166	-	-	-
Platform 4 (Down Slow)	166	-	-	-
PRUDHOE	87	97	-	-
RAUCEBY	91	91	-	-
RAVENSTHORPE	85	85	-	-
RAWCLIFFE	-	-	46.7 *	* includes 8.9m. of sub-standard (1.55m) width
REDCAR CENTRAL	102	128	-	-
REDCAR EAST	84	83	-	-
RETFORD (GN)	255.3	253	-	-
RETFORD LOW LEVEL	135	135	-	-
RIDING MILL	88	100	-	-
ROTHERHAM CENTRAL	92	92	-	-
ROYSTON	169	236	-	-
RUSKINGTON	57	57	-	-
RUSWARP				
Down direction	-	-	101	-
Up direction	-	-	80	-
ST NEOTS				
Platform 1 (Down Slow)	249	-	-	-
Platform 2 (Down Fast)	249	-	-	-
Platform 3 (Up Fast)	-	249	-	-
Platform 4 (Up Slow)	-	249	-	-
ST PETER'S	67	67	-	-
SALTAIRE	102	102	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
SALTBURN				
Platform 1	-	-	-	156
Platform 2	-	-	-	157.8
SALTMARSHE	71.5	71.5	-	-
SANDAL & AGBRIGG	93	93	-	-
SANDY	169.4	169.2	-	-
SAXILBY	109	99	-	-
SCARBOROUGH				
Platform 1	-	-	-	261
Platform 2	-	-	-	167
Platform 3	-	-	-	192
Platform 4	-	-	-	153
Platform 5	-	-	-	150
SCUNTHORPE	144	140	-	-
SEABURN	64.6	64.6	-	-
SEAHAM	115	115	-	-
SEAMER	120	125.8	-	-
SEATON CAREW	125	125	-	-
SELBY	200.3	257	-	-
Platform 3 (Bay)	-	-	-	90
SHEFFIELD				
Platform 1	Down direction throughout			330
Platform 1	Up direction throughout to v/p of S101 signal			260
Platform 1A	Down direction to v/p of S112 signal			132
Platform 1A	Up direction from adjacent to 4060A Through line points to v/p of S101 signal			68
Platform 1B	Down direction clear of 4060B points			146
Platform 1B	Up direction to v/p of S116 signal			143
Platform 2	Down direction to v/p of S127 signal			345
Platform 2	Up direction to v/p of S104 signal			329
Platform 2C	Bay west side (normal use)			58
Platform 2C	Bay east side			54
Platform 3	Bay			145
Platform 4	Bay			112
Platform 5	Down direction			326
Platform 5	Up direction to v/p of S106 signal			237
Platform 6				351 (See Note 1)
Platform 7	Bay west side (normal use)			107
Platform 7	Bay east side			135
Platform 8	Down direction to v/p of S139 signal			368 (See Note 2)
Platform 8	Up direction			378 (See Note 3)
Notes : 1 includes 67m. at north end sub standard				
2 includes 33m. at north end sub-standard				

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
SHEFFIELD (cont)				
3 includes 43m. at north end sub standard				
4 v/p = viewing point				
SHEPLEY	58.3	49.5	-	-
SHERBURN-IN-ELMET	77	83	-	-
SHILDON	81.7	105.3	-	-
SHIPLEY				
Platform 1 (Up Shipley Main)				102
Platform 2 (Down Shipley Main) – Down direction to Drivers viewing point of L3971 signal				106.2
Platform 2 (Down Shipley Main) – Up direction				115.2
Platform 3 (Up Forster Square Main) – Up direction to Drivers viewing point of L3966 signal				215.7
Platform 3 (Up Forster Square Main) – Down direction				240.7
Platform 4 (Down Forster Square Main)				98
Platform 5 (Down Forster Square Up)				98
SHIREBROOK	79	79	-	-
SHIREOAKS	97	97	-	-
SILKSTONE COMMON	-	-	102	-
SKEGNESS				
Platform 2 - (90m. tarmac surface at buffer stop end, 110m. rough surface)				*200
Platform 3 -				* 223
Platform 4 -				248
Platform 5 - (181m. tarmac surface at buffer stop end, 54m. rough surface)				* 235
Platform 6 - (181m. tarmac surface at buffer stop end, 54m. rough surface)				* 235
Platform 7 - (32m.temp. out of use at buffer stop end. Normally 236m.. Rough surface throughout)				*204
* = to viewing point of semaphore signal on platform				
SKIPTON				
Platform 1 - (Up Bay)				99
Platform 2 - (Up Shipley Main) - Up direction				200.5
Platform 2 - (Up Shipley Main) - Down direction to Drivers viewing point of L4033 signal				197.5
Platform 3 - (Down Shipley Fast) - Down direction				183.6
Platform 3 - (Down Shipley Fast) - Up direction to Drivers viewing point of L4036 signal				155
Platform 4 - (Down Shipley Slow) - Down direction				182.2
Platform 4 - (Down Shipley Slow) - Up direction to Drivers viewing point of L4038 signal				154.2
SLAITHWAITE	60	60		
SLEAFORD	220 *	182	-	-
Local line	-	-	-	184
* to viewing point of SE4 signal. Platform 223m. in Up direction.				
SLEIGHTS	-	-	74.4	-
SNAITH	-	-	42	-
SOUTH BANK	75.1	74.9	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
SOUTH ELMSALL	91	91	-	-
SOUTH HYLTON	-	-	117.9	-
SOUTH MILFORD	68	91	-	-
SOWERBY BRIDGE	97	102	-	-
SPALDING	147	184	-	-
STADIUM OF LIGHT	65.1	(Up/Down) 64.6	-	-
STALLINGBOROUGH	85.5	86.5	-	-
STARBECK	139	139	-	-
STEETON & SILSDEN	102	102	-	-
STEVENAGE				
Platform 1 (Up Slow)	-	247.7	-	-
Platform 2 (Up Fast)	-	247.7	-	-
Platform 3 (Down Fast)	247.5	-	-	-
Platform 4 (Down Slow)	247.8	-	-	-
STOCKSFIELD	109.3	119	-	-
STOCKSMOOR	66	66	-	-
STOCKTON	104	104	-	-
STREETHOUSE	72	72	-	-
SUNDERLAND				
Platform 1 Up direction	-	-	-	72
Platform 1 Down direction	-	-	-	77
Platform 2 Up direction	-	-	-	61
Platform 2 Down direction	-	-	-	84
Platforms 1 & 2 combined Up direction	-	-	-	179
Platforms 1 & 2 combined Down direction	-	-	-	206
Platform 3 Down direction	-	-	-	60
Platform 3 Up direction	-	-	-	60
Platform 4 Down direction	-	-	-	72
Platform 4 Up direction	-	-	-	80
Platforms 3 & 4 combined Down direction	-	-	-	174
Platforms 3 & 4 combined Up direction	-	-	-	177
SWINDERBY	76	60	-	-
SWINESHEAD	94	89	-	-
SWINTON (SOUTH YORKS)				
Platform 1 (Down Main)	92	-	-	-
Platform 2 (Up Main)	-	92	-	-
Platform 3 (Down Doncaster)	92	-	-	-
TEESSIDE AIRPORT	76.4	76.4	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
THIRSK	135	148	-	-
THORNABY	143	146	-	-
THORNE NORTH	89	90	-	-
THORNE SOUTH	90	90	-	-
THORNTON ABBEY	55	55	-	-
THORPE CULVERT	62	63	-	-
THURNSCOE	92	92	-	-
ULCEBY	-	-	44.7	-
ULLESKELF	106	106	-	-
UNIVERSITY	65.4	65.4	-	-
WAINFLEET	98	98	-	-
WAKEFIELD KIRKGATE				
Platform 1 (Down L&Y)	92	-	-	-
Platform 2 (Up L&Y)	-	120	-	-
Platform 3 (Down Goole)	-	-	-	(Up/Down) 103
WAKEFIELD WESTGATE	254	253	-	-
WATTON-AT-STONE	126.6	126.5	-	-
WEETON	88	72	-	-
WELHAM GREEN	129	129	-	-
WELWYN GARDEN CITY				
Platform 1 (Up Back)	-	185	-	-
Platform 2 (Up Slow)	-	185	-	-
Platform 3 (Down Slow)	185	-	-	-
Platform 4 (Down Back)	185	-	-	-
WELWYN NORTH	170	170.1	-	-
WETHERAL	80	74	-	-
WHITBY	-	-	-	Bay 177.3
WHITLEY BRIDGE	65	59	-	-
WHITWELL	79	79	-	-
WIDDRINGTON	90	90	-	-
WINCHMORE HILL	136.6	135.4	-	-
WOMBWELL	134	99	-	-

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
WOODHOUSE	84	84	-	-
WOODLESFORD	100	71	-	-
WORKSOP	121	113	-	-
WRESSLE	95	79.4	-	-
WYLAM	92	107	-	-
YARM	78	78	-	-
YORK				
Platform 1 Bay	-	-	-	184.8
Platform 2 Bay	-	-	-	169.7
Platform 3	-	-	-	Down 242.3
				Up 272.6
Platform 4	-	-	-	157.5
Platform 5	-	-	-	Down 391.8
				Up 410.6
Platform 6 Bay	-	-	-	264.5
Platform 7 Bay	-	-	-	249
Platform 8 Bay	-	-	-	138.6
Platform 9	-	-	-	Down 380.7
				Up 401.4
Platform 10	-	-	-	Down 332.5
				Up 330.1
Platform 11	-	-	-	Down 329.5
				<u>TOTAL = 319 STATIONS</u>

INDEX (STATIONS, SIGNAL BOXES etc.)

ABP LC AOCL	4.18	Barnsley (BY)	6.50
ACKLINGTON	2.26	Barnsley Station Jn	6.44, 6.50
Addison LC AHB	7.52	Barrel Lane LC R/G	1.27
ADWICK	6.9	BARROW HAVEN LC (OPEN)	4.24
Adwick Jn	6.9, 6.18	Barrow Hill North Jn	5.13, 5.18
Ainderby Gates LC TMO	7.7	Barrow Hill South Jn	5.13
Ainderby Station LC TMO	7.7	Barrow Road LC	4.24
Aiskew LC AOCL	7.7	Barton Hill LC	6.58
Albert Hill	7.48	BARTON ON HUMBER	4.24
Aldwarke Jn	5.8, 5.25, 5.26	Barton Road LC	4.23
Aldwarke New Site	5.26	Bathley Lane LC CCTV	1.26
ALEXANDRA PALACE	1.9	BATLEY	6.43
ALLENS WEST LC AHB-X	7.26	Batley (B) LC	6.43
Allens West LC AHB-X	7.26	BATTERSBY	7.32, 7.33
Allington Jn LC	1.65, 1.83	Battersby Jn	7.32, 7.33
ALNMOUTH (A)	2.27	Battersby Road LC AOCL	7.33
Alnmouth LC R/G	2.27	Bawtry (TSC) OHNS	1.30
ALTHORPE	4.34	Bawtry Crossovers GSP	1.30
Altols Jn	6.31, 6.52	BAYFORD	1.40
ANCASTER	1.68	BC LC (OPEN)	6.55
Ancaster LC	1.68	Beacon Hill Tunnel	6.37
Angle Lane LC R/G	1.44	Beal Crossovers	2.30
Arlaby Road Jn	6.81, 6.95	Beal LC CCTV	2.30
Apperley Jn	6.97, 6.106	Beam Mill	7.27
Apperley TSL OHNS	6.97	Beam Mill Jn	7.27, 7.35
Apperley Lane Tunnel	6.106	Baarty Fen LC	1.52
Appleby LC	4.33	Babside LC AHB-X	7.60
Applehurst Jn	6.18, 6.19	Beckingham LC	1.60
Ardsley Tunnel	6.12	Bedale LC TMO	7.8
Argyle Street Jn	2.20	Bedlington North LC	7.60, 7.62
Arksey LC CCTV	1.34	Bedlington South LC	7.60
ARLESEY	1.15	Beech Hill LC AHB	1.61
Armley Jn	6.96, 6.101	Beighton Jn	5.14, 5.20
Armley TSL OHNS	6.96	Beighton Station Jn LC (BX)	5.20
ARRAM LC AHB-X	6.88	Belasis Lane	7.40
Ashington	7.61, 7.62	Belford Crossovers	2.29
Ashington Jn	7.62	Belford LC CCTV	2.29
ASHWELL & MORDEN	1.42	Belle Isle	1.6
Askern LC CCTV	6.70	Bellwater Jn LC	1.78
Askew Road Tunnel	2.18, 7.57, 7.65	Belmont LC	6.103
Askham Tunnel	1.28	BEMPTON LC AHB	6.90
Auckland LC AHB	1.61	BEN RHYDDING	6.108
Aycliffe	2.14	Beningbrough LC R/G Footpath	2.9
Aycliffe (TSC) OHNS	2.14	Bensham Tunnel	7.51
BAILDON	6.108	BENTLEY	6.9
Baildon No. 1 Tunnel	6.108	Bentley Jn	4.36, 4.40
Baildon No. 2 Tunnel	6.108	Bentley LC CCTV	6.9
Bainton Green LC AHB	1.47	Benton (FS) OHNS	2.22
Bainton LC AHB	1.47	Benton Crossovers	2.22
Balby Bridge Tunnel	1.32	Benton North Jn	2.22, 7.59
Balderton LC CCTV	1.26	Berry Brow	6.47
BALDOCK	1.41	Berwick North Crossover	2.32
Balne Lane	6.12	BERWICK-UPON-TWEED	2.32
Balne LC	2.4	Bessacarr Halt LC R/G	1.61
Balne Lowgate LC	2.4	Bessacarr Jn	1.61, 1.93
Bank House Tunnel	6.37	Beswick LC AHB-X	6.88
Barcroft LC	2.4	Bevercotes Colliery	4.46
BARDON MILL	7.54	BEVERLEY	6.88
Bardon Mill	7.54	Beverley (BS) LC	6.88
Bardon Mill LC R/G	7.54	Beverley North LC CCTV	6.88
Barkston East Jn	1.67, 1.83	Beverley Parks LC AHB-X	6.87
Barkston South Jn	1.25, 1.67	BIGGLESWADE	1.15
Barby BOCM LC	6.76	Biggleswade Crossovers	1.15
Barby North Jn	6.76	Biggleswade TSC OHNS	1.15
Barnby LC CCTV	1.26	BILLINGHAM	7.12
Barnby Lane LC CCTV	1.26	Billingham Jn	7.12, 7.40
Barnby Moor & Sutton LC CCTV	1.30	Billingham-on-Tees LC	7.12
Barnet North Crossover	1.10	Bilsthorpe Colliery	4.48
Barnet South Crossovers	1.10	Bilsthorpe Colliery Jn	4.47, 4.48
Barnet Tunnel	1.10	BINGLEY	6.98
BARNETBY	4.10	Bingley (FS) OHNS	6.98
Barnetby East (BE)	4.10	Bingley Tunnel	6.98
BARNSLEY	6.50	Birtley Jn	2.17

INDEX (STATIONS, SIGNAL BOXES etc.)

BISHOP AUCKLAND	7.49	Brompton LC AHB-X	7.10
Bishop Auckland Jn	7.49	BROOKMANS PARK	1.11
Black Carr Jn	1.31, 1.93	BROOMFLEET	6.79
Blankney LC	1.55	Broomfleet LC	6.79
BLAYDON	7.52	Brotherton Tunnel	5.11
Blaydon (B) LC	7.52	BROUGH	6.79
Blenkinsop LC R/G-X Footpath	7.54	Brough East LC	6.79
Blotoff LC	1.53	Broughton Lane Jn	5.17, 5.26
Blue Gowls LC	1.51	BSC Coke Works	7.29
Blyth Bates Terminal	7.63	Buckton Lane LC AHB	6.90
Bog Hall G F	7.35	Bullpit Lane LC CCTV	1.26
Boldon East Jn	7.20, 7.43	BURLEY IN WHARFDALE	6.106
Boldon LC AHB-X	7.20	BURLEY PARK	6.101
Boldon North Jn	7.43, 7.44	Burn Lane LC	6.84
Boldon West Jn	7.20, 7.44	Burton Agnes LC AHB-X	6.89
Bolsover	5.19	Burton Lane No. 1 LC AHB	1.71
BOLTON-ON-DEARNE	5.9	Burton Lane No. 2 LC AHB	1.71
Bolton-on-Deerne LC R/G Footpath LC	5.9	Buslingthorpe LC AHB-X	4.28
Bonsall Lane LC	4.12	Butterswood LC ABCL-X	4.23
Bootham LC AHB-X	6.57	Butterwell Jn	2.25, 7.61
Boothferry Road LC	6.85	Bystable Lane Jn	4.23
Boroughbridge Road LC CCTV	7.9	Bytham (FS) OHNS	1.22
BOSTON	1.74	Cadeby	5.23
Boston & Spilsby Road LC AHB-X	1.78	Cadwell	1.14
Botany Bay LC	1.30	Calder Bridge Jn	6.51, 6.63
BOTTESFORD	1.66	Cambois LC TMO	7.64
Bottesford West Jn (BW)	1.66	CAMBRIDGE	1.45
Boughton Brake Tunnel	4.46	Cambridge (CA)	1.45
Boughton Jn	4.44, 4.46	Cambridge Jn	1.14, 1.41
Boulby Potash Mine	7.37	Camden Road East Jn	1.36
Boultham Crossing LC CCTV	1.88	Canal Jn	6.83, 6.84
Boultham Jn	1.88, 1.90	Canklow	5.14
BOWES PARK	1.38	Canonbury Tunnel	1.36
Bowes Park OHNS	1.38	Canonbury West Jn	1.36
Bowesfield (B)	7.27, 7.38	Carcroft Jn	6.9, 6.19
Bowling Jn	6.38	Cardells LC R/G	1.16
Bowling Tunnel	6.38	Cargo Fleet	7.29
BRADFORD FORSTER SQUARE	6.109	Cargo Fleet Road LC CCTV	7.31
BRADFORD INTERCHANGE	6.23	CARLISLE	7.57
Bradley Jn	6.39, 6.42	Carlisle (CE)	7.57
Bradley Tunnel		Carlisle North Jn	7.57
Bradley Wood Jn	6.26, 6.39	Carlisle South Jn	7.57
Bradway Tunnel	5.4	Carlton LC CCTV	1.27
Bramhope Tunnel	6.101	Carlton Loops	1.27
BRAMLEY	6.21	Carnaby LC AHB-X	6.89
BRAMPTON	7.55	Carr (Up Goods & Transfer Line)	1.32
Brampton Fell LC	7.55	Castle Hill Tunnel	6.25
Bramwith Road LC AHB	6.18	Castle Hills East GF	7.7
Branccliffe East Jn	4.16, 4.38	Castle Hills Jn	2.11, 7.7
Branston & Washingborough Tunnel	1.56	Castle Hills West GF	7.7
Brayford LC CCTV	1.57	CASTLETON MOOR	7.34
Brayton LC CCTV	6.84	CASTLEFORD	6.31
Bretton (FS) OHNS	1.20	Castleford (CD) LC	6.31
Brewery Lane LC	1.52	Castleford East Jn	6.32, 6.55
Brewster Lane LC AOCL-X	1.80	Castleford West Jn	6.31, 6.54
Bridge Jn	1.32, 5.27	CATTAL LC	6.104
BRIDLINGTON	6.90	Cave LC	6.79
Bridlington (BN)	6.90	Cayton LC AHB	6.92
Bridlington Quay LC CCTV	6.90	Cemetery North	7.13
BRIGG	4.11	Chain Bridge LC RC	7.52
Brigg LC	4.11	Chalk Lane LC CCTV	6.80
BRIGHOUSE	6.26	CHAPLETOWN	6.49
Brightside Station Jn	5.7	CHATHILL	2.28
Brinsworth Street LC CCTV	5.20	Chathill (TSC) OHNS	2.28
BRITISH STEEL REDCAR	7.30	Chathill Crossovers	2.28
British Steel Corp. Foreign Ore Terminal	4.37	Chathill LC R/G	2.28
Broad Street Tunnel	4.17, 5.6	Cheal Road LC	1.52
Broadfield Lane LC CCTV	1.73	Cherry Holt LC AHB-X	1.51
Broadwath LC AHB-X	7.56	Cherry Tree LC CCTV	6.88
Broadwood LC AOCL	7.50	Cherry Willingham LC AHB-X	4.31
BROCKHOLES	6.47	CHESTERFIELD	5.4
Brocklesby East Jn	4.10, 4.22	CHESTER-LE-STREET	2.17
Brocklesby Jn (B)	4.10, 4.22	Chester-le-Street (TSC) OHNS	2.17
Brocklesby West Jn	4.10, 4.22	Chevington LC CCTV	2.26
BROCKLEY WHINS	7.20	Chevington North Crossovers	2.26

INDEX (STATIONS, SIGNAL BOXES etc.)

Chillingham Road	2.22	Crofton West Jn	6.20, 6.64
Choppington LC AHB	7.60	Cromwell LC CCTV	1.27
Christon Bank LC CCTV	2.28	Cross Common LC AHB-X	6.77
CHURCH FENTON	6.33, 6.82	CROSS GATES	6.74
Church Fenton North Jn	6.33, 6.82	Cross Lane LC AHB	1.86
Church Fenton South Jn	6.33	CROSSFLATS	6.98
Church Lane LC	1.53	CROWLE	4.35
Church Lane LC CCTV (nx Newark)	1.26	CUFFLEY	1.39
Church Lane LC CCTV (Redcar)	7.30	Cumberworth Tunnel	6.46
Church Street LC CCTV	7.13	Cutsyke Jn (CJ) LC	6.54
Clara Vale LC AHB-X	7.13, 7.52	Dalton (TSC) OHNS	2.10
Clarborough Jn	4.14, 4.25	Dam Dykes LC CCTV	2.23
Clarborough Tunnel	4.14	DANBY	7.34
Clarence Road (CR)	7.13	DARLINGTON	2.13
Claxby & Usselby LC AHB-X	4.27	Darlington North Jn	2.13, 7.48
Claxby Gatehouse No. 24 LC AHB-X	4.27	Darlington South Jn	2.12, 7.26
Clay Cross North Jn G F	5.4	DARNALL	4.17
Claypole Down Loop	1.26	DARTON	6.50
Claypole LC CCTV	1.25	Daw Lane LC CCTV	1.34
Claypole Up Loop	1.25	Dawdon (DN)	7.14
Clayton West Jn	6.46	Dawdon Jn	7.14
CLEETHORPES	4.7	Dawas Lane LC AOCL	4.37
Cleveland Freightliner Terminal	7.36	Dean Street Crossover	2.20
Cliff House	7.12	Dearne Jn	5.8
Cliffe LC CCTV	6.77	Decoy North Jn	1.32, 1.92
Clifton LC CCTV	2.23	Decoy South Jn	1.92, 4.39
Clipstone (C)	4.48	Deepcarr	4.25
Clipstone Colliery	4.48	DEIGHTON	6.42
Clipstone Colliery Jn	4.47, 4.48	Denaby LC CCTV	5.23
Clipstone East Jn	4.44, 4.47	DENBY DALE	6.46
Clipstone South Jn	4.47, 4.48	Denton School LC AHB-X	7.55
Clipstone West Jn	4.44, 4.48	Denton Village LC	7.55
Coal Access LC (OPEN)	7.28	DEWSBURY	6.43
COLLINGHAM	1.85	Dewsbury East Jn	6.28, 6.48
Collingham LC AHB	1.85	Dewsbury Railway Street	6.48
Colton Jn	2.5, 6.33	Diggle Jn (DE)	6.41
Colton North Jn	2.5, 6.33	Digswell	1.12
Colton South Jn	6.33	Dilston LC AHB-X	7.53
Common Road LC	6.58	Dinnington Jn	4.38
COMMONDALE	7.33	DINSDALE	7.26
CONISBROUGH	5.23	Dock Hills LC CCTV	6.9
Conisbrough Tunnel	5.23	Dockfield Jn	6.97, 6.108
Connington North LC CCTV	1.17	Doddington Road LC AHB-X	1.88
Connington South	1.17	DODWORTH	6.45
CONONLEY	6.99	Dodworth LC CCTV	6.45
Cononley LC CCTV	6.99	DONCASTER	1.33
Coopies Lane LC AHB	7.61	Doncaster (D)	1.33
Copenhagen Tunnel	1.6	Doncaster (FS) OHNS	1.33, 6.9
Copley Hill East Jn	6.13, 6.43	Doncaster North Jn	1.33
Copmanthorpe No. 2 LC R/G	2.6, 6.34	Doncaster Road LC	6.75
CORBRIDGE	7.53	DORE	5.15
Corby Gates LC	7.48	Dore South Jn	5.5, 5.15
Cottage Lane LC AHB	1.85	Dore Station Jn	5.5, 5.15
Cottam Power Station	4.25	Dore Tunnel	5.15
COTTINGHAM	6.87	Dore West Jn	5.15
Cottingham North LC CCTV	6.87	Dormer Green	2.4
COTTINGLEY	6.43	Drax Branch Jn	6.66, 6.73
Cowpen Lane LC AHB-X	7.12	Drax Power Station	6.73
Crabley Creek LC	6.79	DRAYTON PARK	1.35
Crag Hall	7.37	DRIFFIELD	6.89
Crag Mill LC CCTV	2.29	Driffield (D) LC	6.89
Crakehall LC TMO	7.8	Driffield Station LC (RC)	6.89
CRAMLINGTON	2.23	DRONFIELD	5.4
Crankley Point LC R/G	1.85	Dryclough Jn	6.37, 6.39
Cranswick LC AHB-X	6.88	Ducketts LC R/G	6.22
Crescent Jn	1.19, 1.46	DUNSTON	7.51
Creswell	4.42	DURHAM	2.16
CREWS HILL	1.39	Durham (FS) OHNS	2.15
Creykes LC R/G	6.85	Eagle & Thorpe LC AHB-X	1.87
Cridling Stubbs LC AHB	6.70	Eagle Barnsdale LC AHB	1.87
Crofton East Jn	6.64, 6.69	EAGLESCLIFFE	7.10

INDEX (STATIONS, SIGNAL BOXES etc.)

Eaglescliffe South Jn	7.10, 7.26	Foreign Ore Branch Jn	4.33, 4.37
Earlfit Lane LC R/G	2.5, 6.33	Former Catcliffe Jn	5.16
East Bank Tunnel	5.5	Former Embsay Jn	6.110
EAST BOLDON	7.19	Former Firsby East Jn	1.79
East Boldon LC CCTV	7.19	Former Firsby South Jn	1.79
East Cowick LC AHB	6.67	Former Markham Colliery Jn	5.19
East Cowton Crossovers	2.12	Former Royston Jn	6.69
EAST GARFORTH	6.74	Former Wear Valley Jn	7.49
East Heslerton LC AHB-X	6.61	Forth Banks	2.36
East Holmes	1.57	Foxlow Jn	5.13, 5.19
East Road LC R/G	1.15	FOXTON	1.44
Eastern Access LC AOCL	6.94	Foxton LC	1.44
Eastfield	1.19	Freemans LC (F)	7.64
Eastgate	7.50	Freight Terminal Jn	1.6, 1.36
Eastgate Mount LC (OPEN)	7.36	Friargate LC CCTV	4.8
EASTRINGTON LC AHB-X	6.78	Frickley Colliery	5.21
Eastville LC AHB-X	1.78	Frickley Colliery Branch Jn	5.9, 5.21
Eaves Lane LC R/G Bridleway	1.27	Frinkley Lane LC AHB-X	1.67
Ecclesfield West	6.49	FRIZINGHALL	6.109
EG402 Signal (Up)	2.32	Furthams Lane LC CCTV	1.46
EG403 Signal (Down)	2.32	GAINSBOROUGH CENTRAL	4.13
Egmanton LC CCTV	1.27	Gainsborough Central (GC)	4.13
EGTON	7.34	GAINSBOROUGH LEA ROAD	1.60
Elland (E)	6.26	Gainsborough Trent Jn	1.60, 4.13
Elland Tunnel	6.26	Ganton LC AHB-X	6.62
Elmsley LC (OPEN)	4.48	Garden Street LC CCTV	4.8
Elmton & Creswell Jn	4.42, 4.43	GARFORTH	6.74
ELSECAR	6.50	GARGRAVE	6.100
Elsham LC	4.33	Gascolgne Wood (GW)	5.12, 6.55, 6.74
ENFIELD CHASE	1.39	Gasworks Tunnel	1.5
Engine Shed Jn	6.17, 6.53, 6.67	GILBERDYKE	6.78
England Lane LC	6.65	Gilberdyke Jn	6.78, 6.86
Enron LC (OPEN)	7.41	GLAISDALE	7.34
Esholt Jn	6.102, 6.108	Gledholt North & South Tunnels	6.41
Esholt Tunnel	6.107	Godnow Bridge LC	4.35
ESSEX ROAD	1.35	Golden High Hedges	1.53
Everton LC CCTV	1.15	GOLDTHORPE	5.9
Fairburn Tunnel	6.32	Gonerby Tunnel	1.64
Fallodon LC CCTV	2.28	GOOLE	6.85
Falsgrave	6.62	Goole (G)	6.85
FEATHERSTONE LC CCTV	6.64	Goole Bridge (GB)	6.86
FELLGATE	7.21	GORDON HILL	1.39
Felton Lane LC CCTV	2.25	Gosberton	1.52
Fenham Low Moor LC CCTV	2.29	Gosberton LC	1.52
Fenham(TSC) OHNS	2.29	Goswick LC CCTV	2.30
Fenwick LC	2.4	Gowdall Lane LC AOCL	6.67
Ferne Park Sidings	1.8	GOXHILL LC	4.23
FERRIBY	6.80	Grand Sluice Jn LC CCTV	1.74
Ferrybridge (F)	5.11	GRANGE PARK	1.39
Ferrybridge North Jn	5.11, 6.71	Grangeltown (G)	7.29
Ferrybridge South Jn	5.11, 6.72	Grangeltown Jn	7.29
Ferryhill	2.14	Grangeltown LC (OPEN)	7.43
Ferryhill South Jn	2.14, 7.35	GRANTHAM	1.24
Field Lane LC AOCL	6.67	Grantham North (FS) OHNS	1.25
FILEY	6.91	Grantham North Jn	1.24
Filey Jn	6.91	Grantham South Jn	1.24
Filey LC CCTV	6.91	Grassthorpe Lane LC	1.27
Finghall Lane LC TMO	7.8	Graythorpe LC AOCL	7.42
Finningley LC	1.61	GREAT AYTON	7.32
FINSBURY PARK	1.7	Great Coates No. 1	4.18, 4.19
Finsbury Park Jn	1.7, 1.35	GREAT COATES LC AHB	4.9
Firbeck Jn	4.38, 4.39	Great Hale Drove No. 1 LC AHB	1.72
Fish Dock Road LC CCTV	4.7	Great Hale No. 2 LC AHB-X	1.72
FITZWILLIAM	6.10	Greatford LC CCTV	1.22
Flamborough LC CCTV	6.90	Greatham LC	7.12
Flax Mill LC	1.51	Green Lane	7.44
Flaxton LC AHB-X	6.58	Green Lane LC AHB	7.62
Flemingate LC RC	6.88	Green Oak Goit LC	6.86
Fletton Jn	1.18, 1.46	Greenbottom Tunnel	6.106
Flockton Sidings GF	6.51	Greensfield Jn	2.35, 7.46, 7.47
Flyover East Jn	1.61, 1.92	Greethland Jn (G)	6.26, 6.39
Flyover West Jn	1.91, 1.92	GRIMSBY DOCKS	4.7
Folly Bank LC AHB	1.48	GRIMSBY TOWN	4.8

INDEX (STATIONS, SIGNAL BOXES etc.)

Gringley Road LC RC	4.14	Heck GF	2.4
Grinkle Tunnel	7.37	Heck Ings LC	6.66
Gristhorpe LC	6.92	Heck Lane LC	6.66
GROSMONT	7.34	HECKINGTON LC	1.72
Grove Road GSP	1.28	Hedon Road Sidings West	6.94
Grove Road LC CCTV	1.28	Hedon Road Sidings East	6.94
Guisborough Jn	7.28, 7.31	Heeley	5.5
Guisborough Road LC AOCL	7.33	Heeley G F	5.5
GUISELEY	6.106	HEIGHINGTON	7.48
Gunhouse Jn	4.34	Heighington LC	7.48
GYPSY LANE	7.31	Hellfield South Jn	6.100
Habrough Jn	4.9, 4.22	Helpston Jn	1.21, 1.47
HABROUGH LC AHB	4.9	Helpston LC	1.21, 1.47
HADLEY WOOD	1.10	Hemingfield Tunnel	6.50
Hadley Wood North Tunnel	1.10	Hemsworth	6.10
Hadley Wood South Tunnel	1.10	Hendon	7.43
Hagg Lane LC R/G	6.75	HENSALL (H) LC	6.66
Hagg Lane LC AHB-X	6.77	Henwick Hall LC	6.84
HALIFAX (H)	6.37	Hepscott Jn	7.60, 7.61
Hall Dene	7.14	Hepscott LC AHB	7.60
Hall Lane Jn	5.18, 5.19	HERTFORD NORTH	1.40
Hall Royd Jn	6.25	Heslerton Station LC AHB-X	6.61
HALTWHISTLE	7.54	Hessay LC	6.105
Haltwhistle (HW)	7.54	Hessay WD G/F	6.105
Ham Hall LC AOCL	7.7	HESSLE	6.80
Hambleton East Jn	6.75, 6.83	Hessle East Jn	6.80
Hambleton Jn (TSC) OHNS	2.5	Hessle Road (HR)	6.80, 6.93
Hambleton North Jn	2.5, 6.83	Hett Mill LC CCTV	2.15
Hambleton South Jn	2.5, 6.83	HEWORTH	7.22
Hambleton West Jn	6.75, 6.83	HEXHAM	7.53
HAMMERTON LC	6.104	Hexham (H)	7.53
Hammerton Road LC	6.104	Hexthorpe Jn	4.40, 5.22
Hammerton Street	6.22, 6.104	Heyworth LC	2.4
Hare Park	6.11	Hibaldstow LC AHB	4.11
Hare Park Jn	6.20	Hickleton (H)	5.9
HARRINGAY	1.8	High Eggborough LC	6.66
Harringay Jn	1.8, 1.37	High Ferry Lane LC AHB	1.76
Harringay Park Jn (H)	1.37	High Ferry LC AHB	1.76
Harringay Viaduct	1.8	High Level Bridge Central Jn	2.35, 7.22
HARROGATE	6.102	High Level Bridge Jn	2.35, 7.22, 7.46
Harrymore Lane LC R/G	6.76	High Marnham	4.44
Harston LC AHB	1.44	High Scampston LC AHB-X	6.61
Hartburn Jn	7.11, 7.38	High Street LC	1.56
HARTLEPOOL	7.13	HIGHBURY & ISLINGTON	1.35
Hartley LC AHB	7.59	Highbury Vale Jn	1.36
Harworth Colliery	4.39	Highdyke	1.24
HATFIELD	1.11	Hillam Gates LC CCTV	5.12, 6.32
HATFIELD & STAINFORTH	4.36	Hipperholme Tunnel	6.38
Hauxton LC AHB	1.44	Hirst Lane	7.62
HAVENHOUSE	1.81	HITCHIN	1.14
Havenhouse LC AHB-X	1.81	Hitchin (TSC) OHNS	1.14, 1.41
Haw Bank Tunnel	6.110	Hitchin South	1.14
Hawthorn Bank LC CCTV	1.50	Hogg Lane LC R/G	6.75
Haxby Road LC CCTV	6.57	Holbeck Jn	6.13, 6.21
Haxby Station LC CCTV	6.57	Holgate Jn	2.6, 2.34, 6.34, 6.56
Haxey LC CCTV	1.60	Holloway	1.6
HAYDON BRIDGE	7.53	Holme Green LC R/G	1.15
Haydon Bridge LC	7.53	Holme LC CCTV	1.17
Haywood LC CCTV	6.70	Holme Lode LC CCTV	1.17
HEADINGLEY	6.101	Holme (TSC) OHNS	1.17
Headingley Tunnel	6.101	Holmes Jn	5.20
Healey Mills (HM)	6.28	Holmes Jn LC CCTV	5.7
Healey Mills A Jn	6.28	Holton Gatehouse LC AHB-X	4.27
Healey Mills B Jn	6.28	Holton-le-Moor (H) LC	4.27
HEALING	4.9	Holywell LC ABCL	7.59
Heaton Depot	2.22	Honington LC AHB-X	1.67
Heaton Lodge East Jn	6.27, 6.42	HONLEY	6.47
Heaton Lodge Jn	6.27, 6.42	Hopetown Jn	7.48
Heaton North Jn	2.22	Horbury Jn (HJ)	6.29, 6.51
Heaton South Jn	2.21	Horbury Jn GF	6.29
HEBDEN BRIDGE	6.25	Horbury Station Jn	6.28
Hebden Bridge (HB)	6.25	HORNBEAM PARK	6.102

INDEX (STATIONS, SIGNAL BOXES etc.)

HORNSEY	1.8	Kings Dyke LC	1.46
Horsfall Tunnel	6.25	Kingston Terminal Jn	6.94
HORSFORTH	6.101	KIRK SANDALL	4.36
Horsforth (H)	6.101	Kirk Sandall Jn	4.36, 4.38
Hough Lane LC AHB-X	1.67	Kirkby Laythorpe LC AHB	1.71
How Mill LC AHB-X	7.56	Kirkham Abbey LC	6.59
HOWDEN LC CCTV	6.78	Kirkstall (FS) OHNS	6.97
Howsham LC	6.59	Kirkstall Loops	6.97
Howsham LC AHB-X	4.26	Kirton Lane LC CCTV	4.35
HUBBERTS BRIDGE LC	1.73	Kirton Lime Sidings (KL)	4.12
HUDDERSFIELD	6.48	KIRTON LINDSEY	4.12
HUDDERSFIELD (HU)	6.42	Kirton Tunnel	4.12
Huddersfield North & South Tunnels	6.42	KIVETON BRIDGE	4.16
Huddersfield South Tunnel	6.48	KIVETON PARK	4.16
HULL	6.81	Kiveton Park (KS) LC	4.16
Hull Paragon	6.87	Knapton LC AHB-X	6.61
Hull Paragon (HP)	6.81	KNARESBOROUGH	6.104
Hull River Swing Bridge	6.94	Knaresborough Tunnel	6.104
Humber Road Jn	4.20, 4.21	KNEBWORTH	1.13
HUNMANBY	6.91	KNOTTINGLEY	6.65
Hunmanby Jn	6.91	Knottingley (K) LC	6.65
Hunmanby ABCL-X	6.91	Knottingley East Jn	6.65, 6.72
Hunmanby Sands Lane LC ABCL-X	6.91	Knottingley South Jn	6.71, 6.72
Hunslet East	6.24	Knottingley West Jn	6.65, 6.71
Hunslet South Jn	6.53	Lamesley Crossover	2.17
Hunslet Station Jn	6.53	Lane Head LC	7.55
HUNTINGDON	1.17	Langford LC AHB	1.85
Huntingdon North Jn	1.17	Langley Jn Down	1.13, 1.40
Huntingdon South Jn	1.17	Langley Jn OHNS	1.13, 1.40
Hutton Bonville (FS) OHNS	2.12	Langley Jn Up	1.13, 1.40
HUTTON CRANSWICK	6.88	Langley South Jn	1.40
Hutton LC AHB-X	6.88	LANGWITH WHALEY-THORNS	4.42
HYKEHAM LC AHB-X	1.87	Langworth (L) LC	4.30
ICI Brinsfield LC (OPEN)	7.41	LEAHOLM	7.34
ICI Weighbridge House	7.36	Lebberton Road LC	6.92
ICI Wilton Coal Terminal	7.36	Ledston	6.55
ICI Wilton Jn	7.36	LEEDS (L)	6.15
ILKLEY	6.108	Leeds (TSL) OHNS	6.13
Immingham East Jn	4.20	Leeds East Jn	6.15
Immingham Reception Sidings (IR)	4.20	Leeds West Jn	6.14, 6.53
Immingham West Jn (IW)	4.21	Loarning Bar LC TMO	7.7
Inkersall LC (OPEN)	4.47	LETCHWORTH GARDEN CITY	1.41
Isabella LC TMO	7.63	Leverton LC AHB	4.25
Ivy Farm LC R/G	1.42	Leyburn (site of)	7.8
Jacky Duffin Wood LC R/G	6.73	Lightcliffe Tunnel	6.38
Jarrow Shell Mex Depot	7.45	LINCOLN CENTRAL	1.56
Joan Croft Jn	6.19	Linwith Lane LC AHB	6.73
Joan Croft Jn LC	2.4	Lissingley LC AHB-X	4.28
Keadby Canal Bridge	4.35	Litlington LC AHB	1.42
Keadby Canal LC	4.35	Litlington TSC OHNS	1.42
KEIGHLEY	6.99	Little Barford	1.16
Kelby Lane LC AHB-X	1.68	Little Barford (FS) OHNS	1.16
Kelloe Access Line Jn	7.39	Little London LC AHB	4.9
Kelloe Bank Foot Branch Jn	7.39	Little Mill Crossovers	2.27
Kelloe Bank Foot North End	7.39	Little Mill LC CCTV	2.28
Kelloe Bank Foot Staff Instrument	7.39	Little Sleeping LC AHB-X	1.78
Kesteven LC AHB-X	1.58	Littlefield Lane LC CCTV	4.8
Kettleby LC AHB	4.11	Littleworth LC	1.49
KILDALE	7.33	Lookington LC AHB-X	6.88
Kildwick LC CCTV	6.99	LOCKWOOD	6.47
Killingholme	4.21	Lockwood Tunnel	6.47
Killingworth LC CCTV	2.23	Lolham LC CCTV	1.21
Kiln Lane LC AOCL	4.20	London Road Jns	7.56
Kilnhurst	5.25	London Road LC AHB	1.50
Kilnwick LC AHB-X	6.88	Londonderry Sidings	7.43
King Edward Bridge East Jn	2.35, 2.36, 7.46, 7.47	Long Byre LC AHB-X	7.54
King Edward Bridge North Jn	2.18, 2.36, 7.46, 7.66	Long Lane LC CCTV	7.10
King Edward Bridge South Jn	2.18, 2.35, 7.47, 7.51, 7.66	LONGBECK	7.30
KINGS CROSS	1.5	Longhirst LC CCTV	2.25
Kings Cross (K)	1.5	Longlands Jn Down	2.11, 7.9

BR30018/F (05.04.03)

F.61

INDEX (STATIONS, SIGNAL BOXES etc.)

Longlands Jn Up	2.11, 7.9	Milton Village LC	7.5
Longlands Tunnel	7.9	MIRFIELD	6.27, 6.42
Loversall Carr Jn	1.31, 1.91	Mirfield East Jn	6.27, 6.43
Loversall Jn	1.31, 1.92	Moat Hills LC CCTV	1.34
Low Eilers Curve Jn	4.38, 4.40	Molewood Tunnel	1.40
Low Fell Jn	2.17, 7.58	Monk Bretton Loop	6.69
Low Gates LC	7.9	Monkwearmouth Jn	7.18
Low Row LC	7.55	Monsanto/BASF LC AOCL	7.41
Low Scampston LC AHB-X	6.61	Monsanto/BASF Siding Jn	7.41
Lowthorpe LC AHB-X	6.89	Moody Lane LC AOCL	4.18
Lucker LC CCTV	2.28	MOORGATE	1.35
Lucks Road LC AHB	1.49	MOORTHORPE	5.10
Lymn Bank LC AOCL-X	1.79	Moorthorpe (M)	5.10
Lynemouth Alcan	7.62	Moorthorpe Jn	5.10, 5.21
Maidendale	7.76	Moorthorpe LC R/G Footpath	5.10
Maltby Colliery	4.38	Moortown LC AHB-X	4.26
Malting Lane LC AHB-X	1.53	MORLEY	6.43
MALTON	6.60	Morley Tunnel	6.43
Malton (M) LC	6.60	MORPETH	2.24
MANORS	2.20	Morpeth (M)	2.24
Mansfield Road LC CCTV	4.15	Morpeth Jn	2.24, 7.61
MANSFIELD WOODHOUSE	4.41	Morphath North Jn	2.24, 7.60
Manston LC R/G	6.74	Morpeth North LC CCTV	2.24
Manton Wood	4.15	Morton Carr LC AOCL	7.32
Marchey's House Jn	7.62, 7.65	Moss LC	2.4
Marchey's House LC	7.62	Muston LC AHB	6.92
MARKET RASEN	4.28	MYTHOLMROYD	6.26
Market Rasen LC R/G Footpath	4.28	NAFFERTON LC AHB-X	6.89
Markham Main Colliery GF	4.38	Naworth LC AHB-X	7.55
MARSDEN	6.41	NEEB LC (OPEN)	7.41
Marsh Farm LC (OPEN)	4.21	Nether Lane LC AHB-X	6.89
Marsh Jn (M)	4.8	Nether Poppleton LC AHB	6.106
Marsh Lane Jn	6.16	Neville Hill East Jn	6.16, 6.74
Marsh Lane LC AHB	4.20	Neville Hill West Jn	6.16, 6.24
Marsh West Jn	4.8, 4.19	NEW BARNET	1.10
Marshall Meadows (FS) OHNS	2.32	New Barnetby LC	4.10
Marshgate Jn	1.33, 4.36, 6.9	NEW CLEE	4.7
Marshmoor	1.11	New England North	1.20
MARSKE	7.30	New Furnace Tunnel	6.38
Marston Moor LC	6.105	NEW HOLLAND	4.24
MARTON	7.31	New Inn LC (OPEN)	4.21
Marton Lane LC ABCL	7.31	New Moor LC AOCL	7.61
Masborough Jn	5.8, 5.14	NEW PUDSEY	6.22
Masborough Sorting Sidings South Jn	5.14	NEW SOUTHGATE	1.10
Matt Pitts Lane LC AOCL-X	1.80	NEWARK CASTLE	1.84
Maud Foster LC AHB	1.75	Newark Castle (NC) LC	1.84
Maxey LC CCTV	1.21, 1.47	Newark Crossing	1.26, 1.85
MEADOWHALL	5.7, 6.49	Newark Crossing East Jn	1.85, 1.89
Medge Hall LC	4.35	Newark Crossing South Jn	1.26, 1.89
MELDRETH	1.43	NEWARK NORTH GATE	1.26
Meldreth Road LC AHB	1.43	Newark South Jn	1.26, 1.89
Melton Lane LC	6.80	NEWCASTLE	2.19, 7.67
MENSTON	6.106	Newcastle East Jn	2.19, 2.35, 7.22, 7.67
METHERINGHAM	1.55	Newcastle South Jn	2.19, 7.67
Methley Jn	6.52, 6.54	Newcastle West Jn	2.19, 2.36, 7.67
Methley North LC R/G	6.52	Newham LC CCTV	2.28
METROCENTRE	7.57	Newport East Jn	7.28
MICKLEFIELD	6.74	MEXBOROUGH	5.24
Micklefield Jn	6.74, 6.82	Mexborough Jn	5.24, 5.25
Mickley LC R/G	7.53	Newsham Road LC TMO	7.63
MIDDLESBROUGH	7.28	NEWTON AYCLIFFE	7.48
Middlesbrough (M)	7.28	No. 115 LC R/G	1.21
Milford (M)	5.12, 6.32	No. 174 LC R/G	2.29
Milford Jn	5.12, 6.32	No. 193 LC R/G	2.30
MILLFIELD	7.23	No. 203 LC R/G	2.32
Mill Green (MG) LC	1.51	No. 238 LC R/G	1.30
Mill Lane Jn	6.23, 6.38	No. 263 LC R/G	1.34
Mill Lane Jn		No. 318 Sykes Lane LC	1.59
Mill Lane Jn (M)	6.38	No. 42 LC R/G	1.15
Mill Race Jn	5.7	No. 55 LC R/G	1.15
Millwood Tunnel	6.25	No. 65 LC R/G	1.16
Milner Royd Jn	6.26, 6.37	No. 66 LC R/G Footpath	1.16
Milner Royd Jn (MR)	6.26, 6.37	No. 71 LC R/G Footpath	1.16

INDEX (STATIONS, SIGNAL BOXES etc.)

No. 81 LC R/G	2.10	PETERBOROUGH	1.19
No. 82 LC R/G	2.10	Peterborough (P)	1.19
No. 89 LC R/G	2.11	Patteril Bridge Jn	7.56
No. 94 water Drove LC	1.52	Phillip Lane LC R/G	6.75
No.179 LC R/G	2.29	Phillips No. 2 LC AOCL	7.41
Noblethorpe LC	2.4	Phillips No. 3 LC AOCL	7.41
Normanby Park GF	4.37	Phillips Siding Jn GF	7.40
NORMANTON	6.31	Picton LC CCTV	7.10
Normanton LC AHB-X	1.66	Pilgrim Street Crossover	2.20
North Blyth	7.64	Pilleys Lane LC AHB	1.75
North Carr LC	1.60	Plessey Crossovers	2.23
North Gate LC (OPEN)	7.36	Plessey Road LC CCTV	7.60
North Kelsey LC AHB-X	4.26	Ponsbourne Tunnel	1.40
North Lincoln Jn	4.34	PONTEFRAC T BAGHILL	5.10
North London Incline OHNS	1.36	PONTEFRAC T MONKHILL	6.64
North Muskham (TSC) OHNS	1.27	Pontefract Monkhill Goods Jn	6.65, 6.72
NORTH ROAD	7.48	PONTEFRAC T TANSHELF	6.64
North Seaton LC	7.62	Pontefract West Jn	6.54, 6.64
North Tees LC AOCL	7.40	POPPLETON	6.105
North/South Access LC	7.41	Poppleton LC	6.105
NORTHALLERTON	2.11	Port Clarence GF	7.40
Northallerton East Jn	7.8, 7.9	Post Office Lane LC AHB	6.71
Northallerton High Jn	2.11, 7.8	Potland LC AOCL	7.61
Northorpe (N) LC	4.12	Potteric Carr Jn	1.32, 4.40
Norton LC	6.70	POTTERS BAR	1.11
Norton-on-Tees East	7.11, 7.39	Potters Bar (TSC) OHNS	1.11
Norton-on-Tees LC	7.11	Potters Bar Tunnel	1.11
Norton-on-Tees South (NS)	7.11, 7.38	Potters Grange Jn	6.67, 6.85
Norton-on-Tees West LC	7.38, 7.39	Prince of Wales (P) LC	6.54
Norwell Lane LC CCTV	1.26	PRUDHOE	7.52
Norwood Jn	7.51, 7.58	Prudhoe (PE) LC	7.52
Norwood LC	4.42	Pyewipe Jn	1.58, 1.90
Nottingham Branch Jn	1.24, 1.64	Pyewipe Road LC	4.19
Nunnery Main Line Jn	4.17, 5.6	Quadrang LC AHB	1.52
NUNTHORPE LC (N)	7.32	Quarrington LC AHB	1.69
Oakenshaw (O)	6.69	Quarry Hill Jn	6.16
Oakenshaw Jn	6.63, 6.68	Ranskill LC	1.30
Oakenshaw South Jn	6.68, 6.69	Ranskill Loops	1.30
OAKLEIGH PARK	1.10	RAUCEBY (R) LC	1.69
Oakwood Farm LC R/G	6.104	RAVENSTHORPE	6.43
Offord LC CCTV	1.16	RAWCLIFFE	6.67
Old Leake LC AHB-X	1.77	Red Bams Tunnel	2.20
OLD STREET	1.35	Red Cap Lane LC ABCL	1.75
Ollerton Colliery (OC)	4.44	Red Lane LC	6.64
Orton Mere	1.46	REDCAR CENTRAL	7.30
Osterfen LC CCTV	1.25	REDCAR EAST	7.30
Ouston Crossovers	2.17	Redcar LC (R)	7.30
OUTWOOD	6.12	Redcar Ore Terminal Jn	7.30
Oxcroft D P	5.18	Redmire	7.8
Oxmardyke LC	6.79	Reepharn LC CCTV	4.30
Oxmarnsh Crossing LC	4.24	Renishaw Park	5.13
Oxspring Tunnel	6.45	Reston GSP	2.33
PALLION	7.23	RETTFORD	1.29, 4.14
PALMERS GREEN	1.38	Retford (FS) OHNS	1.29
PANNAL	6.102	Retford North	1.29
Park Drain LC CCTV	1.61	Retford South Jn	1.29
PARK LANE	7.24	Retford West Jn	1.29
Newsham LC	7.59	Retford Western Jn	4.25
Newsham North Jn	7.60, 7.63	Richmond Hill Tunnel	6.16
Park Lane Jn	7.22, 7.47	RIDING MILL	7.53
Park Road LC	1.51	Rigton	6.101
Pasture Road LC ABCL	4.24	Rillington LC AHB-X	6.60
Pasture Street (P) LC	4.7	Robin Hood Tunnel	6.47
Peascliffe Crossovers	1.25	Rohm Haas LC AOCL	7.41
Peascliffe Tunnel	1.25	Romanby Road LC CCTV	7.9
Peckfield Crossover	6.74	Rossington Colliery	1.91
PEGSWOOD	2.24	Rossington Colliery Jn	1.91
Pelaw Jn for Jarrow	7.21, 7.45	Rossington GSP	1.31
Pelaw Jn for Leamside	7.21, 7.45	Rossington LC CCTV	1.31
Pelaw Metro Jn	7.21	ROTHERHAM CENTRAL	5.26
Pelham Street	1.56	Rotherham Central Jn	5.20, 5.26
Pelham Street Jn	1.56, 4.32	Rounton Gates LC AHB-X	7.10
PENISTONE	6.45	Rowland Hall LC AHB-X	6.78

INDEX (STATIONS, SIGNAL BOXES etc.)

Rowston LC	1.55	Sewarby LC AHB	6.90
Roxby	4.37	Sewerston Lane LC R/G	1.65
Roxton SidingsLC	4.9	Seymour Jn	5.19
Royal Mail Terminal	7.58	Seymour Jn (SE)	5.18
Royal Oak LC AHB-X	6.91	Shaftholme Jn	1.34, 2.4, 6.70
ROYSTON	1.43	SHEFFIELD	5.6
Rufford Colliery	4.48	Sheffield (S)	5.6
Rufford Colliery Jn	4.47, 4.48	Sheffield North Jn	5.6
Rufford No. 1 Coal Stacking Siding	4.47	Sheffield South Jn	5.6
Rushey Sidings LC AHB-X	4.15	Shell Jn	7.29, 7.36
RUSKINGTON	1.55	Shell Mex LC (OPEN)	4.21
Rustons Tip LC R/G	1.88	Shepcote Lane East Jn	5.16, 5.17
RUSWARP LC ABCL	7.35	Shepcote Lane West Jn	5.16, 5.17
Ryhope Grange	7.43	SHEPLEY	6.46
Ryhope Grange (RG)	7.15	SHEPRETH	1.43
Rylstone LC (TMO)	6.110	Shepreth Branch Jn	1.44
St Neots North Jn	1.16	Shepreth Branch OHNS	1.44
St. Catherines Jn	4.38, 4.39	Shepreth LC AHB	1.43
St. Georges Road LC CCTV	6.81	SHERBURN IN ELMET LC CCTV	6.32
St. James Bridge Jn	7.22	Sherburn Jn	6.32, 6.55
St. James Deeping LC	1.48	Shilbottle TSC (OHNS)	2.27
St. James Jn	5.22, 5.27	SHILDON	7.49
ST. NEOTS	1.16	Shildon (S)	7.49
St. Neots South Jn	1.16	Shildon Tunnel	7.49
St Peter's	7.17	SHIPLEY	6.97, 6.109, 6.110
SALTAIRE	6.98	Shipley East Jn	6.97, 6.109
SALTBURN	7.30	Shipley South Jn	6.109, 6.110
Saltburn West Jn	7.30, 7.37	Shipley Tunnel	6.98
Salfend	6.94	Shipley West Jn	6.98, 6.110
Salterhebble Down & Up Tunnels	6.39	SHIREBROOK	4.41
SALTMARSHE	6.86	Shirebrook East Jn	4.42, 4.46
Saltmarsh LC (SA)	6.86	Shirebrook Jn	4.41, 4.43
Sand Bank Jn	1.32	Shirebrook Jn (SJ)	4.41
SANDALL & AGBRIGG	6.11	Shirebrook South Jn	4.45
Sandhill Lane LC	6.75	SHIREOAKS	4.16
SANDY	1.15	Shireoaks East Jn	4.16, 4.42
Sandy North Jn	1.15	Shireoaks Station LC CCTV	4.16
Sandy South Jn	1.15	Shireoaks West Jn	4.16, 4.43
SAXILBY	1.59	Sibsey (S) LC	1.76
Saxilby LC	1.58	Silbottle (TSC) OHNS	2.27
Scalm Lane LC R/G	6.83	SILKSTONE COMMON	6.45
SCARBOROUGH	6.62	Simmons House LC AHB-X	1.77
Scopwick LC	1.55	Simon Storage Siding GF	7.41
Scorborough LC AHB-X	6.88	Sincil Bank LC CCTV	1.56
Scothern LC AHB-X	4.30	SKEGNESS	1.82
Scremerston LC CCTV	2.30	Skegness	1.82
Scruton LC TMO	7.7	Skellow Jn	6.18, 6.19
Sculcoates	6.94	Skelton Bridge Jn	2.8
SCUNTHORPE	4.34	Skelton Jn	2.8, 2.34, 6.36, 6.56, 6.106
Scunthorpe (S)	4.34	SKIPTON	6.100
Scunthorpe West Jn	4.34	Skipton Middle Jn	6.100, 6.110
SEABURN	7.19	Skipton North Jn	6.100
Seacroft LC AOCL-X	1.82	Skipton South Jn	6.100
Seaham	7.14	Slag Road LC	7.35
SEAHAM	7.14	SLAITHWAITE	6.41
Seal Sands Branch Jn	7.40, 7.41	SLEAFORD	1.70
Seal Sands LC AOCL	7.40	Sleaford East (SE) LC	1.70
Seal Sands Chemical LC AOCL	7.41	Sleaford East Jn	1.62, 1.70
SEAMER	6.62	Sleaford North Jn	1.63
Seamer (SR)	6.62	Sleaford North Jn LC	1.54
Seamer South Jn	6.92	Sleaford Sidings GF	1.73
Seamer West Jn	6.62, 6.92	Sleaford South	1.54, 1.62
SEATON CAREW	7.12	Sleaford South Jn	1.54, 1.62
Seaton Snook Jn	7.12, 7.42	Sleaford West (SW) LC	1.69
Seaton-on-Tees	7.42	Sleaford West Jn	1.63, 1.69
Seghill North LC AHB	7.57	SLEIGHTS OCC LC	7.35
SELBY	6.76	Smeafeld LC CCTV	2.29
Selby (S)	6.75	Smithfield Road LC AHB-X	4.26
Selby Road LC AHB	6.70	Snaith & Pontefract Highway LC AHB	6.66
		SNAITH LC AOCL	6.67
Selby South Jn	6.75, 6.84	Snaith Road LC AHB	6.67
Selby Swing Bridge	6.76	Snelland LC AHB-X	4.29
Selby West Jn	6.75, 6.83		

INDEX (STATIONS, SIGNAL BOXES etc.)

SOUTH BANK	7.29	Swinedyke LC R/G	4.12
South Bank Jn	7.29	SWINESHEAD	1.72
South Drove LC AHB	1.49	Swineshead LC AHB	1.72
South Drove LC AHB	1.49	SWINTON	5.8, 5.24
SOUTH ELSMALL	6.10	Swinton North Jn	5.8, 5.24
SOUTH HYLTON	7.23	Swinton South Jn	5.8, 5.24
South Kirby Jn	5.21, 6.10	Tallington Crossovers	1.22
South Kirby (TCS) OHNS	6.10	Tallington LC CCTV	1.22
SOUTH MILFORD LC R/G footpath	6.74	Tallington (TSC) OHNS	1.21
South Scarle LC AHB	1.86	Tankersley Tunnel	6.50
South Yorkshire Jn (DS)	1.33, 5.22	Tapton Jn	5.4, 5.13
South Yorkshire Jn (US)	1.33, 5.22	Tattershall Road LC AHB	1.75
SOWERBY BRIDGE	6.26	Tees (TY)	7.27
Sowerby Bridge Tunnel	6.26	TEESSIDE AIRPORT	7.26
SPALDING	1.50	Temple Hirst Jn	2.4, 6.84
Spalding (S) LC	1.50	Tempsford LC CCTV	1.15
Speeton LC AHB	6.91	Thackley Tunnel	6.97
Spittal LC R/G	2.30	THIRSK	2.10
Spring Lodge LC	6.71	Thoresby Colliery	4.46
Springbank North Jn	6.93, 6.95	Thoresby Colliery Jn	4.44, 4.46
Springbank South Jn	6.93	THORNABY	7.27
Springs Jn	6.106	Thorne Jn	4.36, 6.85
Springs Tunnel	6.107	Thorne Moor Ends LC AHB	6.85
Springwell Lane LC AHB	7.9	Thorne No. 2 LC AHB	4.35
Springwood Jn	6.42, 6.48	Thorne No.1 LC AHB	4.35
STADIUM OF LIGHT	7.19	THORNE NORTH	6.85
Stainforth Jn	4.36, 6.18	THORNE SOUTH	4.35
Stainforth Road LC AHB	6.18	Thornhill Jn Crossover	6.28
Stainton LC AHB-X	4.30	Thornhill LNW Jn	6.27, 6.43
STALINGBOROUGH LC	4.9	THORNTON ABBEY	4.23
Stamford LC CCTV	2.28	THORPE CULVERT	1.79
Standedge Tunnel	6.41	Thorpe Culvert LC	1.79
STANHOPE	7.50	Thorpe Gates LC	6.75
Stanningley Tunnel	6.22	Thorpe Hall LC RC	6.75
Stannington (TSC) OHNS	2.23	Thorpe LC AOCL	6.70
Stannington LC CCTV	2.23	Thorpe Marsh	6.18
STARBECK	6.103	Thorpe Road LC AHB	6.18
Starbeck LC	6.103	Thorpe-on-the-Hill LC AHB-X	1.87
Slaythorpe Crossing LC	1.84	Thrumpton (T) LC	4.14
STEETON & SILSDEN	6.99	Thrumpton West Jn (Down)	4.14, 4.25
STEVENAGE	1.13	Thrumpton West Jn (Up)	4.14, 4.25
Stilton Fen	1.17	Thrybergh Jn	5.25
STOCKSFIELD	7.53	THURNSCOE	5.9
STOCKSMOOR	6.46	Thurstonland Tunnel	6.47
Stocksmoor Jn	6.46	Thwaite Gates LC CCTV	6.87
STOCKTON	7.11	Tile Shed LC AHB-X	7.20
Stockton Cut Jn	7.11, 7.27	Tinsley Avesta LC TMO (B)	5.16
Stoke	1.23	Tinsley East Jn	5.26
Stoke (TSC) OHNS	1.23	Tinsley Park Jn	5.16
Stoke GSP	1.23	Tinsley South Jn	5.17, 5.28
Stoke Tunnel	1.23	Tinsley Yard (Y)	5.16
Stourton Jn	6.53	Tollerton	2.9
Stow Park LC	1.59	Torworth LC CCTV	1.30
Stowgate LC AHB	1.48	Totley Tunnel East (TE)	5.15
Stranton	7.13	Treeton Jn	5.14, 5.16
STREETHOUSE	6.64	Trent East Jn	1.60, 4.13
Streethouse West LC CCTV	6.64	Trent Jn	4.34, 4.37
Strensall (S) LC	6.58	Trent West Jn	1.60, 4.13
Strensall No. 1 LC CCTV	6.58	Turners Lane Jn	6.30, 6.51
Strensall No. 2 LC CCTV	6.58	Tursdale Jn	2.15
Stubbs Walden North LC CCTV	6.70	Tuxford GSP	1.28
Stubbs Walden South LC CCTV	6.70	Tweedmouth (T)	2.31
Sudbrook Lane LC AHB-X	1.68	Tweedmouth Crossover	2.31
Sudforth Lane (S) LC	6.65	Tyne Dock	7.36
Summer Lane Jn	6.44	Tyneside (T)	2.35, 7.47
SUNDERLAND	7.16	Uffington (UN) LC	1.47
Sunderland North Jn	7.17	ULCEBY	4.22
Sunderland North Tunnel	7.17	Ulceby Jn (UJ) LC	4.22
Sunderland South Jn	7.16, 7.24	Ulceby North Jn	4.23
Sunderland South Tunnels	7.15	Ulceby South Jn	4.22
Swalwell Jn	7.51	Ulgham Grange LC CCTV	2.25
SWINDERBY	1.87	Ulgham Lane LC CCTV	2.25
Swinderby (S) LC	1.87	ULLESKELF	6.33
Swinderby Road LC AHB	1.86	Union Dock	4.18

INDEX (STATIONS, SIGNAL BOXES etc.)

UNIVERSITY	7.23	WHITWELL	4.42
Unthank LC TMO	7.50	Whitwell Tunnel	4.42
Upper Denton LC AHB-X	7.55	Whitwood Jn	6.31, 6.54
Urlay Nook LC (UN)	7.26	Whixley LC	6.104
WAINFLEET	1.80	Wickenby (W) LC	4.29
Wainfleet LC	1.80	WIDDINGTON	2.25
Wainfleet Bypass LC AHB-X	1.81	Widdrington LC CCTV	2.25
Wakefield Westgate South Jn	6.11	Widdrington Sidings Crossover	2.25
WAKEFIELD KIRKGATE	6.30, 6.63	Willoughby Road LC AHB	1.75
Wakefield Kirkgate (K)	6.30, 6.63	Willows Lane LC AHB	1.75
Wakefield Kirkgate East	6.30	Wilsford LC AHB-X	1.68
Wakefield Kirkgate West Jn	6.29, 6.63	Wilstop LC	6.104
Wakefield Road Tunnel	6.22	WINCHMORE HILL	1.38
WAKEFIELD WESTGATE	6.12	Wincobank Jn	5.7, 6.49
Wakefield Westgate South Jn	6.20	Winning Jn	7.64, 7.65
Wakefield Westgate West Jn	6.20	Winning LC	7.64
Walesby LC AHB-X	4.27	Wintersett	6.11
Walton Street Jn	6.87, 6.95	Winthorpe LC AHB	1.85
Walton Street LC CCTV	6.87	Wiserley Hall LC R/G	7.50
Wansford Road LC CCTV	6.89	WITTON PARK	7.49
Warden LC AHB-X	7.53	Wilton-le-Wear LC	7.49
Wardley	7.45	WOMBWELL	6.50
Warkworth LC CCTV	2.26	Womersley LC AHB	6.71
Warsop Jn	4.43, 4.45	Wood Green North Jn	1.9, 1.38
WATTON AT STONE	1.40	Wood Green (FS) OHNS	1.9
Watton GF	1.40	Wood Green South Jn	1.9
Watton LC AHB-X	6.88	Wood Green Tunnel	1.9
Weasel Hall Tunnel	6.25	Wood Lane LC AHB	4.19
Weaverthorpe LC	6.61	Woodburn Jn	5.26
WEETON	6.101	Woodburn Jn (W)	4.17, 4.25
Welbeck Colliery East GF	4.49	Woodcroft LC	1.21
Welbeck Colliery Jn	4.45, 4.49	Wooden Gate Crossovers	2.27
Welbeck Colliery West GF	4.49	Wooden Gate LC CCTV	2.27
Welbury LC AHB-X	7.10	Woodend Jn	4.42, 4.43
WELHAM GREEN	1.11	Woodhall Lane LC AHB-X	6.77
Welhouse Tunnel	6.46	Woodhorn Jn	7.62
Wellowgate LC CCTV	4.8	WOODHOUSE	4.17
Welton Crossover	4.30	Woodhouse Jn	4.17, 5.20
Welton LC	6.80	WOODLESFORD	6.52
Welwyn (FS) OHNS	1.11	Woodwalton Jn	1.17
WELWYN GARDEN CITY	1.12	Woolley Coal Sidings	6.51
WELWYN NORTH	1.13	Woolley New Tunnel Down	6.51
Welwyn North Tunnel	1.13	Woolley Old Tunnel Up	6.51
Welwyn South Tunnel	1.13	Woolmer Green	1.13
Wensley LC TMO	7.8	Woolmer Green GSP Crossover	1.13
Werrington Jn	1.20, 1.48	WORKSOP	4.15
Wescobhill Tunnel	6.101	Worksop (WP)	4.15
West Bank Hall LC AHB	6.73	Worksop East LC CCTV	4.15
West Burton (WB)	4.13	Worksop West Jn	4.15
West Burton East Jn	4.13	Wortley Jn	6.21
West Burton West Jn	4.13	Wortley Tunnel	6.21
West Cornforth LC TMO	7.39	Wrawby Jn	4.26, 4.33
West Cowick LC R/G	6.67	Wrawby Jn (WJ)	4.10
West Heslerton LC AHB-X	6.61	WRESSLE LC AHB-X	6.77
West Holmes Jn (WH)	1.57, 1.88	Wroot Road LC CCTV	1.61
West LC (OPEN)	7.42	Wyberton LC CCTV	1.73
West Parade North Jn	6.87, 6.95	WYLAM LC	7.52
West Sleekburn Jn	7.62, 7.64	Wyke Tunnel	6.38
West Street Jn (WS) LC	1.73	Yafforth LC AOCL	7.7
Westbrecks LC AHB	4.25	YARM	7.10
Westbrook Lane LC R/G	1.85	Yarm Tunnel	7.10
Western Entrance LC CCTV	4.21	YORK	2.7, 6.35, 6.57
WETHERALL	7.56	York (FS) OHNS	2.8
Whitley Hill LC AHB	7.48	YORK (Y)	2.7, 6.35
WHITBY	7.35	York Yard North	2.34, 6.56
Whitchester Tunnel	7.54	York Yard South	2.34, 6.56
Whitehall East Jn	6.14, 6.17	Yorkshire Tar LC (TMO)	4.21
Whitehall West Jn	6.14, 6.96		
Whitehouse (W) LC	7.29		
Whitehouse Lane LC R/G Footpath	1.26		
Whitley Bridge Jn	6.66		
WHITLEY BRIDGE LC CCTV	6.66		

