Private and not for publication

BR30018/6

Persons 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

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

SECTION NO. 6

* * *

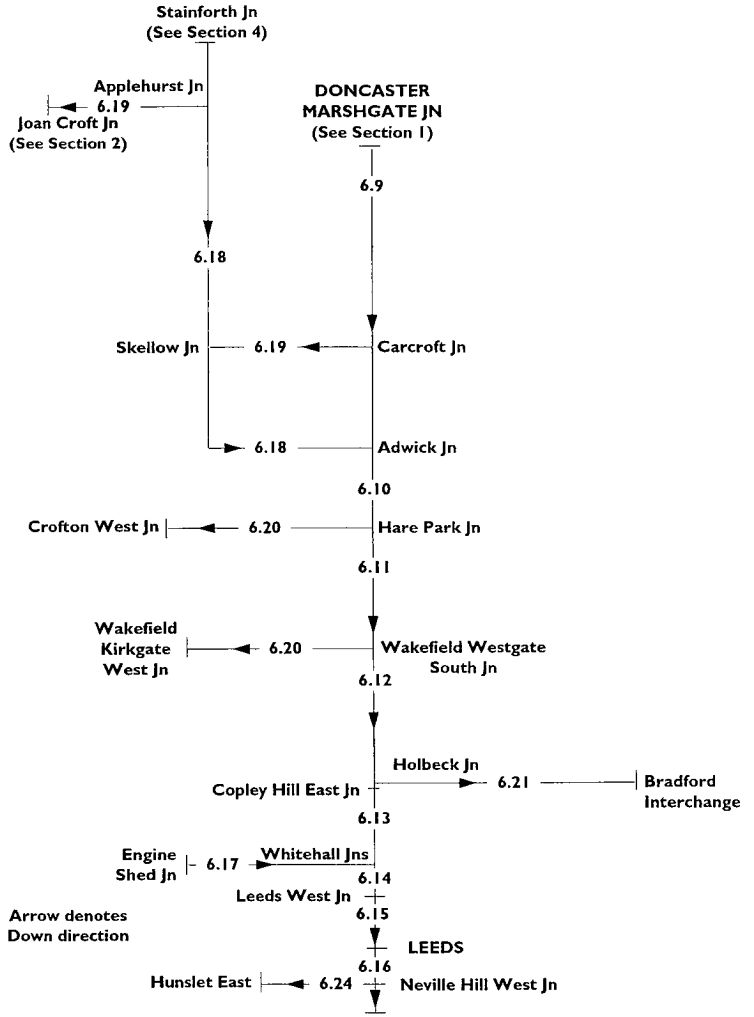
~~YORK~~
AUGUST 2004

Route Director
Network Rail LNE
5th Floor, D Block, Hudson House
York

CONTENTS

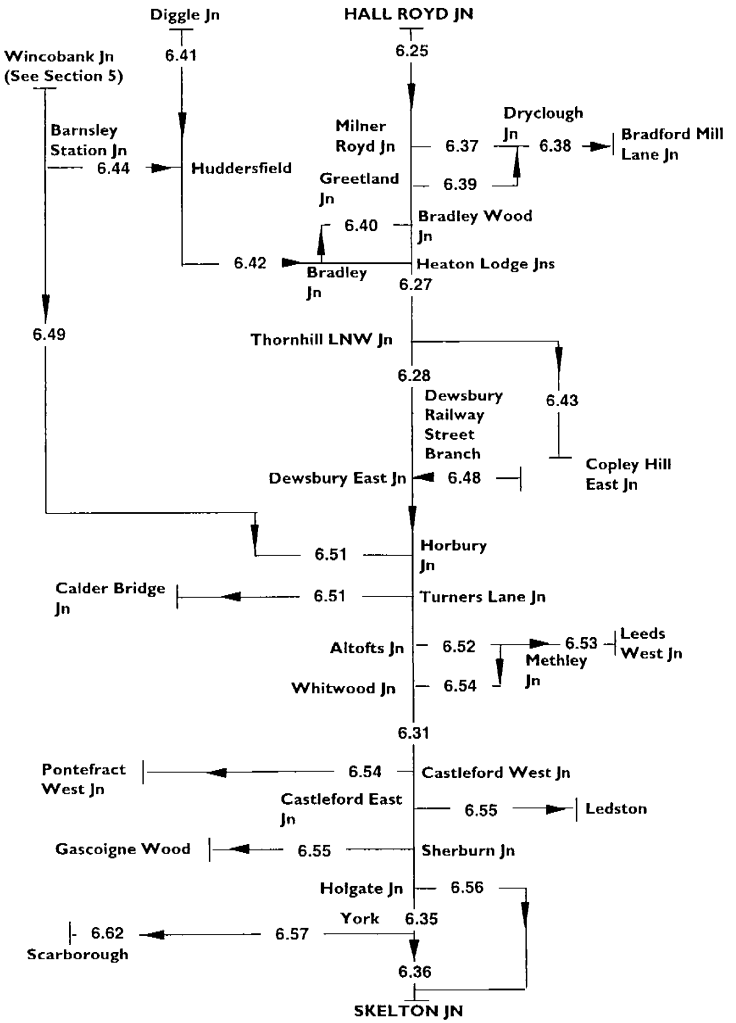
LINES COVERED IN SECTION 6

DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN VIA LEEDS AND BRANCHES



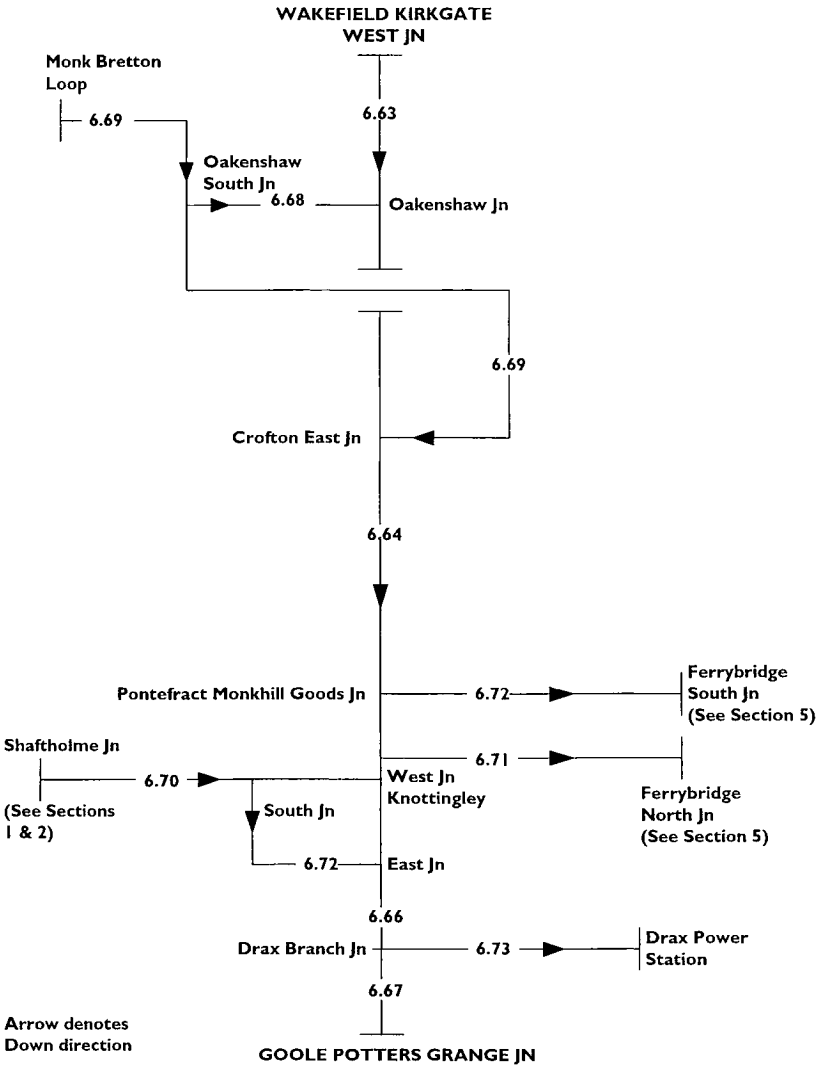
LINES COVERED IN SECTION 6 - Continued

HALL ROYD JN TO SKELTON JN AND BRANCHES

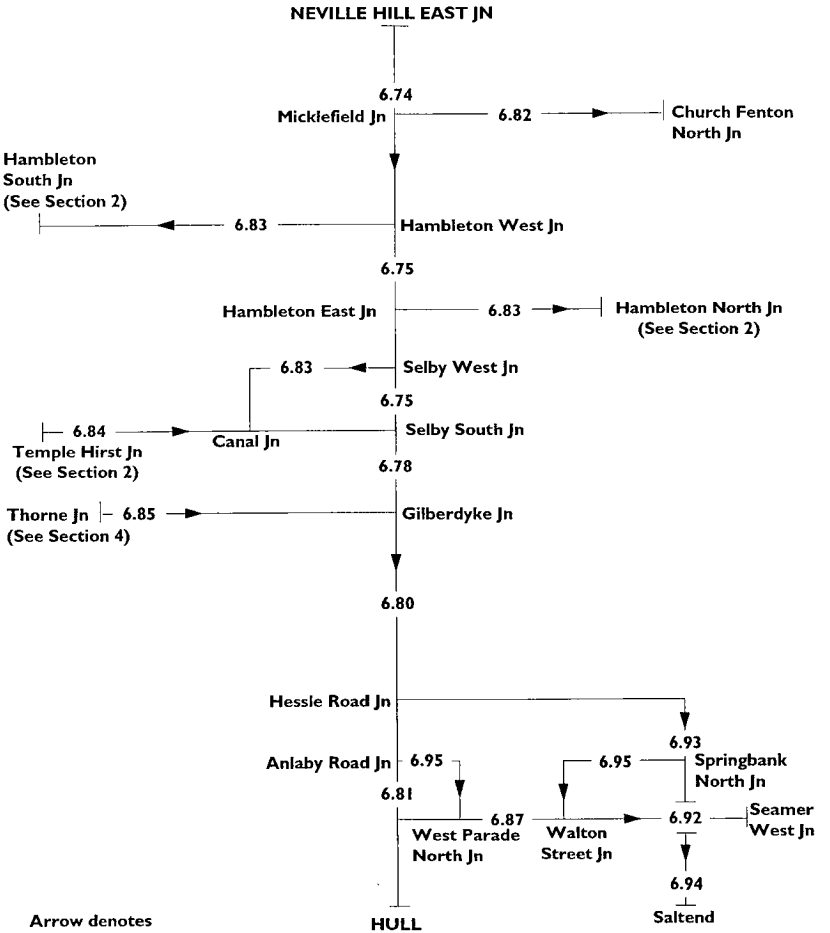


Arrow denotes
Down direction

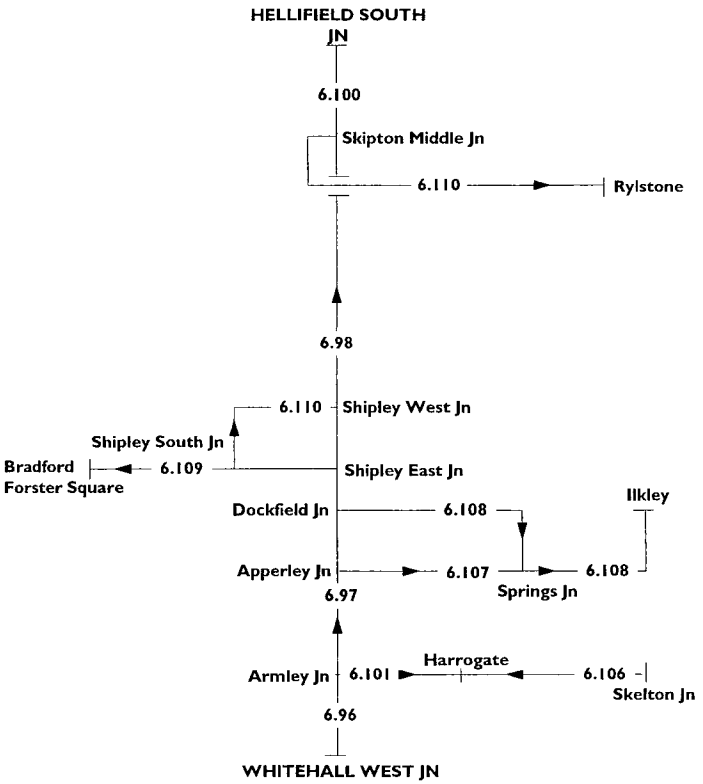
BR30018/6 (07.08.04)


WAKEFIELD KIRKGATE WEST JN
Monk Bretton Loop
6.69
6.63
Oakenshaw South Jn
6.68
Oakenshaw Jn
6.69
Crofton East Jn
6.64
Pontefract Monkhill Goods Jn
6.72
Ferrybridge South Jn (See Section 5)
Shaftholme Jn
6.70
(See Sections 1 & 2)
6.71
West Jn Knottingley
South Jn
Ferrybridge North Jn (See Section 5)
6.72
East Jn
6.66
Drax Branch Jn
6.73
Drax Power Station
6.67
Arrow denotes Down direction
GOOLE POTTERS GRANGE JN

NEVILLE HILL EAST JN TO HULL AND BRANCHES

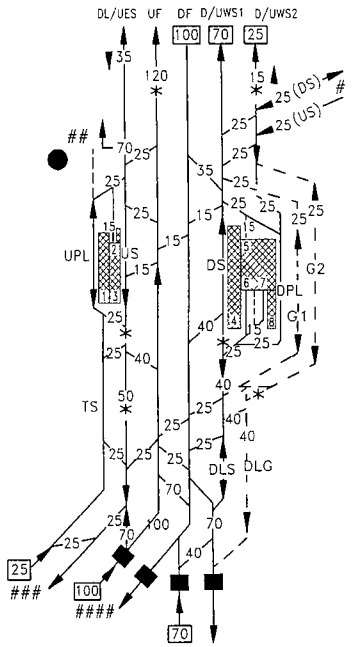


WHITEHALL WEST JN TO HELLIFIELD SOUTH JN AND BRANCHES



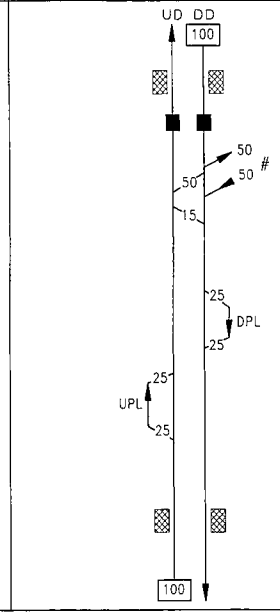
Arrow denotes
Down direction

Y = Some or all signals on this route have been fitted with TPWS.
N = No signals on this route have been fitted with TPWS.

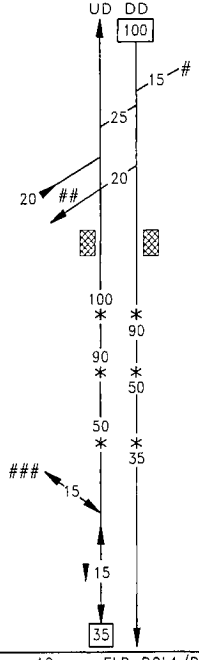
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
South Yorkshire Jn (DS)	155 55* 155 56		AC York ECR NRN Channel 031 TCB Doncaster (D) Signal Box DL/UES = Down Loco/Up East Slow D/UWS1 = Down/Up West Slow No1 D/UWS2 = Down/Up West Slow No2 # To/From Sheffield see Section 5 ## To/From Sidings (DS) = Down Sheffield (US) = Up Sheffield PP. is authorised over Platform lines No 1 (Up direction only) Nos 3,4 and 8 for Class 1,2,5 and 0 trains. DPL = Down Platform Loop UPL = Up Platform Loop G1 = 2 Way Goods No1 G2 = 2 Way Goods No2 Cut out signs not provided for all 25 speeds Bridge Jn to Marshgate Jn TS = Thorne Slow DLS = Down Leeds Slow DLG = Down Leeds Goods ### To/From Hull/Cleethorpes see Section 4 #### To/From York see Section 1
South Yorkshire Jn (US)	155 59		
Doncaster (D)	155 65		
DONCASTER	155 77		
	156 06* 156 07*		
Doncaster North Jn	156 09		
	156 20*		
Marshgate Jn	156 28		
Doncaster F.S. OHNS	156 50		

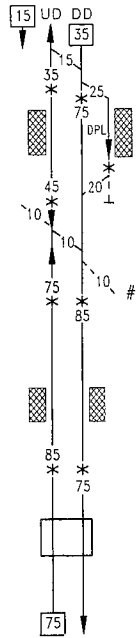
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN	AC York ECR
		UL DL 70	NRN Channel 031
		70	Controlled by Doncaster (D) Signal box. DL=Down Leeds UL=Up Leeds
Dock Hills LC CCTV	156 63 156 72*		
BENTLEY	157 47		
Bentley LC CCTV	157 52	100	Hot Axle Box Detector on the Up Main Line at 158 60
			T = Atkinsons UWC at 159 10
ADWICK	159 72		
		25	
Carcroft Jn	160 08	25 ##	## To/From Skellow Jn see page 6.20
		### 50	### To/From Stainforth Jn see page 6.19
Adwick Jn	160 65	50	
		100	

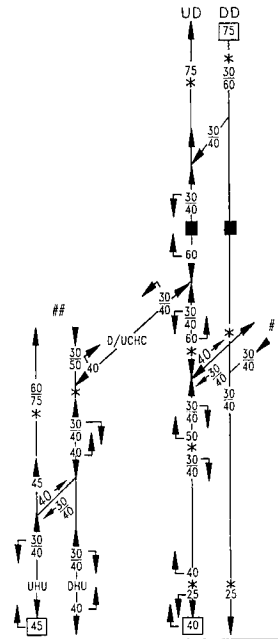
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks

OHNS
SOUTH ELMSALL
	164 48		AC York ECR
			
			Controlled by York Signal box (signals prefixed L) from L673 signal at 161 28 Down/to L662 signal at 163 34 Up
			T = South Elmsall UWC at 164 01
			
			NRN Channel 031
			
			# To/From Moorthorpe see Section 5
			DD=Down Doncaster
			UD=Up Doncaster
			
			DPL = 845m / 2772 feet
			
			UPL = 670m / 2198 feet

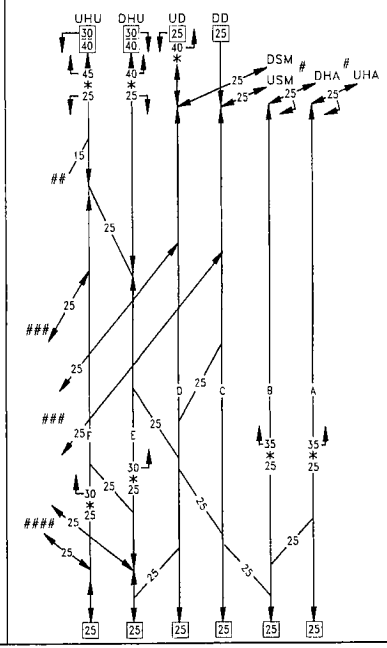
South Kirkby TCS	165 35		
South Kirkby Jn	165 74		
	166 00		
	167 31		
	168 09		
Hemsworth	168 11		
	168 61		
FITZWILLIAM	169 15		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Wintersett	171 07		AC York ECR Controlled by York Signal box (signals prefixed L) # To/From Wintersett Sidings
	171 19		NRN Channel 031
Hare Park Jn	171 70		
SANDAL AND AGBRIGG	174 05		## To/From Crofton West Jn see page 6.21
	174 28*		DD=Down Doncaster UD=Up Doncaster
	174 58*		
	175 34*		### To/From Wakefield Kirkgate West Jn see page 6.21
Wakefield Westgate South Jn	175 38		

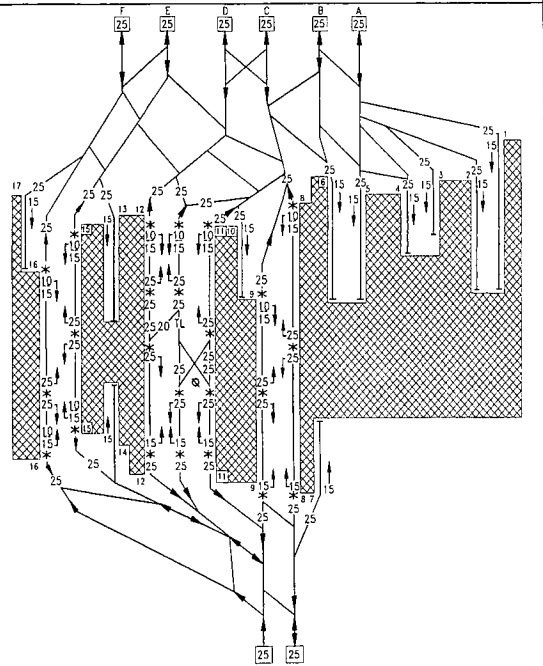
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR Controlled by York Signal box (signals prefixed L) NRN Channel 031 DPL = 288m / 945 feet PP is authorised on the Down Platform Loop and Up Platform line. DD=Down Doncaster UD=Up Doncaster # To/From Wrenthorpe Sidings
	175 60*		
	175 62*		
WAKEFIELD WESTGATE	175 65		
	175 76*		
	176 02*		
Balne Lane	176 12		
	177 03*		
OUTWOOD	178 26		
	180 43*		
Ardsley Tunnel (272m / 297 yards)	180 61 to 180 75		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	184 08*		AC York ECR DD=Down Doncaster UD=Up Doncaster Controlled by York Signal box (signals prefixed L)
	184 16*		
	184 50		
	184 54		NRN Channel 03
Leeds TSL OHNS	184 57		
Copley Hill West Jn	184 65		# To/From Bradford Interchange see page 6.22 ## To/From Dewsbury see page 6.44 D/UCHC=Down/Up Copley Hill Chord
	184 75*		
	184 77*		
Holbeck Jn	185 01		
Copley Hill East Jn	185 02*		
	185 03*		
	185 06*		
	185 09		
	185 13		
	185 17*		DHU=Down Huddersfield UHU=Up Huddersfield

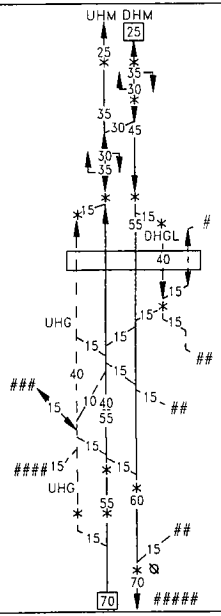
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks

	185 21*		AC York ECR
			Controlled by York Signal box (signals prefixed L)
			DD= Down Doncaster
			UD= Up Doncaster
			DHU= Down Huddersfield
			UHU= Up Huddersfield
			# To/From Armley Jn see page 6.97
			DSM= Down Shipley Main
			USM= Up Shipley Main
			DHA= Down Harrogate
			UHA= Up Harrogate
			## To/From Whitehall Sidings.

	185 24*		
Whitehall West Jn	185 25		
	185 26		
Whitehall East Jn	185 28		NRN Channel 034
	185 29		
			### To/From Engine Shed Jn see page 6.18
			A= A Line B= B Line C= C Line D= D Line E= E Line F= F Line
	185 37*		
	185 38*		
	185 41*		#### To/From Altofts Jn see page 6.54
Leeds West Jn	185 45		
	185 46		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	185 47		AC York ECR Controlled by York Signal box (signals prefixed L) A =A Line B =B Line C =C Line D =D Line E =E Line
	185 50		NRN Channel 031
	185 64*		PP is authorised in Platforms 8, 9, 11, 12, 15 and 16
	185 65*		TL=Through Line
	185 66*		
	185 69*		
LEEDS	185 70*		
	20 50		
	20 48*		⊗ = Scissors crossovers speeds 20
	20 47*		
	20 45*		
	20 42*		
	20 39*		
	20 36*		
Leeds East Jn	20 26		

Location	Mileage
	20 25*
	20 01*
Quarry Hill Jn	20 00
	19 76
	19 51*
	19 48*
Marsh Lane Jn	19 46*
	19 44 to
Richmond Hill Tunnel	19 39
(108m / 118 yards)	
	19 18*
	19 06
Neville Hill West Jn	18 74
	18 67*
	18 60*
	18 28*
Neville Hill East Jn	18 25
	18 20*



AC York ECR
Controlled by York Signal box (signals prefixed L)
DHM =Down Hull Main
UHM =Up Hull Main

NRN Channel 031

Marsh Lane Sidings
PF is authorised on the Down Goods Loop and Up Goods Line between Neville Hill West Jn and Marsh Lane Jn for Class 5 and 0 trains only.
DHGL=Down Hull Goods Loop – 397m / 1305 feet

To/From Neville Hill Depot

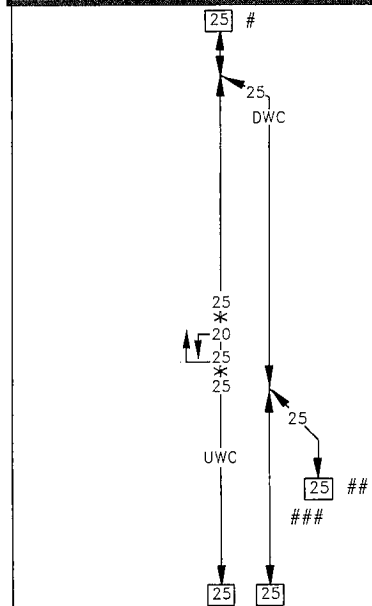
To/From Hunslet East Shell and Leeds ORT see page 6.25

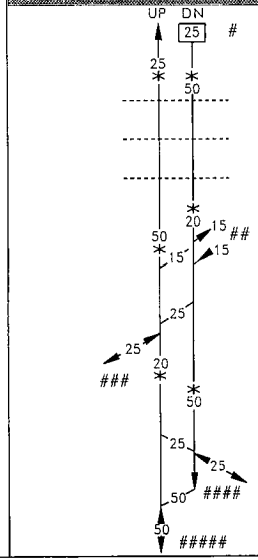
To/From Neville Hill Up Sidings

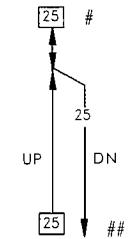
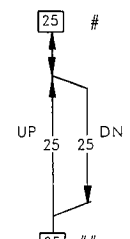
UHG=Up Hull Goods

⊘ = Ground Frame

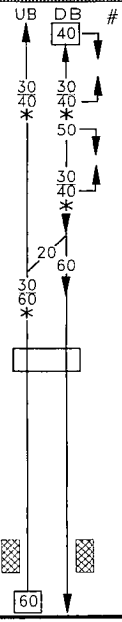
To/From Micklefield Jn see page 6.75

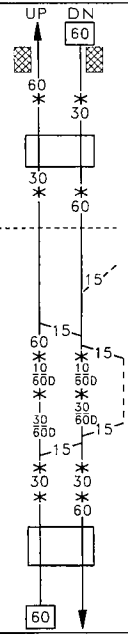
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		LEEDS ENGINE SHED JN TO WHITEHALL EAST JN	
Engine Shed Jn	195 20		# To/From Altofts Jn see page 6.54 Line controlled by York Signal box (signals prefixed L)
	195 22		DWC =Down Whitehall Curve
			NRN Channel 031
	195 36*		
	195 44*		
	195 45		UWC =Up Whitehall Curve
			## To/From Copley Hill East Jn see page 6.15 ### To/From Holbeck Jn or Armley Jn see page 6.15
	195 51		
Whitehall East Jn	195 52		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		STAINFORTH JN TO ADWICK JN	
Stainforth Jn	166 70		Line controlled by Doncaster (D) Signal box # To/From Thorne Jn see Section 4
	166 66*		NRN Channel 031
Stainforth Road LC AHB	165 42		
Bramwith Road LC AHB	164 72		
Thorpe Road LC AHB	164 48		
	164 10*		
Thorpe Marsh	163 46*		## To/From former Thorpe Marsh Power Station Sidings Secured out of use
Applehurst Jn	163 27		
	163 20*		### To/From Joan Croft Jn see page 6.20
	162 40*		T= Booths No.1 UWC at 162 46 T= Booths No.3 UWC at 162 32 C Up at 162 30
Skellow Jn	160 59		
	0 61		#### To/From Carcroft Jn see page 6.20
	0 22		
Adwick Jn	0 00		##### To/From Wakefield Westgate see page 6.10

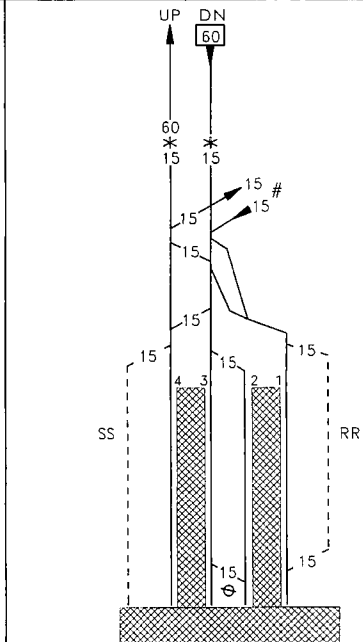
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		APPLEHURST LOOP	Line controlled by Doncaster (D) Signal box
Applehurst Jn	0 49		# To/From Stainforth Jn see page 6.19
	0 44		NRN Channel 031
			CW Down at 0 44 (555 yards before reaching signal D851). T = South Farm No.2 UWC at 0 35 T = South Farm No.1 UWC at 0 15
Joan Croft Jn	0 00		CW Up at 0 03 (584 yards before reaching signal D732). ## To/From Hambleton South Jn see Section 2
		CARCROFT JN TO SKELLOW JN	Line controlled by Doncaster (D) Signal box
Carcroft Jn	160 08		# To/From Marshgate Jn see page 6.10
	160 14		NRN Channel 031
	160 57		
Skellow Jn	160 59		## To/From Stainforth Jn see page 6.19

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HARE PARK JN TO CROFTON WEST JN	NRN Channel 031
		UP DN	
Hare Park Jn	171 70	20 * 20 #	# To/From South Kirkby Jn see page 6.12
	171 71*	* 55	Controlled by York Signal box (signals prefixed L)
			CW Up at 173 18 (690 yards before reaching signal O 302).
	173 21*	55 * * 25	Controlled by Oakenshaw (O) Signal box
Crofton West Jn	173 22	25 ##	## To/From Calder Bridge Jn see page 6.65
		WAKEFIELD WESTGATE SOUTH JN TO WAKEFIELD KIRKGATE WEST JN	
		15 #	Controlled by York Signal box (signals prefixed L)
Wakefield Westgate	0 00		# To/From Leeds see page 6.12
South Jn	0 01*	* 30	NRN Channel 031
			CW at O 19 Facing in Down direction
	0 24*	30 *	
Wakefield Kirkgate West Jn	0 26	25 ##	Controlled by Wakefield Kirkgate (K) Signal box ## To/From Wakefield Kirkgate see page 6.30

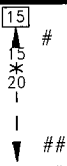
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HOLBECK JN TO BRADFORD INTERCHANGE	NRN Channel 031
Holbeck Jn	0 02		# To/From Whitehall West Jn see page 6.14 Controlled by York Signal box (signals prefixed L) DB = Down Bradford UB = Up Bradford
	0 08*		
	0 55*		
Wortley Jn	0 57		
	0 68*		
Wortley Tunnel (73m / 80 yards)	1 02 to 1 06		
BRAMLEY	3 15		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
NEW PUDSEY	4 77		Controlled by York Signal box (signals prefixed L) to L1597 signal at 3 68 Down/ from L1592 signal at 4 74 Up
	5 17*		NRN Channel 031
Stanningley Tunnel (416m / 455 yards)	5 22 to 5 43		Controlled by Mill Lane Jn (M) Signal box from M1595 signal at 4 34 Down/ to M1590 signal at 5 69 Up
	5 45*		
Ducketts LC R/G	5 68		
	6 49		
	190 24		
	190 43		
	190 75		
	190 77*		
	191 05*		Hammerton Street Loop – 218m / 717 feet
Hammerton Street	191 13		
	191 19*		
	191 35*		
Wakefield Road Tunnel (121m / 132 yards)	191 36 to 191 42		

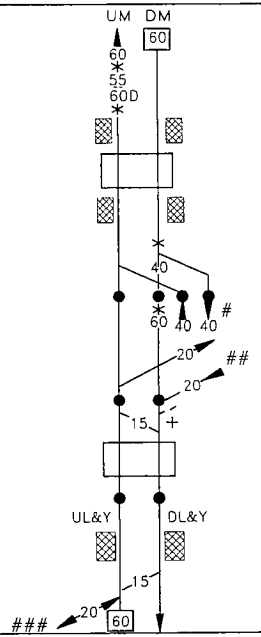
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks

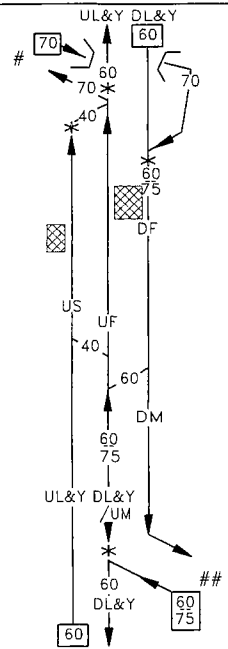
Mill Lane Jn	191 52*
	191 78
	40 03
			Controlled by Mill Lane Jn (M) Signal box
			NRN Channel 031
			# To/From Halifax see page 6.39
			SS = Stabling Siding
			RR = Run Round
			⊖ = Secured out of use

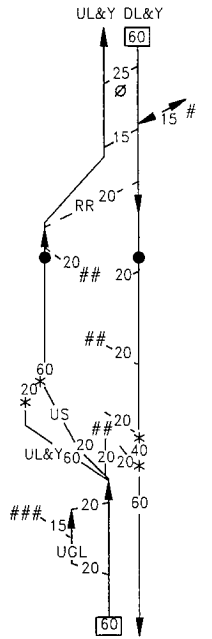
BRADFORD INTERCHANGE	40 27		

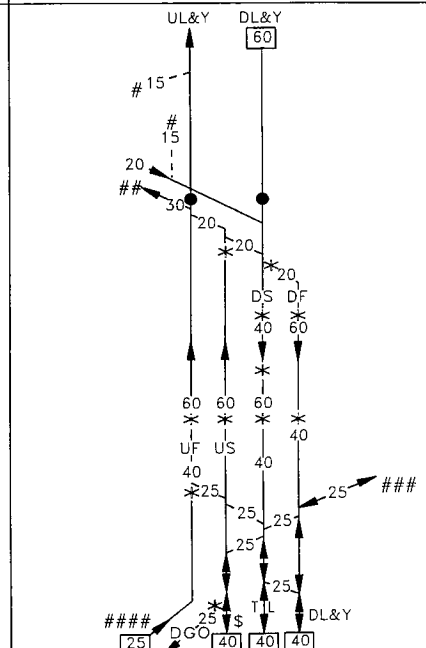
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		NEVILLE HILL WEST JN TO HUNSLET EAST	Controlled by York Signal box (signals prefixed L)
Neville Hill West Jn	0 00		# To/From Neville Hill see page 6.17
	0 04*		NRN Channel 031
Hunslet East Stop Board	0 55		## To/From Leeds ORT, Shell and Engineers Sidings

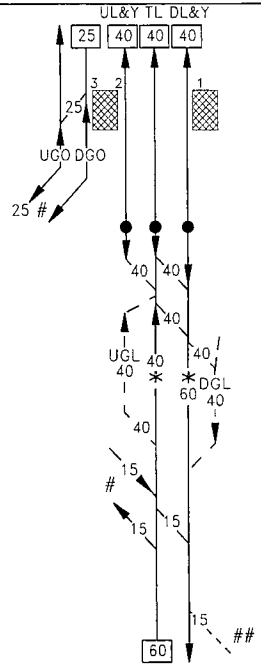
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HALL ROYD JN TO SKELTON JN	# To/From Todmorden/Gannow Jn see Network Rail North West Sectional Appendix
Hall Royd Jn	19 61	UM DM # 50	NRN Channel 017
		70 * 70	Controlled by Preston (PN) Signal box to 22 25 Down / from 22 59 Up
Millwood Tunnel (206m / 225 yards)	19 63* to 19 73		
Castle Hill Tunnel (177m / 194 yards)	20 07 to 20 16		
Horsfall Tunnel (250m / 274 yards)	20 44 to 20 56		
	22 20*	* 55 * 55	
	22 40*	* 70 * 70	NRN Channel change at Down - 23 17 Up - 23 12
Network Rail LNW/ LNE Boundary	22 62*	* * 60	017 031
Weasel Hall Tunnel (100m / 109 yards)	23 12 to 23 17		
HEBDEN BRIDGE	23 50		
Hebden Bridge (HB)	23 55	15 URS 60	AB Hebden Bridge (HB5 signal at 24 43 Down/HB35 signal at 23 73 Up) to Milner Royd Jn URS = 332m / 1092 feet

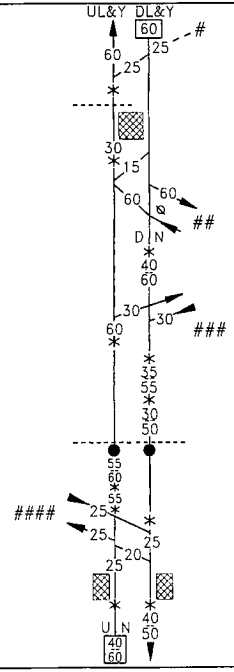
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	23 73*		AB Hebden Bridge (HB5 signal at 24 43 Down/HB35 signal at 23 73 Up) to Milner Royd Jn
	24 42*		NRN Channel 03
MYTHOLMROYD	24 68		
Sowerby Bridge Tunnel (600m / 657 yards)	27 60 to 28 10		
SOWERBY BRIDGE	28 51		
Milner Royd Jn	29 20*		AB Milner Royd Jn to Greetland (When Greetland is closed AB applies between Milner Royd Jn and Elland)
Milner Royd Jn (MR)	29 21 29 25*		# To/From Halifax see page 6.38
			## To/From Dryclough Jn see page 6.40
Greetland Jn (G)	30 77		+ = Sidings secured out of use
Elland Tunnel (384m / 420 yards)	31 25 to 31 44		DL&Y = Down Lancashire & Yorkshire UL&Y = Up Lancashire & Yorkshire
Elland (E)	31 61		
BRIGHOUSE	34 31		Healey Mills (HM) Signal box area between Bradley Wood Jn and Horbury Station Jn
Bradley Wood Jn	35 59		### To/From Bradley Jn see page 6.41

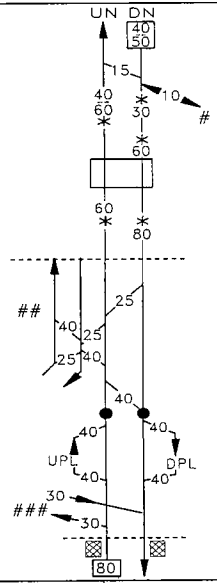
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			Healey Mills (HM) Signal box area between Bradley Wood Jn and Horbury Station Jn # To/From Huddersfield see page 6.43 NRN Channel 031
Heaton Lodge Jn	37 30*		
	37 37*		
Heaton Lodge East Jn	37 48*		
MIRFIELD	38 30		
	38 37		
	39 20		
Mirfield East Jn	39 26		
			DL&Y/UM = Down Lancashire & Yorkshire/Up Main
Thornhill LNW Jn	39 72*		## To/From Dewsbury see page 6.44

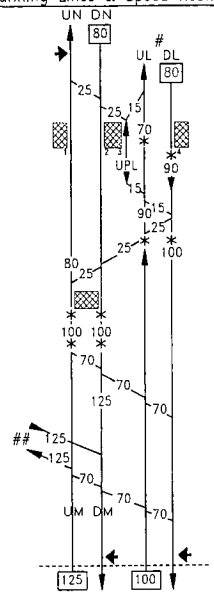
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Thornhill Jn Crossover	40 60		Healey Mills (HM) signal box area between Bradley Wood Jn and Horbury Station Jn
Dewsbury East Jn	41 43		Ø = Secured out of use # To/From Dewsbury Railway Street see page 6.49
Healey Mills A Jn	42 00		NRN Channel 031
	42 30		RR = Run Round Line
	42 57		
Healey Mills (HM)	42 64		
	42 70		## To/From Healey Mills Yard
Healey Mills B Jn	43 31*		
	43 35*		
	43 40*		
	43 60*		
	43 63		### To/From Marcroft Sidings
Horbury Station Jn	44 02		UGL = 392 m / 1286 feet

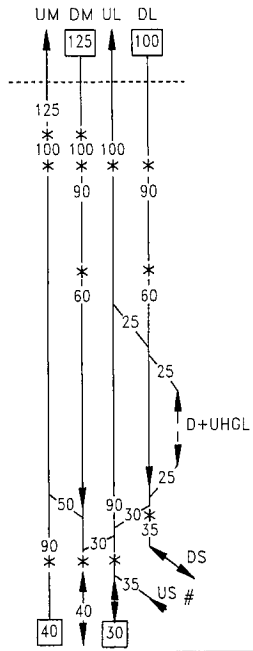
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Horbury Jn GF	45 00		Healey Mills (HM) Signal box area between Bradley Wood Jn and Horbury Station Jn # Sidings NRN Channel 031 ## To/From Barnsley see page 6.52
Horbury Jn (HJ)	45 38 45 39		
	45 41* 45 48*		
	46 20*		
	47 10*		
	47 38*		
Wakefield Kirkgate West Jn	47 43*		### To/From Wakefield Westgate see page 6.21 Wakefield Kirkgate (K) Signal box area between Wakefield Kirkgate West Jn and Welbeck (Goose Hill) Discharge Bunker inclusive TL = Through Line #### To/From Calder Bridge Jn see page 6.64 $ = UL&Y DGO = Down Goole
	47 52*		

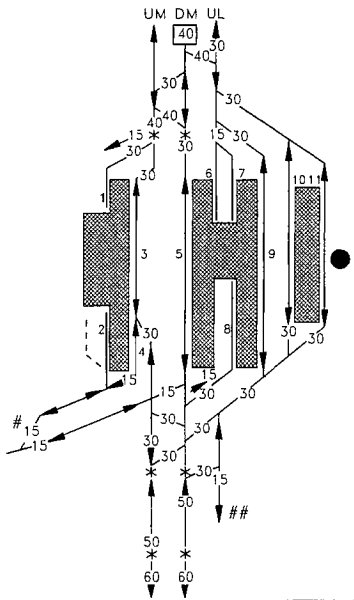
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
WAKEFIELD KIRKGATE	47 62		Controlled by Wakefield Kirkgate (K) Signal Box between Wakefield Kirkgate West Jn and Welbeck (Goose Hill) Discharge Bunker inclusive.
Wakefield Kirkgate East	47 68		DGO = Down Goole UGO = Up Goole
Wakefield Kirkgate (K)	47 76		# To/From Calder Bridge Jn see page 6.64
	47 78		NRN Channel 031
	48 05*		UGL = 448 m / 1470 feet DGL = 448 m / 1470 feet
Turners Lane Jn	48 33		# To/From Calder Bridge Jn see page 6.52
	49 63		## To Welbeck (Goose Hill) Discharge Bunker (Secured out of use)

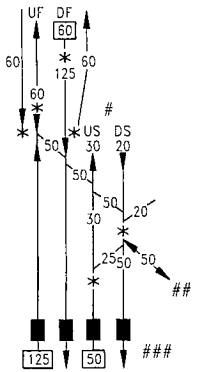
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	50 31		Controlled by Wakefield Kirkgate (K) Signal Box between Wakefield Kirkgate West Jn and Welbeck (Goose Hill) Discharge Bunker inclusive.
	184 56		
	184 63		
	185 00*		# To/From Welbeck (Goose Hill) Discharge Bunker (Secured out of use)
Footpath LC (R/G)	185 11		Footpath LC crosses UP line only
NORMANTON			
	185 30*		NRN Channel 034
Altofts Jn	185 73		
	186 00		Controlled by Castleford (CD) Signal box
	23 57		⊗ =Switch Diamonds
	23 14*		## To/From Leeds West Jn see page 6.53
			DN=Down Normanton
Whitwood Jn	22 04		Controlled by Castleford (CD) Signal box
	21 69*		### To/From Methley Jn see page 6.55
	21 58*		
	21 30*		
Castleford (CD) LC	21 22		
	21 18*		
	21 06*		#### To/From Pontefract West Jn see page 6.55
	21 04*		
Castleford West Jn	21 02		Controlled by Castleford (CD) Signal box
			PP is authorised at the Down Normanton line Platform for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised by the Signaller when this is required at signal CD667 or signal CD1022
CASTLEFORD	20 76		
	20 70*		UN=Up Normanton

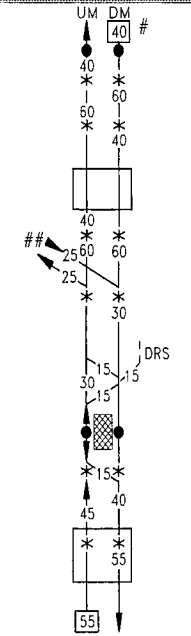
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Castleford East Jn	20 39		DN = Down Normanton UN = Up Normanton Controlled by Castleford (CD) Signal box
	19 60*		
	19 44*		# To/From Ledston see page 6.56
	19 40*		
Fairburn Tunnel (59m / 65 yards)	17 52 to 17 49		NRN Channel 031
	17 24*		
Hillam Gates LC CCTV	15 57		Milford (M) Signal Box area between Hillam Gates LC and Sherburn-in-Elmet
	15 10		## To/From Ferrybridge see Section 5
Milford Jn	15 07 15 06		
	15 00		
	14 74		
Milford (M)	14 71 14 64		DPL = 557m / 1827 feet UPL = 614m / 2016 feet
	14 18		
Sherburn Jn	13 20		T = Bramleys (Holme Farm) UWC at 13 52 ### To/From Gascoigne Wood see page 6.56
SHERBURN IN ELMET LC CCTV	12 69		T = Lodge Farm UWC at 12 38 T = Harrisons Farm UWC at 11 78

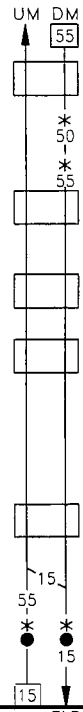
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Church Fenton South Jn	10 77		Controlled by York Signal box (signals prefixed CF between 11 55 [Down] and 8 23 [Up])
CHURCH FENTON	10 59 10 58* 10 52*		T = Church End Farm UWC at 11 20 # To/From Micklefield Jn see page 6.83 Hot Axle Box Detector on the Up Normanton line at 11 08 Class 220 and Class 221 trains are restricted to 20 mph on the Down Normanton line through Church Fenton Platform 2 (10 64 to 10 54) (No lineside signs are provided for this speed restriction)
	10 37		NRN Channel 031
Church Fenton North Jn	10 31*		UN = Up Normanton DN = Down Normanton
	10 27		UL = Up Leeds DL = Down Leeds
ULLESKELF	8 70 7 31*		UPL = 288m / 945 feet, also available for Down trains (154m / 504 feet)
	6 40*		TOWS 11 42 to 10 30 NRN Channel Change at 7 60 031 069
Colton South Jn	6 25		Controlled by York (Y) Signal box Class 373/2 trains must not exceed 110 mph on the Down Main line between Colton Jn 182 75 and York 186 20 (No lineside signs are provided for this speed restriction)
	6 14		
Colton Jn	5 41		AC York ECR ## To/From Doncaster see Section 2
	182 79		
	183 50		UM = Up Main Line DM = Down Main Line
Colton North Jn	183 65		
	183 77		
Eartit Lane LC R/C	184 05		Hot Axle Box Detector on the Down Main line and Down Leeds line at 184 04

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Copmanthorpe No2 LC R/G	185 19		AC York ECR Controlled by York (Y) Signal box UL = Up Leeds DL = Down Leeds NRN Channel 069 Class 373/2 trains must not exceed 110 mph on the Up Main line between York 186 20 and Colton Jn 182 75 (No lineside signs are provided for this speed restriction.)
	186 20*		
	186 43*		
	187 25*		
	187 43		D+ UHGL = Down and Up Holgate Goods Loop 505m / 1659 feet
	187 78*		
Holgate Jn	188 07*		# To/From Skelton Jn via Slow Lines see page 6.57

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR Controlled by York (Y) Signal box NRN Channel 069 PP is authorised on platform lines 3, 4, 5, 9, 10 and 11 for Class 1, 2, 5 and 0 trains during serious disruption and for booked attaching/detaching. Booked stabling is authorised in platforms 9, 10 and 11 only. # To/From Scarborough see page 6.58 ## = Loco Line
	188 28*		
York (Y)	188 38		
YORK	188 40		
	0 00		
	0 26*		
	0 42*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	1 09*		AC York ECR NRN Channel 069
	1 23*		# = To/From Holgate Jn via Slow lines see page 6.57 and Section 2
	1 25*		
Skelton Jn	1 50*		
	1 60*		## To/From Harrogate see page 6.107
OHNS	2 04		### To/From Newcastle see Section 2

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		MILNER ROYD JN TO BRADFORD, MILL LANE JN	
Milner Royd Jn	29 20		# To/From Hall Royd Jn see page 6.27
Milner Royd Jn (MR)	29 21		C Down at 29 25 (396 yards before reaching signal MR14). (Secured out of use)
	29 34*		
	30 44*		NRN Channel 031
Bank House Tunnel (196m / 214 yards)	30 57 to 30 67		
	30 76*		## To/From Greetland Jn see page 6.40
Dryclough Jn	31 36 31 67*		Controlled by Halifax (H) Signal box Class 37 locomotives with roof mounted warning horns not to exceed 5mph when passing in Down direction through Bridge No.10 at 31 70. DRS 115m / 378 feet
HALIFAX (H)	32 28		AB Halifax (H) Signal box to Mill Lane Jn signals M1563 Down and M1564 Up.
	32 31*		PP is authorised in the Down and Up platforms, in the Down direction only for use in unplanned situations with Class 1, 2 and 5 trains.
Beacon Hill Tunnel (1010m / 1105 yards)	32 40 to 32 41* 33 10		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel 031
Hipperholme Tunnel (355m / 388 yards)	34 05 to 34 22		
	34 20*		
	34 46*		
Lightcliffe Tunnel (64m / 70 yards)	34 67 to 34 70		AB Halifax (H) Signal box to Mill Lane Jn signals M1563 Down and M1564 Up (at 36 00)
Wyke Tunnel (1248m / 1365 yards)	36 12 to 36 74		Controlled by Mill Lane Jn Signal box from signals M1563 Down and M1564 Up (at 36 00)
New Furnace Tunnel (63m / 69 yards)	37 07 to 37 10		
Bowling Tunnel (1507 m / 1648 yards)	38 18* to 39 13		
Bowling Jn	39 20		
Mill Lane Jn (M)	39 79*		
Mill Lane Jn	40 03		# To/From Bradford Interchange see page 6.24

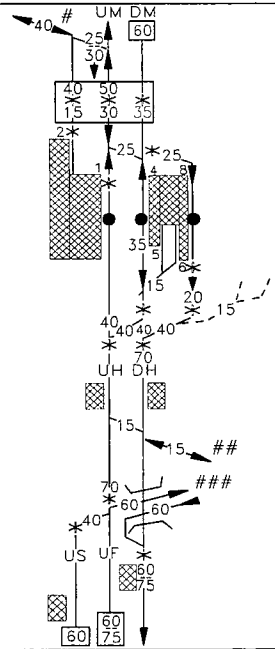
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		GREETLAND JN TO DRYCLOUGH JN	NRN Channel 031
		UB DB	# To/From Bradley Wood Jn see page 6.27
Greetland Jn (G)	1 11	20 20#	
	1 08*	*	DB = Down Branch
	1 06*	* 30	UB = Up Branch
Salterhebble Down and Up Tunnels (83m / 91 yards)	0 25 to 0 21		
		20 30	
	0 04*	* *	
Dryclough Jn	0 00	25 25 ##	Controlled by Halifax (H) Signal box ## To/From Halifax see page 6.38

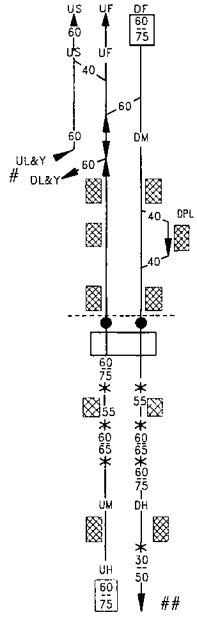
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BRADLEY JN TO BRADLEY WOOD JN	NRN Channel 031
Bradley Jn	0 00	15 #	# To/From Huddersfield see page 6.43
			Line controlled by Healey Mills (HM) Signal box
	0 04*	* 35	
Bradley Tunnel (121m / 132 yards)	0 24 to 0 30		
		DBBU	DBBU = Down Bradley Branch Up
			T = Bradley Hall Farm No. 1 UWC at 0 67
	1 16*	35 *	
Bradley Wood Jn	1 17	20 ##	## To/From Greetland Jn see page 6.27

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks

		DIGGLE JN TO COPLEY HILL EAST JN	# To/From Stalybridge see Network Rail North West Sectional Appendix
			DPL = 320m / 1050 feet

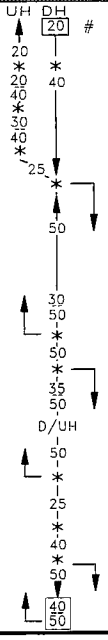
Diggle Jn (DE)	14 59		NRN Channel 017
Network Rail LNW LNE Boundary	15 00* 15 11		TOWS 16 68 to 20 02 Down Main I within the disused centre bore of Standedge Tunnel at Tablets 80, 182, 237 and 270 Controlled by Huddersfield (HU) Signal Box from 17 30
Standedge Tunnel (4888m / 3m 66 yards)	15 16* 15 11 to 18 14 18 07*		NRN Channel Change at 15 11 017 031
	18 17 18 19* 18 37*		
MARSDEN	18 59		UPL = 698m / 2289 feet
	18 63* 18 66		
	18 76*		
	19 20*		TOWS 20 43 to 17 59 Up Main (inc. U.P.L.)
SLAITHWAITE	21 19		
	24 28*		TOWS from 24 44 Down Main
	24 48*		TOWS to 24 17 Up Main
	24 62*		
Gledholt North and South Tunnels (222m / 243 yards)	25 04 to 25 15		

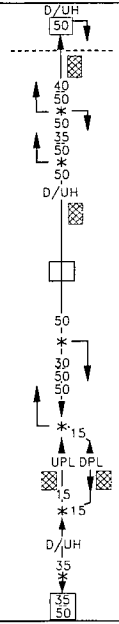
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Springwood Jn	25 20		Controlled by Huddersfield (HU) Signal box
Huddersfield North and South Tunnels (636m / 696 yards)	25 20 to 25 51		# To/From Barnsley see page 6 49
	25 49*		30 mph Up Main line in Down direction between Springwood Jn and 25 49
	25 52*		25 mph Up Branch (Platform 2) between 25 52 and 25 49
	25 56*		TOWS 25 52 Up Main to Springwood Jn TOWS 25 51 Branch to Springwood Jn Up & Down
HUDDERSFIELD (HU)	25 60		PP is authorised in both directions in No4 platform line, in the Down direction in No8, platform and in the Up direction in No1 platform.
	25 64*		DM (Platform 8) = 266 yards/243 m DM (Platform 4, Down) = 238 yards / 217m DM (Platform 4, Up) = 224 yards / 205m
	25 71*		
	26 03*		UH = Up Huddersfield DH = Down Huddersfield
DEIGHTON	27 60		TOWS to 25 74 Down Main (inc. platforms 4 & 8)
Bradley Jn	28 39		TOWS from 26 02 Up Main Bradley Jn to Ravensthorpe controlled by Healey Mills (HM) Signal box ## To/From Bradley Wood Jn see page 6.41 ### To/From Milner Royd Jn see page 6 28
Heaton Lodge Jn (Up lines only).	29 54*		
	29 61*		
Heaton Lodge East Jn (Down lines only)	29 72*		NRN Channel 031
MIRFIELD	30 54		
	30 61		

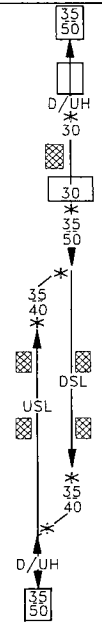
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			Bradley Jn to Ravensthorpe controlled by Healey Mills (HM) Signal box
	31 44		NRN Channel 031
Mirfield East Jn	31 50		
Thornhill LNW Jn	32 16		# To/From Healey Mills see page 6.28
RAVENSTHORPE	32 28		DPL = 160m / 525 feet
DEWSBURY	33 62		
BATLEY	35 09		T = Howley Park UWC at 36 04
Batley (B) LC	35 57		
Morley Tunnel	36 25 to		
(3080m / 1m 1609 yards)	38 19		
	38 22*		
MORLEY	38 24		
	38 30*		
	38 55*		DH =Down Huddersfield Controlled by York Signal box from 38 77 Down/ 40 70 Up (signals prefixed L except Down Huddersfield autos D39 and D40)
COTTINGLEY	40 02		
	41 70*		UH =Up Huddersfield
Copley Hill East Jn	42 03		## To/From Leeds see page 6 14

BARNSLEY STATION JN TO HUDDERSFIELD

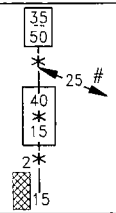
Location	Mileage	Signalling & Remarks
Barnsley Station Jn	6 43	# To/From Wincobank Jn see page 6.51 Controlled by Barnsley (BY) Signal box to 8 40 (on page 6.47)
	6 40*	CW Down at 6 36 (602 yards before reaching signal BY1039)
	6 25*	DH = Down Huddersfield
	5 75*	UH = Up Huddersfield
Summer Lane Jn	5 70*	NRN Channel 031
	4 62*	
	4 58*	T = Pogmoor UWC at 4 38
	4 10*	D/UH = Down/Up Huddersfield
	4 07*	
	3 75*	



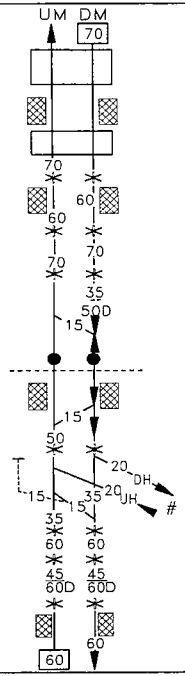
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Dodworth LC CCTV DODWORTH	3 67 3 63		NRN Channel 031 D/UH = Down/Up Huddersfield DPL = Down Penistone Loop UPL = Up Penistone Loop
	3 54*		
	3 05*		
SILKSTONE COMMON	2 21		
Oxspring Tunnel (510m / 558 yards)	0 63 to 0 38		
	0 00 29 13 28 54*		
	28 44*		
PENISTONE	28 37 13 42 13 36 13 29*		
	13 13*		

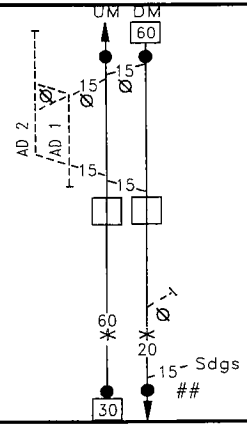
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			Controlled by Barnsley (BY) Signal box to 8 40
			NRN Channel 031
Wellhouse Tunnel (380m / 415 yards)	12 48 to 12 29		T = Carr Head Farm UWC at 11 72
	9 72*		T = Ingbirchworth Public Bridleway LC at 11 59
DENBY DALE	9 31		D/UH = Down/Up Huddersfield
Cumberworth Tunnel (828m / 906 yards)	9 05 to 8 44*		
			Controlled by Huddersfield (HU) Signal box from 8 40
Clayton West Jn	7 62*		
	7 58*		
SHEPLEY	7 14		DSL = Down Stocksmoor Loop
			USL = Up Stocksmoor Loop
STOCKSMOOR	6 26		
	6 05*		
Stocksmoor Jn	6 01*		

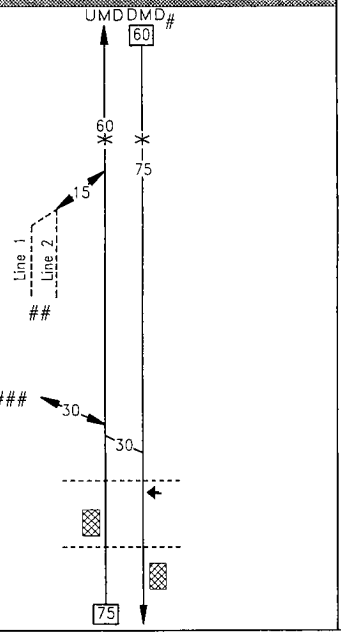
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel 031
Thurstonland Tunnel (1491m / 1631 yards)	5 58 to 4 63		
BROCKHOLES	4 25		
			D/UH = Down/Up Huddersfield
HONLEY	3 28		
Robin Hood Tunnel (208m / 228 yards)	2 70 to 2 60		
BERRY BROW	2 26		
			TOWS 1 70 Down & Up to and from Springwood Jn
LOCKWOOD	1 18		
Lockwood Tunnel (188m / 205 yards)	1 16 to 1 07		

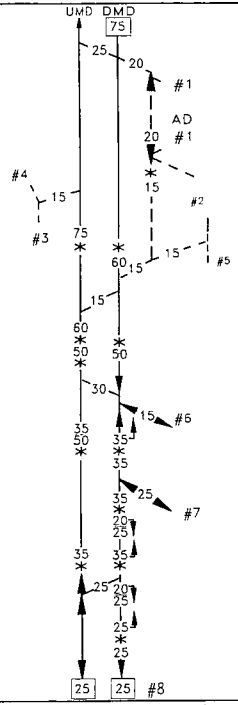
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			TOWS from Up Main TOWS Up & Down from & to 0.07
Springwood Jn	0 48* 0 40		# To/From Up Main Line see page 6.43
Huddersfield South Tunnel (636m / 695 yards)	0 40 to 0 11* 0 09 0 08*		25 mph Up Branch (Platform 2) between 00 08 and 00 11
HUDDERSFIELD	0 00		NRN Channel 031
		DEWSBURY RAILWAY STREET BRANCH	AWS not provided OTNS
End of line Dewsbury Railway Street	0 10		NRN Channel 031
	0 00 0 27		# To/From Blue Circle Cement Sidings
	0 06*		All movements 10mph over Bridge No.1.
Dewsbury East Jn	0 00		Controlled by Healey Mills (HM) Signal box ## To/From Wakefield Kirkgate see page 6.29

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		WINCOBANK JN TO HORBURY JN	NRN Channel 031
Wincobank Jn	161 52	UM DM # 40	# To/From Sheffield see Section 5 Controlled by Sheffield (S) Signal box
	161 65*	30	
MEADOWHALL	161 70	3 4	Note: Meadowhall also appears in Section 5 Controlled by Sheffield (S) Signal box
	162 02	25	
	162 35*	30 40 50	C Down at 162 35 (Secured out of use)
	162 78*	50 70	
	163 46*	70 20	
	163 48*	20 70D 70D 70	Controlled by Barnsley (BY) Signal box T = Butterthwaite Lane UWC at 164 12
Ecclesfield West	164 09	15	
CHAPELTOWN	165 68		Class 170 units are restricted to 50mph inflated suspension/30mph deflated suspension on the Down line through Chapeltown Station platform
	165 70*	70 60	
	166 10*	60 70 70	

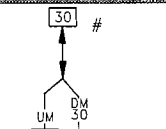
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Tankersley Tunnel (1370m / 1498 yards)	166 28 to 167 16		Controlled by Barnsley (BY) Signal box to 52 23 Down / 51 56 Up T at 166 27 and 166 51 Down T at 167 17 and 166 69 Up
ELSECAR	169 00		NRN Channel 031
Hemingfield Tunnel (49m / 54 yards)	169 77 to 170 00		
	170 20*		Class 37, 47, 59 and 66 locos are restricted to 5 mph and 14X vehicles on wheelskates are not permitted on the Down line through Bridge No.51 at 169 50 and on the Up line through Bridge No.57 at 170 40.
WOMBWELL	170 45		
	170 48*		
	173 45*		PP is authorised in the bi-directional Down Platform and in the Up Platform for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised by the Signaller when this is required at Down Main signal BY1029 or Up Main signal BY1070 or Up Huddersfield signal BY1038
	173 48		
	7 50		
	6 65		The speed of Class 3, 4, 6, 7 and 8 Freight trains is restricted as follows:-
Barnsley (BY) LC	6 60		Down Main
	6 59		Between signal BY1031 at 6 49 and signal BY1071 at 52 32 = 30mph
BARNSLEY	6 54		Up Main
			Between signal BY1070 at 52 40 and signal BY1030 at 6 56 = 30mph
Barnsley Station Jn	6 43*		Between signal BY1030 at 6 56 and signal BY1026 at 173 45 = 40mph
	52 58*		# = To/From Huddersfield see page 6.44
	52 53*		DH = Down Huddersfield
	49 42*		UH = Up Huddersfield
	49 38*		AB Barnsley (BY 1071 signal at 52 33 Down /BY 1070 signal at 52 41 Up) to Woolley Coal Siding
DARTON	49 29		

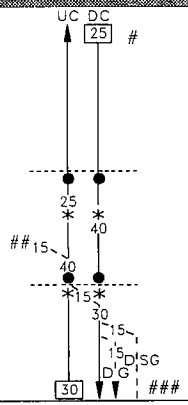
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Woolley Coal Siding (W)	48 43		AB Woolley Coal Siding to Horbury Jn Ø = Secured out of use AD 1=Arrival/Departure Line 1 AD 2=Arrival/Departure Line 2
Woolley New Tunnel Down, and Old Tunnel (1596m / 1745 yards)	48 02 47 33 to 46 34 45 56 1 53		NRN Channel 031
Flockton Sidings GF	0 64		Ø = Secured out of use
Horbury Jn (HJ)	0 08* 0 00		## To/From Wakefield Kirkgate see page 6.30
		WAKEFIELD TURNERS LANE TO CALDER BRIDGE JN	
Turners Lane Jn	0 50		Line controlled by Wakefield Kirkgate (K) Signal box # To/From Altofts Jn see page 6.31
	0 49*		NRN Channel 031
Calder Bridge Jn	0 01* 0 00		## To/From Goole, Potters Grange Jn see page 6.64

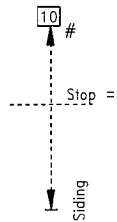
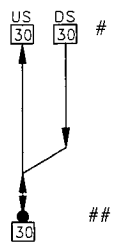
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		ALTOFTS JN TO LEEDS WEST JN	
Altofts Jn	185 73		DMD=Down Midland UMD=Up Midland # To/From Wakefield Kirkgate see page 6.32 Controlled by Castleford (CD) Signal box
	186 01*		Controlled by Castleford (CD) Signal box
	186 05		NRN Channel 031
			## Wakefield Europort
			### To/From Whitwood Jn see page 6.55
Methley Jn	187 41		Controlled by Castleford (CD) Signal box
Methley North LC R/G	188 30		Hot Axle Box Detector on the Down Midland line at 188 34
WOODLESFORD Footpath LC R/G	190 00		Controlled by York Signal box (signals prefixed S from S951 signal at 189 59 Down/ to S950 signal at 190 08 Up)

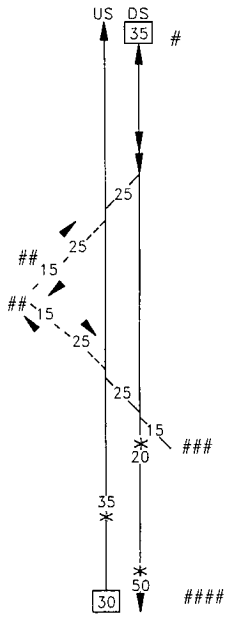
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	192 40		Controlled by York Signal box (signals prefixed S to S927 signal at 193 12 Down/from S914 signal at 193 51 Up)
Stourton Jn	192 42		NRN Channel 031
			AD = Arrival / Departure
			#1 To/From Stourton Freightliner Terminal
			DMD =Down Midland
	193 26*		UMD =Up Midland
Hunslet South Jn	193 40		#2 To/From Hunslet Down Sidings
			#3 To/From Balm Road Sidings
	193 68*		#4 To/From RMC Stone Discharge Terminal
			#5 To/From Middleton Light Railway (Private)
Hunslet Station Jn	194 10		Controlled by York Signal box (signals prefixed L from L3853 signal at 193 69 Down/to L3852 signal at 194 22 Up)
	194 35*		
	194 65*		
	194 79		#6 To/From Holbeck Depot
	195 14*		
Engine Shed Jn	195 20		
	195 33*		#7 To/From Whitehall East Jn see page 6.18
	195 42*		
	195 45		
	195 49*		
Leeds West Jn	195 53		#8 To/From Leeds see page 6.15

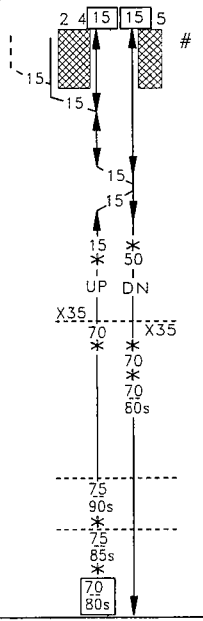
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		METHLEY JN TO WHITWOOD JN	

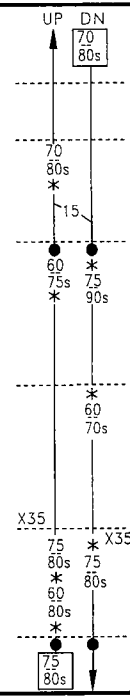
Methley Jn	1 12		Line controlled by Castleford (CD) Signal box
			# To/From Leeds see page 6.53
			DM = Down Methley
			UM = Up Methley
			NRN Channel 031

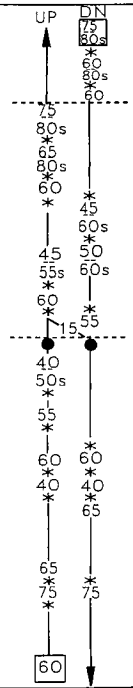
	1 06		
Whitwood Jn	0 01		## To/From Castleford see page 6.32
		CASTLEFORD WEST JN TO PONTEFRACT WEST JN	
Castleford West Jn	0 00		DC = Down Cutsyke UC = Up Cutsyke # To/From Castleford see page 6.32 Controlled by Castleford (CD) Signal box NRN Channel 031
	0 61 59 02		
Cutsyke Jn (CJ) LC	59 00		
	58 79*		T = Woodman Lane Public Bridleway LC at 58 00 T = Parkside Farm UWC at 57 35 ## To/From Prince of Wales Colliery
Prince of Wales (P) LC	56 65*		DG = Down Goods DSG = Down Siding Controlled by Prince of Wales (P) Signal box
Pontefract West Jn	56 42		### To/From Goole, Potters Grange Jn see page 6.65

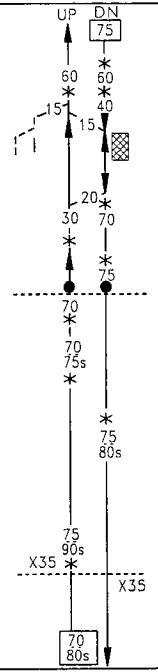
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		CASTLEFORD EAST JN TO LEDSTON	
Castleford East Jn	6 17		AWS not provided # To/From Castleford see page 6.33 Controlled by Castleford (CD) Signal box OTNS Castleford East Jn to BC LC = Stop await instructions Line not normally in use. Trains may only run when authorised by Route Director, Network Rail LNE NRN Channel 031
BC LC (Open)	4 70		
Ledston	4 43		
		SHERBURN JN TO GASCOIGNE WOOD	NRN Channel 031
Sherburn Jn	13 20		# To/From Church Fenton see page 6.33 Controlled by Milford (M) Signal box DS = Down Sherburn US = Up Sherburn
	14 17		
Gascoigne Wood (GW)	14 30		## To/From Selby see page 6.75

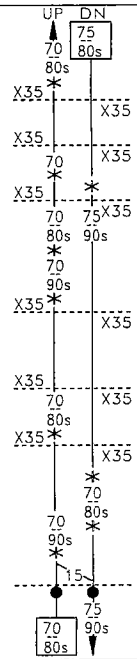
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HOLGATE JN TO SKELTON JN	AC Doncaster ECR
Holgate Jn	0 00		To/From Colton Jn see page 6.35 Controlled by York (Y) Signal box # To/From Colton North Jn see page 6.35 NRN Channel 031
York Yard South	0 21		
			## To/From Up Yard
York Yard North	0 79		
	1 03		
	1 13*		### To/From Down Departures
	1 35*		
Skelton Jn	1 54*		#### To/From Skelton Bridge Jn see page 6.37

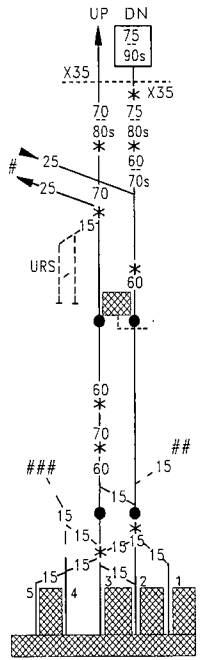
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		YORK TO SCARBOROUGH	NRN Channel 069
YORK	0 00		# To/From York see Section 2 and page 6.36 Controlled by York (Y) Signal box PP is authorised in platform lines 4 and 5 for Class 1, 2, 5 and 0 trains during serious disruption and for booked attaching/detaching
	0 18		
	0 22* 0 25*		
Bootham LC (AHB-X)	1 51		
	1 52*		T = Bootham Stray UWC at 1 70
	2 60*		T = Kettlestring Farm UWC at 2 54 T = New Earswick UWC at 3 00
Haxby Road LC (CCTV)	3 27		T = Hall Farm UWC at 3 19
	3 37*		T = Farmstead Rise UWC at 3 45
Haxby Station LC (CCTV)	4 18		
	4 28*		

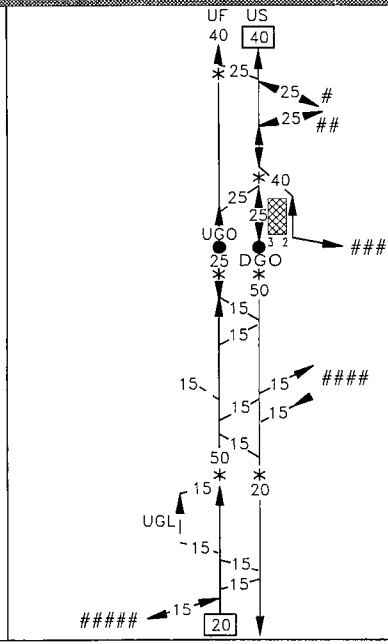
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Strensall No1 LC CCTV	6 00		T = Barkers UWC at 4 59 T = Manor Farm UWC at 5 03 T = Oakbutts UWC at 5 26
Strensall No2 LC CCTV	6 11		NRN Channel 069
	6 20*		
Strensall (S) LC	6 48		AB Strensall (S11 signal at 6 66 Down/ S12 signal at 7 61 Up) to Barton Hill
	6 64*		
	6 76*		T = Riversdale Farm UWC at 7 03 T = Strensall Walbutts UWC at 7 19
Common Road LC	7 52		
	8 61*		T = Flaxton Moor UWC at 8 28 T = Gennel Farm UWC at 8 65
Flaxton LC AHB-X	9 21		
	9 22*		
	10 05*		T = Thornton Gates Public Bridleway at 10 20
	11 00*		T = Foston Gates UWC at 10 74
Barton Hill LC	11 48		AB Barton Hill to Kirkham Abbey

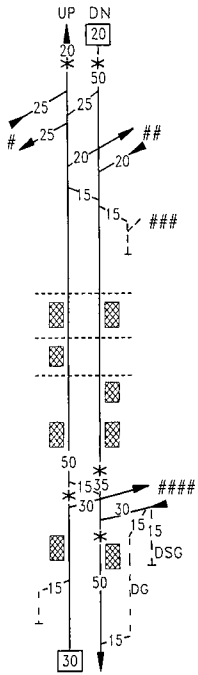
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	12 17*		AB Barton Hill to Kirkham Abbey
	12 40*		T = Green Farm UWC at 11 72
Howsham LC	13 28		T = Manor Farm (Barton) UWC at 11 77
	13 30*		T = Brisby's UWC At 12 17 T = Plain Moor UWC at 12 32
	13 58*		T = Manor Farm Crambe UWC at 13 58
	13 65*		T = Newcombe's UWC at 13 65
	14 08*		T = Oakcliffe UWC at 14 05
	14 55*		T = Brotherton's UWC at 14 13
	14 76*		
Kirkham Abbey LC	15 01		AB Kirkham Abbey to Malton
	15 47*		NRN Channel 069
	16 14*		T = Crambeck UWC at 16 15
	16 20*		
	18 22*		T = Low Hutton UWC at 17 75
	18 40*		
	18 75*		T = Portobella Farm UWC at 19 12
	20 36*		T = High Farm UWC at 19 53 T = New Cut UWC at 20 07

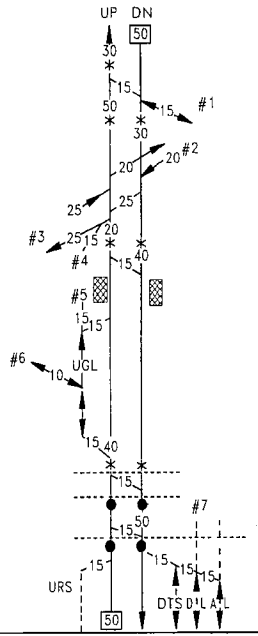
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AB Kirkham Abbey to Malton
	20 60*		NRN Channel 069
	20 76*		
	21 03		
MALTON	21 12		
	21 20		
	21 21*		
	21 25*		
	21 31*		
Malton (M) LC	21 32		AB Malton to Weaverthorpe
	22 08*		T = Waligate UWC at 21 50 T = Mill Garth UWC at 21 70 T = Villa Farm UWC at 22 46 T = Norton Parks UWC at 22 78
	22 55*		
	23 02*		T = Marr House Farm UWC at 23 43 T = Birdsall Estates UWC at 23 63 T = Scoggiethorpe Grange UWC at 24 14 T = Manor Farm UWC at 24 35 T = Kilby's UWC at 24 53 T = Lilac Farm UWC at 24 72
Rillington LC AHB-X	25 42*		T = Sleights Farm UWC At 25 57 T = Ivy Lea Farm UWC at 25 72

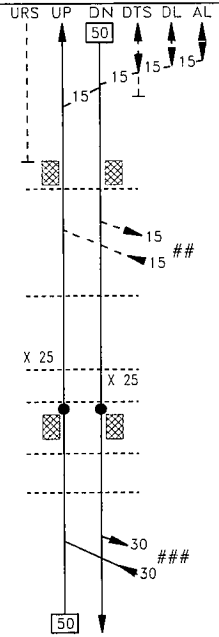
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AB Molton to Weaverthorpe
			NRN Channel 069
High Scampston LC AHB–X	26 16*		
	26 19		
Low Scampston LC AHB–X	26 54		
	26 65*		
	27 40*		
Knapton LC AHB–X	27 41		
	27 60*		T = Elm Tree Farm UWC at 27 75 T = Wilkinsons UWC at 28 17
Heslerton Station LC AHB–X	29 20*		
	29 32		
			T = Sand Lane UWC at 29 74
West Heslerton LC AHB–X	30 52		
East Heslerton LC AHB–X	30 77*		
	31 00		
	32 00*		T = Cousins UWC at 31 56 T = Grange Farm UWC at 32 09
	32 20*		
	32 65*		
Weaverthorpe LC	32 68		AB Weaverthorpe to Seamer
			T = Jacksons UWC at 33 03 T = Ganton Hall UWC at 33 62

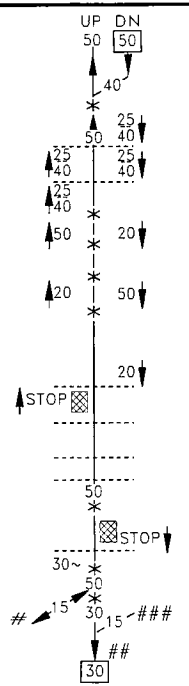
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Ganton LC AHB-X	34 34		AB Weaverthorpe to Seamer
	38 32*		T = Long Plantation UWC at 34 08 T = Binnington UWC at 35 22 T = Willerby Carr UWC at 35 69 T = Robin's Bottom Plantation UWC at 36 40 T = Pasture Lane Public Bridleway at 38 20 T = Meads Lane UWC at 38 47
	38 60*		
Seamer West Jn	38 66*		Controlled by Seamer (SR) Signal box # To/From Hull see page 6.93 Classes 4, 6 & 7 trains are restricted to 40 mph in the Down and Up direction between Seamer West Jn and Scarborough URS = 403m / 1323 feet AB Seamer to Falsgrave
	39 05*		
SEAMER Seamer (SR)	39 14 39 17		
	40 00*		NRN Channel 069
	41 20*		## To Sidings and Turntable ### To Carriage Sidings
	41 58		Falsgrave (F) to Scarborough is Station Limits 15 MPH All lines and crossovers 41 68 to Scarborough Station
Falsgrave (F)	41 63*		
	41 68*		PP is authorised on all platform lines in Scarborough Station
SCARBOROUGH	42 06		

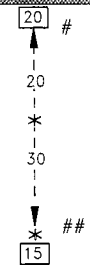
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN		
Wakefield Kirkgate West Jn	47 43*		NRN Channel 031 # To/From Wakefield Kirkgate L&Y see page 6.30 ## To/From Wakefield Westgate and Down Slow/Down Fast Lines see pages 6.30 and 6.21
	47 52*		
WAKEFIELD KIRKGATE	47 62		### To/From Turners Lane Jn Up L&Y see page 6.31 DGO = Down Goole UGO = Up Goole Wakefield Kirkgate (K) Signal box area between Wakefield Kirkgate West Jn and Calder Bridge Jn
Wakefield Kirkgate (K)	47 76		
	48 05*		
Calder Bridge Jn	48 28		#### To/From Turners Lane Jn see page 6.52
	48 56*		UGL = 453m / 1485 feet
Oakenshaw Jn	48 76		Oakenshaw Jn to Featherstone LC controlled by Oakenshaw (O) Signal box ##### To/From Oakenshaw South Jn see page 6.69

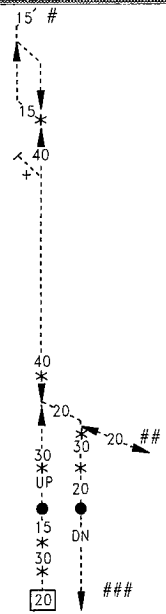
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			Oakenshaw Jn to Featherstone LC controlled by Oakenshaw (O) Signal box
	49 00*		NRN Channel 031
Crofton West Jn	49 40		# To/From Hare Park Jn see page 6.21
Crofton East Jn	50 23		## To/From Oakenshaw South Jn see page 6.70
	50 28		T = Crofton Old Station UWC at 50 25
			### To/From Bombardier Sidings
Streethouse West LC CCTV	52 11		
STREETHOUSE	52 15		
Red Lane LC	52 27		
FEATHERSTONE LC CCTV	53 71		
			T = Sportsfield UWC at 54 12
PONTEFRACT TANSHELF	55 64		
	56 26*		CW Up at 56 30 (890 yards before reaching signal O 354) Controlled by Prince of Wales (P) Signal box
Pontefract West Jn	56 35*		#### To/From Castleford West Jn see page 6.55
	56 38*		DSG = Down Siding
PONTEFRACT MONKHILL	56 40		
	56 60		

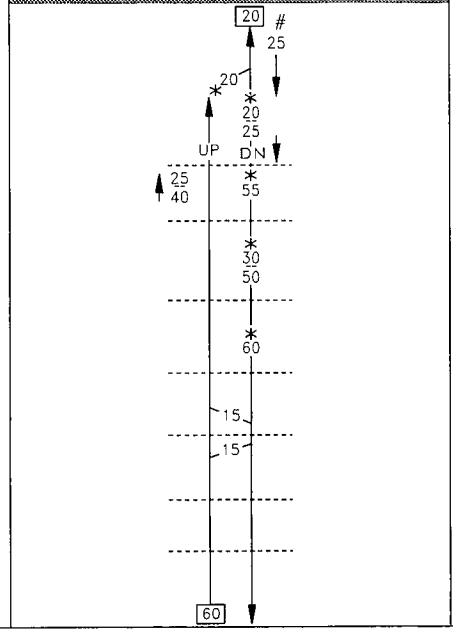
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			Knottingley (K) Signal box area between Pontefract Monkhill Goods Jn and Knottingley C Up at 57 03 (Secured out of use)
	56 66*		
Pontefract Monkhill Goods Jn	57 43		#1 To/From Ferrybridge South Jn see page 6.73
	58 16*		CW Up at 58 17 (755 yards before reaching signal K376)
Knottingley West Jn	58 20		#2 To/From Ferrybridge North Jn see page 6.72
	58 21		NRN Channel 031
	58 27*		#3 To/From Shaftholme Jn see page 6.72
			#4 To/From Wagon Arrival/Departure Lines
KNOTTINGLEY	58 37		#5 To/From Wagon Arrival Line
	58 51		
Knottingley East Jn	58 69		#6 To/From Knottingley South Jn see page 6.73
	59 04*		
England Lane LC	59 05		
Knottingley (K) LC	59 26		T = Rampart Lane UWC at 60 40
			#7 To/From Kellingley Colliery
Sudforth Lane (S) LC	61 08		
			URS = 2176m / 7140 feet
			DTS = Down Through Siding
			DL = Departure Line AL = Arrival Line

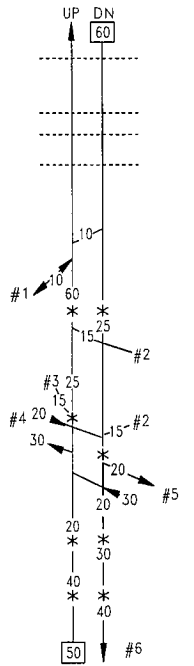
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			URS = 2176m / 7140 feet DTS = Down Through Siding DL = Departure Line AL = Arrival Line T = Platts UWC at 61 45 T = Thornfield House UWC at 61 70 T = Southfield Lane UWC at 62 10
	61 57		
	62 50		NRN Channel 031
WHITLEY BRIDGE LC CCTV	62 55		
Whitley Bridge Jn	63 02		Controlled by Sudforth Lane (S) Signal box
			## To/From Eggborough Power Station
High Eggborough LC	63 33		T = Low Eggborough UWC at 63 20
Snaith and Pontefract Highway LC AHB-X	64 14		
HENSALL (H) LC	64 39		
Heck Lane LC	64 74		
Heck Ings LC	65 40		
Drax Branch Jn	65 66		Controlled by Hensall (H) Signal box ### To/From Drax Power Station see page 6.74

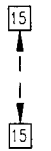
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			Controlled by Hensall (H) Signal box to 66 71 T = Kealey's UWC at 66 30 Between Drax Branch Jn and Engine Shed Jn Class 8 trains must not exceed 20mph
	66 40*		
Gowdall Lane LC AOCL	66 51		
Field Lane LC AOCL	66 66		Controlled by Goole (G) Signal Box T = Gowdall Bank UWC at 67 17
	67 30*		20 mph PSR applies between 67 30
	67 37*		and 67 39 in Down direction and
	67 39*		between 67 47 and 67 37 in Up direction
	67 47*		T = Dorr Lane UWC at 67 38
SNAITH LC AOCL	68 06		T = Snaith East UWC at 68 30
West Cowick LC R/G	68 61		
East Cowick LC R/G	69 48		
Snaith Road LC AHB	70 17		
	70 73*		
RAWCLIFFE LC AHB	70 75		~ 30 mph PSR between 71 20 and 70 73 applies in Up direction only
	71 20*		T = Rawcliffe Branch UWC at 72 26
Engine Shed Jn	73 52* 0 64*		# To/From Goole Docks. Connection Secured out of use. Trains may only run when authorised by the Route Director Network Rail LNE
Potters Grange Jn	0 00		## To/From Guardian Siding ### To/From Goole see page 6.86

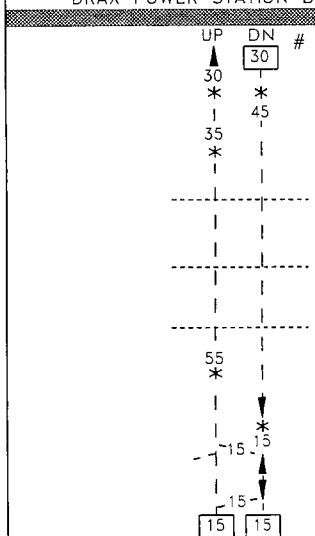
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		OAKENSHAW SOUTH JN TO OAKENSHAW JN	
Oakenshaw South Jn	49 41		Line controlled by Oakenshaw (O) Signal box # To/From Monk Bretton Loop see page 6.70
	49 15*		NRN Channel 031
Oakenshaw Jn	48 76*		## To/From Wakefield Kirkgate see page 6.64

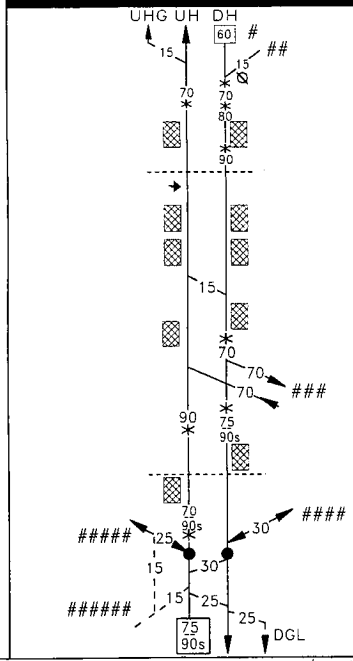
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		MONK BRETTON LOOP TO CROFTON EAST JN	
	175 78		# To/From Rexam Glass Barnsley Ltd
Monk Bretton Loop			NRN Channel 031
	176 24*		OTS Oakenshaw South Jn – Monk Bretton Loop (See Local Instruction page 6.143)
Former Royston Jn	178 17		+ = Secured out of use
	181 70*		
Oakenshaw South Jn	181 75*		Controlled by Oakenshaw (O) Signal box ## To/From Oakenshaw Jn see page 6.69
	182 33*		
Oakenshaw (O)	182 35		
	182 36*		
Crofton East Jn	183 04*		Controlled by Oakenshaw (O) Signal box ### To/From Pontefract Monkhill see page 6.65

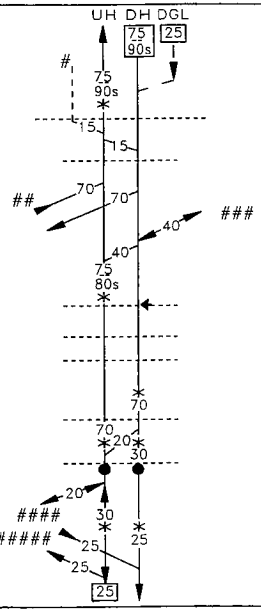
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SHAFTHOLME JN TO FERRYBRIDGE NORTH JN	
Shaftholme Jn	68 75*		Doncaster (D) Signal box area between Shaftholme Jn and Stubbs Walden North LC # To/From Doncaster see Section 1
	68 69*		NRN Channel 031
	68 54*		
Thorpe LC AOCL	68 43*		T = Ritchies UWC at 68 30
Haywood LC CCTV	67 57		T = Rushey Moor UWC at 67 10
	66 30*		
Askern LC CCTV	66 26		
	65 74*		
Selby Road LC AHB	65 73		
Norton LC	65 12		
			T= Lowfield UWC at 64 71
Stubbs Walden South LC CCTV	64 28		
Stubbs Walden North LC CCTV	64 11		

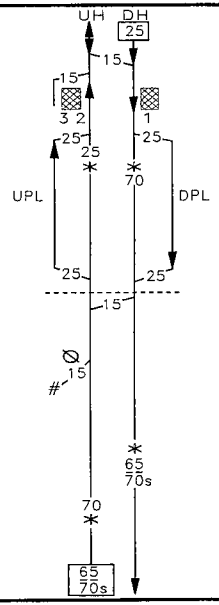
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
AHB Womersley LC AHB	62 49		Knottingley (K) Signal box area between Womersley LC and Knottingley West Jn
Post Office Lane LC	62 14		NRN Channel 031
Spring Lodge LC AHB	61 21		
Cridling Stubbs LC AHB	60 45		
			T = Waterfields No.1 UWC at 59 06
	58 72		
Knottingley South Jn	58 66		
	58 48*		#1 To/From Knottingley East Jn see page 6.73
			#2 To/From Sidings
			#3 To/From Wagon Arrival/Departure Lines
	58 21*		#4 To/From Goole see page 6.66
Knottingley West Jn	58 20*		
	2 71		#5 To/From Pontefract Monkhill see page 6.66
	2 65*		
	2 43*		
			Controlled by Ferrybridge (F) Signal box
Ferrybridge North Jn	2 27		#6 To/From Milford see Section 5

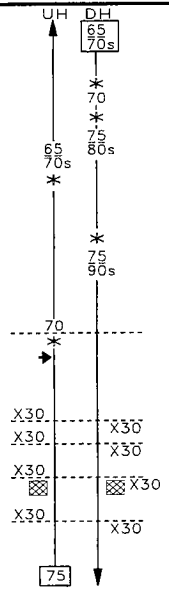
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		FERRYBRIDGE BRANCH	
Pontefract Monkhill Goods Jn	3 06		# To/From Pontefract Monkhill West Jn see page 6.66 Controlled by Knottingley (K) Signal box NRN Channel 031
Ferrybridge South Jn	2 38		Controlled by Ferrybridge (F) Signal box ## To/From Milford see Section 5
		KNOTTINGLEY SOUTH JN TO KNOTTINGLEY EAST JN	Line controlled by Knottingley (K) Signal box # To/From Shaftholme Jn see page 6.72
Knottingley South Jn	0 00		NRN Channel 031
	0 16 0 18		## To/From Knottingley Depot
Knottingley East Jn	0 20		### To/From Sudforth Lane see page 6.66

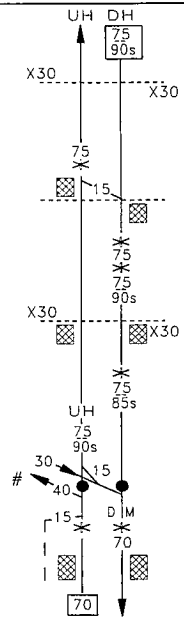
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		DRAX POWER STATION BRANCH	
			AWS not provided # To/From Knottingley see page 6.67 Controlled by Hensall (H) Signal box NRN Channel 031 T= Wood Road UWC at 3 54 T = New Oak Farm UWC at 4 00
Drax Branch Jn	0 00		
	0 07*		
	0 27*		
West Bank Hall LC AHB	1 49		
Jacky Duffin Wood LC R/G	2 18		
Linwith Lane LC AHB	2 46		
	4 00*		
	4 07*		
Drax Power Station	4 16		

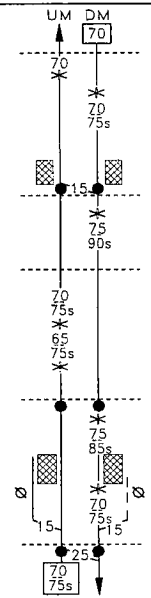
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		NEVILLE HILL EAST JN TO HULL	
Neville Hill East Jn	18 25		# To/From Leeds see page 6.17
	18 20*		## To/From Neville Hill Depot
	17 66*		⊘ = Ground Frame
CROSS GATES	16 11		Controlled by York Signal box (signals prefixed L) to L799 at 14 79 Down / from L802 at 13 74 Up
	16 00*		DH=Down Hull
Manston LC R/G	14 77		UH=Up Hull
GARFORTH	13 23		T = Barrowby Lane Public Bridleway LC at 14 04
EAST GARFORTH	12 56		Hot Axle Box Detector on the Up Hull line at 13 74
Peckfield Crossover	11 12		NRN Channel 031
MICKLEFIELD	10 69		T = Peckfield Public Bridleway LC at 11 12
	10 64*		Controlled by York Signal box (signals prefixed CF) between CF801 at 14 27 and CF1821 at 9 25 Down / between CF1812 at 9 08 and CF804 at 13 16 Up.
Micklefield Jn	10 63		### To/From Church Fenton see page 6.83
	10 40*		
	9 65*		T = Newthorpe UWC at 9 47
SOUTH MILFORD			T = Grange Farm UWC at 9 40
Footpath LC R/G	7 57		
	7 20*		T = Norden's Barn Farm UWC at 6 43
Gascoigne Wood (GW)	6 27		#### To/From Sherburn Jn see page 6.56
	6 24		##### To/From Milford see Section 5
	6 17		###### To/From Selby New Mine Sidings
			DGL = 346m / 1134 feet

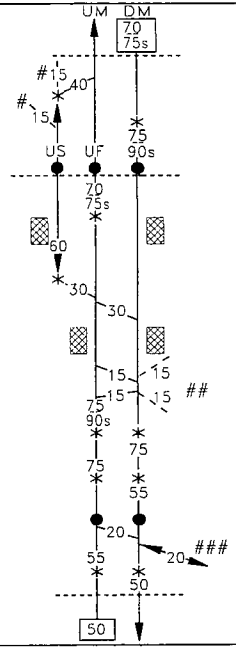
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel 031
			# To/From Selby Mine Sidings
	5 59		
	5 35*		
Hagg Lane LC R/G	5 34		T = Owlett Hall UWC at 5 07
			T = Ruddings Farm UWC at 4 67
Philip Lane LC R/G	4 47		
Hambleton West Jn	4 43		Controlled by York (Y) Signal box ## To/From Hambleton South Jn see page 6.84
			### To/From Hambleton North Jn see page 6.84
Hambleton East Jn	3 34		
	2 79*		
Harrymore Lane LC R/G	2 78		Hot Axle Box Detector on the Down Main line at 2 78
Thorpe Hall LC RC	2 41		
Thorpe Gates LC	2 27		
	2 04*		T = Campey's Farm UWC at 1 78
Sandhill Lane LC	1 42		
	0 42*		
Doncaster Road LC Selby (S)	0 40		
Selby West Jn	0 36		
			#### To/From Canal Jn see pages 6.84
	0 05*		##### To/From Temple Hirst Jn see page 6.85
Selby South Jn	0 00 31 12		

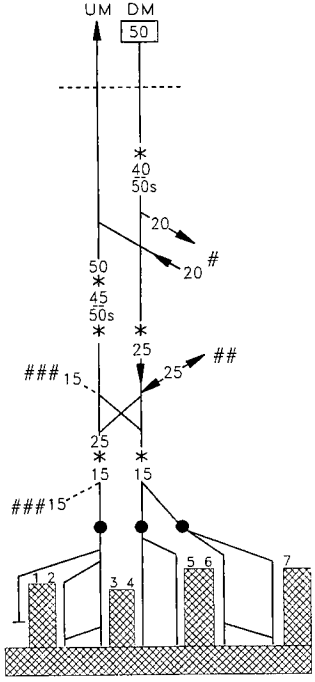
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SELBY	30 79		Controlled by Selby (S) Signal box DH = Down Hull UH = Up Hull PP is authorised on the Down Platform line for connecting trains. NRN Channel 031 DPL = 461m / 1512 feet UPL = 429m / 1407 feet ∅ = Ground Frame # To/From Selby Potter Group Sidings T = Millfield Farm UWC at 29 18
Selby Swing Bridge	30 70		
	30 61		
	30 60*		
Barlby BOCM LC	30 37		
Barlby North Jn	30 34		
	30 27		
	29 76		
	29 66*		
	29 21*		

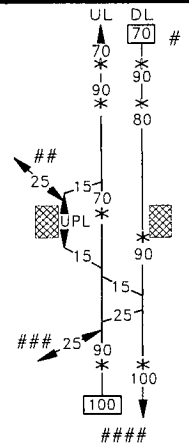
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			Controlled by Selby (S) Signal box DH = Down Hull UH = Up Hull
	29 07*		NRN Channel 031
	29 00*		
	28 40*		T = Lund Lane UWC at 28 49
	28 25*		
Cliffe LC CCTV	28 02*		NRN Channel change at 20 00 031 069 Hot Axle Box Detector on the Up Hull line at 28 00 T = Holon House Farm UWC at 27 28
Hagg Lane LC AHB-X	26 77		
Woodhall Lane LC AHB-X	25 77		
WRESSLE LC AHB-X	25 03		T = Leakes UWC at 24 73
Cross Common LC AHB-X	24 52		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Rowland Hall LC AHB-X	24 06		Controlled by Selby (S) Signal box to Howden Station Down/21 10 Up DH = Down Hull UH = Up Hull NRN Channel 069
	22 45*		
HOWDEN LC CCTV	22 27		T = Swan Fleet Lane UWC at 22 21
	21 49*		T = Thorpe Farm UWC at 21 56
	20 52*		T = Thorpe Common UWC at 21 42
EASTRINGTON LC AHB-X	19 23		T = Filbert Grove UWC at 20 26
	18 21*		T = Bennetland UWC at 17 39
Gilberdyke Jn	17 07		T = Bellasize UWC at 17 23 # To/From Thorne Jn see page 6 87 AB Gilberdyke Jn to Broomfleet
	17 04*		
GILBERDYKE	16 76		

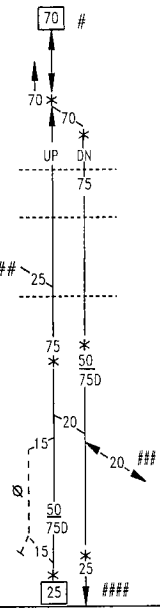
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Oxmardyke LC	16 22 16 10* 15 10*		NRN Channel 069 T = Marr House Farm UWC at 15 32 Unworked trailing crossover secured out of use for Engineers use only. AB Broomfleet to Crabley Creek T = Church Farm UWC at 13 69 AB Crabley Creek to Brough East Ø = Secured out of use AB Brough East to Melton Lane
BROOMFLEET	14 36		
Broomfleet LC	14 33 14 29*		
Cave LC	13 60		
	13 57*		
	12 78*		
Crabley Creek LC	12 57 11 56*		
BROUGH	10 38 10 27*		
Brough East LC	10 24		

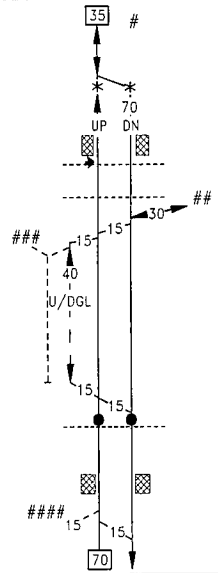
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AB Brough East to Melton Lane
Welton LC	9 35		
	8 60		# To/From Omya Sidings
	8 53*		
	8 48		NRN Channel 069
	8 44*		
Melton Lane LC	8 41		
	8 18*		
FERRIBY	7 42		
	7 36*		
	7 32		
HESSLE	4 64		Hessle Road (HR) Signal box area between Hessle East Jn and Anlaby Road Jn
Hessle East Jn	3 20		## To/From Hull Freight Yard and Dairycoates
	2 40*		
	2 20*		
Hessle Road (HR)	1 77		
	1 73		### To/From Springbank North Jn see page 6.94
	1 54*		
Chalk Lane LC CCTV	1 49		

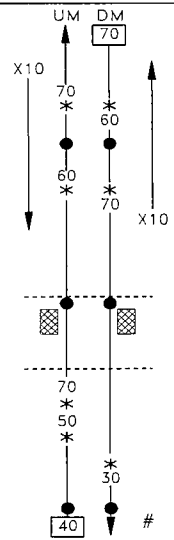
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
St.Georges Road LC CCTV	1 24		NRN Channel 069
	1 00*		
Anlaby Road Jn	0 73		Controlled by Hessle Road (HR) Signal box
	0 55*		# To/From West Parade North Jn see page 6.96
	0 30*		## To/From Botanic Gardens Depot, Walton Street Jn, Bridlington and Scarborough see page 6.88
	0 25		Controlled by Hull Paragon (HP) Signal box
	0 21*		### Station Sidings 15mph leaving and entering platforms 0 00 to 0 21
Hull Paragon (HP)	0 18		
HULL	0 00		

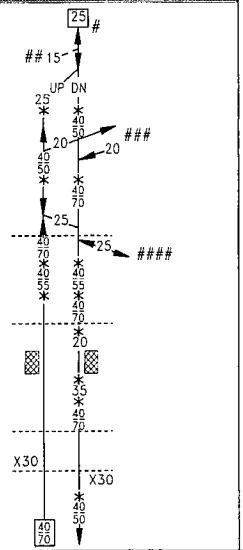
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		MICKLEFIELD JN TO CHURCH FENTON NORTH JN	Line controlled by York Signal box (signals prefixed CF).
Micklefield Jn	15 62		# To/From Leeds see page 6.75
	15 43*		C Up at 14 78 (616 yards before reaching signal CF702) (Secured out of use)
	11 12*		T = Adamsons UWC at 11 36 T = Poulters UWC at 11 14
CHURCH FENTON	10 58*		## To/From Milford see page 6.34 T = Rose Lane UWC at 10 79 UPL = 288 m / 945 feet
	10 52*		NRN Channel 031
	10 37		### To/From York via Normanton lines see page 6.34
Church Fenton North Jn	10 31*		#### To/From York via Leeds lines see page 6.34

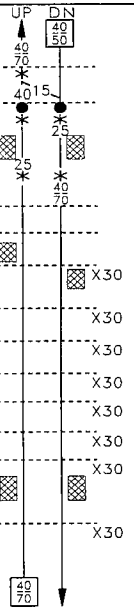
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HAMBLETON SOUTH JN TO HAMBLETON WEST JN	Line controlled by York (Y) Signal box
Hambleton South Jn	174 10	UP DN 70 #	# To/From Shaftholme Jn see Section 2
Scalm Lane LC R/G	174 56		NRN Channel 069
Hambleton West Jn	175 33	70 ##	## To/From Neville Hill East Jn see page 6.76
		HAMBLETON EAST JN TO HAMBLETON NORTH JN	Line controlled by York (Y) Signal box
Hambleton East Jn	3 34	40 #	# To/From Selby see page 6.76
			NRN Channel 069
Hambleton North Jn	4 00	## 40	## To/From York see Section 2
		SELBY WEST JN TO CANAL JN	Line controlled by Selby (S) Signal box
Selby West Jn	0 00	20 #	# To/From Hambleton East Jn see page 6.76
			NRN Channel 069
Canal Jn	0 32	## 20	## To/From Temple Hirst Jn see page 6.85

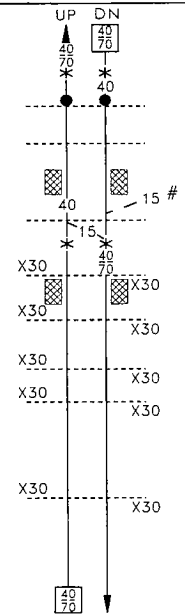
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		TEMPLE HIRST JN TO SELBY SOUTH JN	
Temple Hirst Jn	169 16		# To/From Shaftholme Jn see Section 2 Controlled by York (Y) Signal box
	169 46*		NRN Channel 031
	169 55*		
Burn Lane LC	170 70		
Henwick Hall LC	172 20		
Brayton LC CCTV	172 75 173 02		## To/From Engineers Siding Controlled by Selby (S) Signal box
	173 26* 173 27*		
Canal Jn	173 59		Controlled by Selby (S) Signal box ### To/From Selby West Jn see page 6.84 Ø = Secured out of use
	174 06* 174 09*		
Selby South Jn	174 11		#### To/From Selby see page 6.76

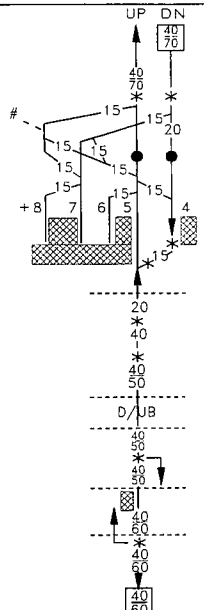
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		THORNE JN TO GILBERDYKE JN	NRN Channel 031
Thorne Jn	7 69		# To/From Doncaster see Section 4
	8 00		Controlled by Doncaster (D) Signal box
	8 05*		TOWS 8 00 to 8 05 Doncaster line
	9 09		
	14 06		Hot Axle Box Detector on the Up Main line at 14 02
THORNE NORTH	14 02		
Thorne Moorends LC AHB	12 32		T = Moorends Farm UWC at 11 52 T = Hook Moor Farm UWC at 9 35
			## To/From Engine Shed Jn see page 6.68
Creykes LC R/G	10 19		### To/From Goole Docks
Potters Grange Jn	7 05		CW Up at 7 10 (768 yards before reaching signal G.50)
			U/DGL = Up/Down Goods Loop = 365m / 1197ft
Goole (G) Boothferry Road LC	6 51		
GOOLE	6 46		#### Sidings

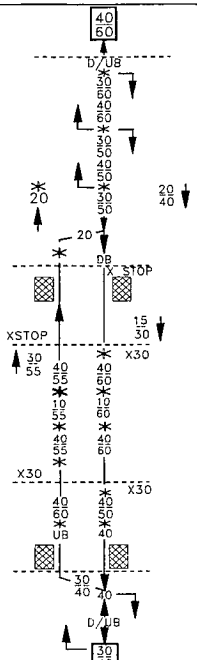
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel 031
	X5 25*		X10 between 5 00 and 5 25 when making a wrong direction movement
	5 15*		
Goole Bridge (GB)	5 06		
	5 02*		
	X5 00*		
			NRN Channel Change at Down 4 35 (031) Up 4 40 (069)
Saltmarshe LC (SA)	3 49		AB Saltmarshe (SA8 signal at 2 62 Down/ SA20 signal at 2 69 Up) to Gilberdyke Jn
SALTMARSHE	3 47		T = Manor Farm UWC at 3 36
			T = Baulkholme UWC at 2 79
Green Oak Goit LC	1 42		T = Mill Lane UWC at 0 75
	0 40*		T = Gilberdyke UWC at 0 15
	0 17*		
	0 10*		
Gilberdyke Jn	0 00		# To/From Hull see page 6.79

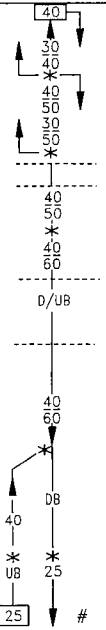
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HULL (PARAGON) TO SEAMER WEST JN	
Hull Paragon	0 25 0 26 0 30		# To/From Hull see page 6.82 ## To/From Botanic Gardens Depot NRN Channel 069
	0 48*		### To/From Anlaby Road Jn see page 6.96
West Parade North Jn	0 72 0 73*		West Parade North Jn to Walton Street Jn controlled by Hessle Road (HR) Signal box
Walton Street LC CCTV Walton Street Jn	1 25 1 29 1 55*		#### To/From Springbank North Jn see page 6.96
	2 17*		
Thwaite Gates LC CCTV	3 63 3 67*		
COTTINGHAM	3 77 4 00* 4 04*		
Cottingham North LC CCTV	4 17		T = Pillwood Farm UWC at 5 00
Beverley Parks LC AHB-X	6 51 7 24*		T = Ashworths UWC at 7 01 T = England Springs UWC at 7 57

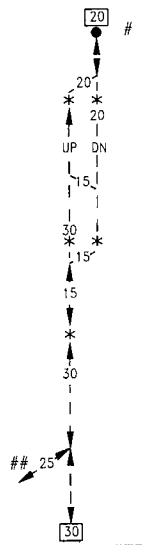
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel 069
Flemingate LC (RC)	8 02*		
Beverley (BS) LC	8 16*		AB Beverley (BS25 signal at 8 35 Down/ BS12 signal at 8 71 Up) to Driffield
BEVERLEY	8 20		
	8 26*		
Cherry Tree LC CCTV	8 39		
Beverley North LC CCTV	8 62		T = Molescroft Grange UWC at 9 39 T = Brumfields UWC at 10 09
ARRAM LC AHB-X	11 16		T = Park Cottage UWC at 10 14 T = Arram Green UWC at 11 53
Scorborough LC AHB - X	12 24		
Lockington LC AHB-X	12 74		
Beswick LC AHB-X	13 53		
Kilnwick LC AHB-X	14 01		
Watton LC AHB-X	14 44		T = Abbey Farm UWC at 15 04
Cranswick LC AHB-X	16 18		
HUTTON CRANSWICK	16 21		
Hutton LC AHB-X	16 73		
			T = Low Green Farm UWC at 17 29

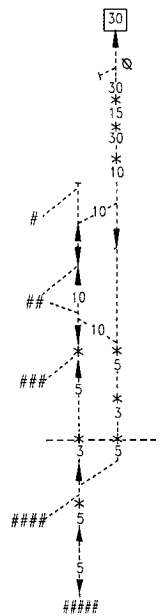
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AB Beverley (BS25 signal at 8 35 Down/ BS12 signal at 8 71 Up) to Driffield
	19 20*		NRN Channel 069
Driffield (D) LC	19 26		AB Driffield to Bridlington
Driffield Station LC (RC)	19 34		
DRIFFIELD	19 38		# Engineers Siding
Wansford Road LC CCTV	19 54		
	19 60*		T = Meadow Gates UWC at 20 00
NAFFERTON LC AHB-X	21 44		
Nether Lane LC AHB-X	21 58		T = Black Carr UWC at 22 09 T = Outgates Farm UWC at 22 76 T = Mingledale UWC at 23 34
Lowthorpe LC AHB-X	23 64		T = Mill Farm UWC at 23 48 T = Harpham UWC at 25 10
Burton Agnes LC AHB-X	25 45		T = Manor Farm UWC at 26 40
			T = Thornholme UWC at 26 61 T = Haisthorpe UWC at 27 25
Carnaby LC AHB-X	28 52		

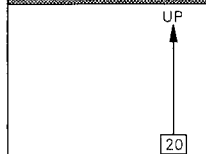
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AB Driffield to Bridlington
	30 49*		NRN Channel 069
Bridlington (BN)	30 58		# = To/From Carriage Sidings PP is authorised on Platform 6 for Class 1, 2 or 5 trains. + = Secured out of use
BRIDLINGTON	30 72		PP is authorised on Platforms 4 and 5 for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised by the Signaller when this is required at signal BN65 (Platform 4) or BN108 (Platform 5) Controlled by Bridlington (BN) Signal box
	30 77*		
	31 00*		
Bridlington Quay LC CCTV	31 06		
	31 10*		
	32 01*		
Sewerby LC AHB	32 35		D/UB = Down/Up Bridlington
Flamborough LC AHB	33 31		T = Bempton Sands Lane UWC at 34 19
	34 30*		
BEMPTON LC AHB	34 43		
Buckton Lane LC AHB	35 16*		

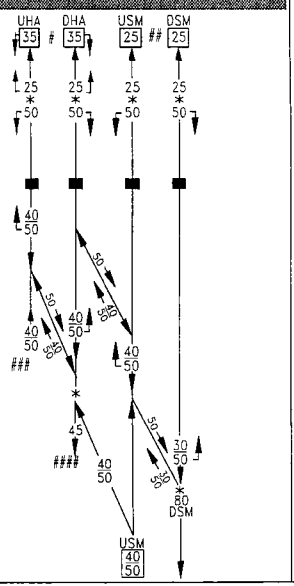
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Speeton LC AHB	37 34		
	40 63*		T = Barf Farm UWC at 39 63 D/UB = Down/Up Bridlington
	41 01*		NRN Channel 069
	41 44*		
Hunmanby Jn	41 47		Controlled by Seamer (SR) Signal box DB = Down Bridlington
	41 49*		
Hunmanby Station LC ABCL–X HUNMANBY	41 51 41 53		
Hunmanby Sands Lane LC ABCL–X	41 72*		
	42 27*		
	42 33*		
	42 47*		T = Royal Oak Farm UWC at 42 49 T = Lowfield No.1 UWC 43 16
Royal Oak LC AHB–X	43 04 43 40*		T = Lowfield No.2 UWC 43 28
	44 20*		T = Seadale UWC at 43 79 UB = Up Bridlington
FILEY	44 30		Controlled by Seamer (SR) Signal box
Filey LC CCTV	44 35		
Filey Jn	44 49		

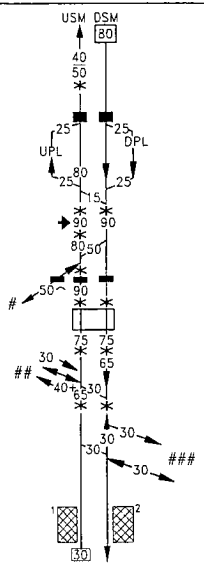
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel 069
	44 50*		AWS not provided at Gristhorpe Gate box Down and Up semaphore Distant signals at 45 68 and 47 20 respectively
	44 58*		T = East Lea UWC at 45 07
Muston LC AHB	45 41		T = Grange Farm UWC at 45 26
Gristhorpe LC	46 39		T = Town Farm No.1 UWC at 46 08
	46 40*		T = Town Farm No.2 UWC at 46 23
Lebberston Road LC	46 72		
			D/UB = Down/Up Bridlington
Cayton LC AHB	48 19		
			T = Grove Farm UWC at 49 06
			T = Carr House Farm UWC at 49 18
			T = Taylors UWC at 49 48
Seamer South Jn	49 77*		Controlled by Seamer (SR) Signal box
			DB = Down Bridlington
	50 36*		UB = Up Bridlington
			Controlled by Seamer (SR) Signal box
Seamer West Jn	50 43		# To/From Scarborough see page 6.63

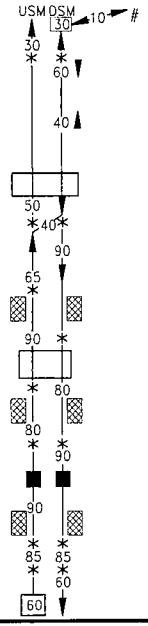
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HESSLE ROAD TO SALTEND	
Hessle Road (HR)	0 00		AWS not provided # To/From Gilberdyke Jn see page 6.81 Hessle Road to Scalcoates controlled by Hessle Road (HR) Signal box NRN Channel 069
	0 06 0 08*		
	0 40		
Springbank South Jn	0 77* 0 78		
	4 59		
	4 37*		
Springbank North Jn	4 19		## To/From Walton Street Jn see page 6.96

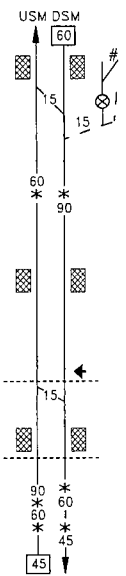
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
HR 49 signal	2 25		AWS not provided Modified OTS HR49 signal (Sculcoates) to Dock Security Gates - See Local Instruction on page 6.149 Ø = Secured out of use
Sculcoates	1 65*		
Hull River Swing Bridge	1 61 1 58*		NRN Channel 069
	0 47*		# To/From 8 Quay
	0 40		+ route mileage from Hessle Road, not milepost mileage
	5 16+		
Dock Security Gates	6 73		All movements between Dock Security Gates and Saltend controlled by radio by Person in Charge at Dock Security Gates
Hedon Road Sidings West	7 20		
Hedon Road Sidings East	7 50		## To/From Hedon Road Sidings
	7 62*		
	7 66*		### To/From King George Dock
	7 69*		
Eastern Access LC AOCL	7 70		
Kingston Terminal Jn	7 72*		#### To/From Kingston Coal Terminal
Saltend	8 56+		##### To/From BP Chemicals

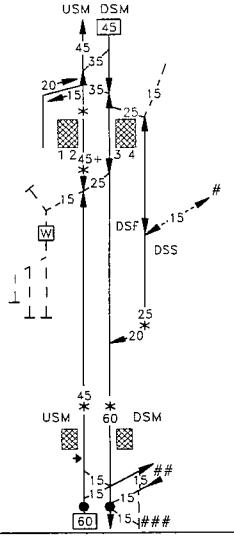
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SPRINGBANK NORTH JN TO WALTON STREET JN	
Springbank North Jn	1 54		AWS not provided Line controlled by Hessle Road (HR) Signal box # To/From Hessle Road see page 6.94 NRN Channel 069
Walton Street Jn	1 29		## To/From Hull see page 6 88
		ANLABY ROAD JN TO WEST PARADE NORTH JN	
Anlaby Road Jn	0 00		Line controlled by Hessle Road (HR) Signal box # To/From Gilberdyke Jn see page 6.82 NRN Channel 069
West Parade North Jn	0 24		## To/From Beverley see page 6.88

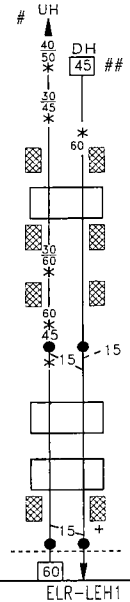
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		WHITEHALL WEST JN TO HELLIFIELD SOUTH JN	
Whitehall West Jn	195 57		AC York ECR # To/From Leeds see page 6.15 ## To/From Engine Shed Jn or Leeds see page 6.15 DSM = Down Shipley Main USM = Up Shipley Main DHA = Down Harrogate UHA = Up Harrogate Controlled by York Signal box (signals prefixed L)
	195 63*		
Armley TSL OHNS	196 13		NRN Channel 031
Armley Jn	196 16		
	196 18		
	196 23		
	196 24		### From Harrogate see page 6.102
	196 25*		
			#### To Harrogate see page 6.102
	196 32*		
	196 39		TOWS from 196 34 to 221 13 DSM=Down Shipley Main

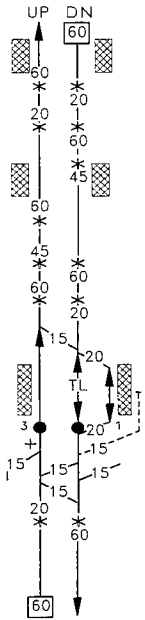
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR TOWS throughout NRN Channel 031 Controlled by York Signal box (signals prefixed L)
	196 42*		
OHNS (Kirkstall FS)	197 21		DSM = Down Shipley Main USM = Up Shipley Main UPL = 518m / 1701 feet DPL = 518m / 1701 feet
	197 31		
Kirkstall Loops			
	198 00		T Bridge 28A at 199 69
	200 24*		T Bridge 32 at 201 19
	201 75*		Hot Axle Box Detector on Up Shipley Main line at 201 40
Apperley Jn	202 00		# To/From Ilkley see page 6.107 # applies only to Class 1,2 & 5 trains. Maximum speed for all other trains is 35mph between Apperley Jn and Ilkley.
	202 05*		
OHNS (Apperley TSL)	202 15		
	203 42*		T Bridge 38 (Apperley Viaduct) at 203 00 and 203 10
Thackley Tunnel	203 43 to		
(1496 yards)	204 31		T Bridge 39 at 203 15 T Bridge 40 at 203 29
	205 00*		NOTE Bridge telephones are at both ends of Bridge on Down Side.
Dockfield Jn	205 47		## To/from Esholt Jn see page 6.108 + applies only to Class 1, 2 & 5 trains. Maximum speed for all other trains is 35 mph between Dockfield Jn and Esholt Jn
	205 53*		
Shipley East Jn	205 54		### To/From Bradford Forster Square see page 6.110
SHIPLEY	205 72		

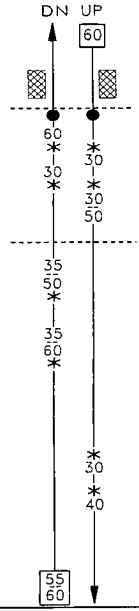
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Shipley West Jn	206 00		AC York ECR
	206 01*		Controlled by York Signal box (signals prefixed L) TOWS throughout
			# To/From Shipley South Jn see page 6.111
			USM = Up Shipley Main
			DSM = Down Shipley Main
Shipley Tunnel (50m / 55 yards)	206 06 to 206 09		NRN Channel 031
	206 25*		
	206 49*		
SALTAIRE	206 51		
	208 56*		
Bingley Tunnel (138m / 151 yards)	208 56 to 208 63		
	208 63*		
BINGLEY	208 68		
	209 11*		
OHNS (Bingley FS)	209 21		
CROSSFLATTS	209 45		
	211 13*		
	211 52*		

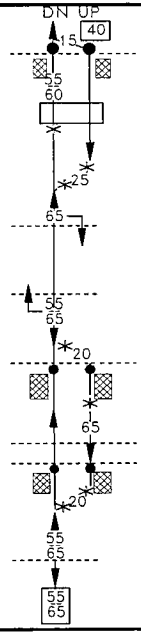
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
KEIGHLEY	212 06		AC York ECR Controlled by York Signal box (signals prefixed L) TOWS throughout T = Up & Down sides immediately south of Bridge 70 at 211 71 ; immediately north of Bridge 72 at 212 14, and at Ground Frame 1o Keighley & Worth Valley Railway # To/From Keighley & Worth Valley Railway ⊗ = Derailer USM = Up Shipley Main DSM = Down Shipley Main T = Gotts UWC at 213 15 T = Thompsons UWC at 214 31 T = Eastburn UWC at 215 55 NRN Channel 031
	212 22		
	212 67*		
STEETON AND SILSDEN	215 04		
Kildwick LC CCTV	216 52		Hot Axle Box Detector on the Down Main line line at 216 50
CONONLEY Cononley LC CCTV	218 20 218 22		T = Shady Lane UWC at 218 52 T = Pettys No.1 UWC at 218 60
	219 78* 220 02* 220 69*		

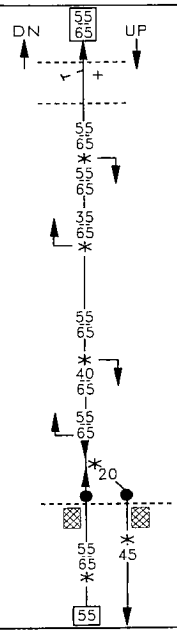
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Skipton South Jn	221 00		AC York ECR Controlled by York Signal box (signals prefixed L) to 225 04 Down/from 225 72 Up NRN Channel 031 TOWS provided south of 221 13 PP is authorised in both directions in Platforms 2 and 3, and in the Down direction in Platform 4 for Class 1, 2, 5 and 0 trains + = Electric trains 25 mph. maximum speed # = To/From Rylstone Branch see page 6.110 USM = Up Shipley Main DSM = Down Shipley Main DSF = Down Shipley Fast DSS = Down Shipley Slow W = Washer T = Marshalls UWC at 222 18 T = Niffany UWC at 222 50 Hot Axle Box Detector on Up Shipley Main line at 226 59 (connected to York Signal box) NRN Channel Change at 228 40 031 088 T = Switches UWC at 230 06 T = How Lane UWC at 230 68 ## To/From Blackburn see Network Rail North West Sectional Appendix ### To/From Carlisle / Carnforth see Network Rail North West Sectional Appendix
SKIPTON	221 16* 221 21 221 30*		
Skipton Middle Jn	221 33		
Skipton North Jn	221 58* 221 60 222 18*		
GARGRAVE	224 79		
Network Rail LNE/LNW Boundary	230 00		
Hellifield (South Junction)	231 14		

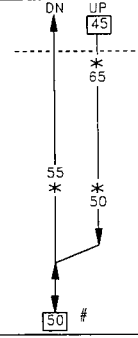
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		LEEDS ARMLEY JN TO YORK SKELTON JN VIA HARROGATE	
Armley Jn	0 12		# To Whitehall West Jn (via Up Harrogate) see page 6.97
	0 20*		Controlled by York Signal box to Horsforth (exclusive) (signals prefixed L)
	0 40*		## From Whitehall West Jn (via Down Harrogate) see page 6 97
	0 44*		
BURLEY PARK	1 27		DH =Down Harrogate
Headingley Tunnel (64m / 70 yards)	1 72 to 1 75		UH =Up Harrogate C Down at 1 61 (1211 yards before reaching signal D2) (Secured out of use)
HEADINGLEY	2 11		NRN Channel 031
	2 27*		C Down at 3 53 (Secured out of use)
HORSFORTH	4 61		
	4 65*		
Horsforth (H)	4 70 4 75*		AB Horsforth to Rigton Class 4, 6 and 7 trains are restricted to a maximum speed of 40mph on the Up line between the South portal of Bramhope Tunnel (5 65) and Horsforth Station (4 61) (No lineside signs are provided for this speed restriction.)
Bramhope Tunnel (3439m / 2m 241 yards)	5 65 to 7 76		NRN Channel Change at Down 8 00 Up 5 60 031 069
Wescoehill Tunnel (91m / 100 yards)	10 14 to 10 18		
WEETON	10 62		T = Low Moor Farm UWC at 11 68 + Unworked trailing crossover secured out of use. For Engineers use only. AB Rigton to Harrogate
Rigton (RN) LC	12 15		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
PANNAL	14 03		T = New York Farm UWC at 12 55 AB Rigton to Harrogate
	15 09*		NRN Channel 069
	15 28*		
	16 25*		
HORNBEAM PARK	16 26		
	16 29*		
	16 41*		
	17 16*		PF is authorised on the Through Line in Harrogate Station for stabling purposes only
HARROGATE	17 24		PP is authorised on the Down and Up Main lines in Harrogate Station. The line direction from Harrogate to Skelton Jn is UP
	20 38		AB Harrogate to Starbeck
			TL = Through Line
			+ = Secured out of use
			AWS not provided at Harrogate Up direction Signals H24 (Platform 3), H25 (Through Line) and H26 (Platform 1)
	20 21*		

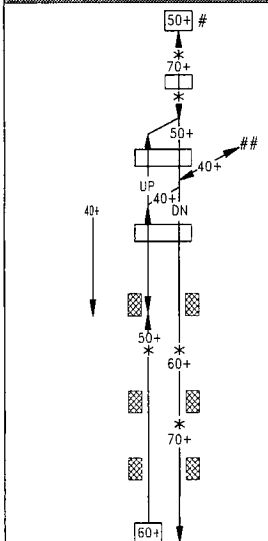
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
STARBECK	18 27		AB Harrogate to Starbeck
Starbeck LC	18 24		NRN Channel 069
	18 23*		AB Starbeck to Knaresborough
	18 13*		
Belmont LC	17 69		
	17 50*		
	17 39*		
	16 74*		
	16 59*		

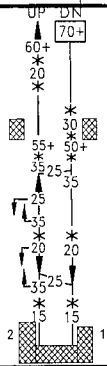
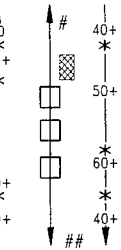
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
KNARESBOROUGH LC	16 54		AB Starbeck to Knaresborough ET Knaresborough to Cattal
Knaresborough Tunnel (163m / 178 yards)	16 48 to 16 40*		NRN Channel 069
	16 27* 16 24*		
Oakwood Farm LC R/G	14 47		T = Flaxby Grange UWC at 12 68 T = Hopperton Old Station UWC at 12 16 T = Hopperton Grange UWC at 11 70
Whixley LC	11 08		
	10 23*		
CATTAL LC	10 20*		AB Cattal to Hammerton
	10 16*		
Hammerton Road LC	9 17		T = Rothmall Lane UWC at 9 02
HAMMERTON LC	8 61		ET Hammerton to Poppleton
	8 56* 8 53*		
Wilstrop LC	7 45		

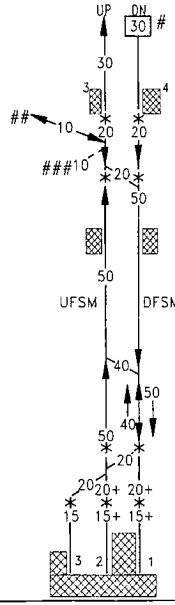
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Marston Moor LC Hessay WD G/F Hessay LC Poppleton LC POPPLETON	6 05 5 43 5 11 5 10* 4 53* 3 47* 2 78* 2 74 2 72 2 69* 2 35*		ET Hammerton to Poppleton + = Secured out of use NRN Channel 069

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Nether Poppleton LC AHB	2 34 2 33*		NRN Channel 069
	1 65*		
	1 58		
Skelton Jn	1 50		# To/From York see page 6.37 Controlled by York (Y) Signal box

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		APPERLEY JN TO ILKLEY	AC York ECR Controlled by York Signal box (signals prefixed L) # To/From Leeds see page 6.98 + applies only to Class 1,2 & 5 trains. 35mph Maximum speed all other trains between Apperley Jn and Ilkley
Apperley Jn	202 03		
	202 07*		
Apperley Lane	202 61 to		
Tunnel	202 64		TOWS throughout.
(69m / 75 yards)	204 00*		
Springs Jn	204 01		## To/From Dockfield Jn see page 6.109
Springs Tunnel	204 07 to		
(70m / 77 yards)	204 11		NRN Channel 031
Esholt Jn	204 32		
Greenbottom Tunnel	204 61 to		
(123m / 134 yards)	204 67		
GUISELEY	205 22		
	205 23*		
MENSTON	206 53		
	206 70*		
BURLEY IN WHARFEDALE	208 02		T=Sun Lane UWC at 208 50



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
BEN RHYDDING	209 25* 209 40* 210 18* 210 21 210 25* 210 65* 210 70		AC York ECR Controlled by York Signal box (signals prefixed L) + applies only to Class 1,2 & 5 trains All other trains 35 mph Maximum speed between Apperley Jn and Ilkley. TOWS throughout except in Ilkley Station platforms. NRN Channel 031
ILKLEY	211 05* 211 08 211 09* 211 20		
Dockfield Jn	3 41	DOCKFIELD JN TO ESHOLT JN 	AC York ECR Controlled by York Signal box (signals prefixed L) # To/From Shipley see page 6.98 TOWS throughout + applies only to Class 1,2 & 5 trains All other trains 35 mph Maximum speed. RA6 locos not to exceed 10 mph when passing over Bridge No.1 at 3 19. NRN Channel 031 ## To/From Ilkley see page 6.108
BAILDON	3 34* 2 29		
Baildon No1 Tunnel (142m / 156 yards)	2 16* 2 14 to 2 07		
Baildon No2 Tunnel (250m / 274 yards)	2 03 to 1 71		
Esholt Tunnel (501m / 548 yards)	1 70* 0 52 to 0 27		
Esholt Jn	0 11* 0 00		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SHIPLEY EAST JN TO BRADFORD FORSTER SQUARE	AC York ECR Controlled by York Signal box (signals prefixed L) # To/From Leeds see page 6.98
Shipley East Jn	205 54		NRN Channel 031
SHIPLEY	205 73 205 77*		## To/From Shipley West Jn see page 6.111
Shipley South Jn	206 00		### Crossley Evans Siding
	206 05*		TOWS throughout except between 206 53 and 207 19 and in Bradford Forster Square Station Platforms.
FRIZINGHALL	206 67		
			DFSM = Down Forster Square Main UFSM = Up Forster Square Main
	208 08		
	208 26*		
	208 39*		+ Permissible speed leaving Platform 1 along Down and Platform 2 along Up is 35mph.
BRADFORD FORSTER SQUARE	208 50		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SKIPTON MIDDLE JN TO RYLSTONE	AWS not provided at Rylstone LC Down and Up reflectorised Distant Boards at 5 05 and 5 33 respectively Controlled by York Signal box (signals prefixed L) # To/From Skipton see page 6.101 OTNS Skipton Middle Jn to Rylstone
Skipton Middle Jn	221 33 222 68 222 60*	# 15 * 25	
Haw Bank Tunnel (201m / 220 yards)	221 07 to 220 77		NRN Channel 031
Former Embsay Jn	220 64 0 00 0 24*	* 15	
Rylstone LC (TMO)	5 17		
Network Rail Boundary	6 50		
Tilcon Siding (End of Line)	7 09		
		SHIPLEY SOUTH JN TO SHIPLEY WEST JN	AC York ECR Controlled by York Signal box (signals prefixed L) # To/From Bradford Forster Square see page 6.110
Shipley South Jn	0 00	10 # 5	NRN Channel 031
SHIPLEY	0 08		
Shipley West Jn	0 17	10 ##	## To/From Skipton see page 6.99

TABLE B - SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with the Rule Book Module SS2, Section 4.8 where shown below as denoted by the letter "F".
2. Working in the Wrong Direction over lines worked by Absolute Block is authorised where shown below as denoted by the letter "G".
3. Trains not fitted throughout with the continuous brake may be worked where shown below as denoted by the letter "Z" and in accordance with the instructions shown in the Frontispiece.

These authorities are subject to any special conditions as to speed, length (SLUs) or other feature as shown in the "Restrictions" column. Except where denoted below by the letter "P", movements conveying passengers are not permitted. A brakevan (in which the Guard or Shunter must ride) must be formed as the leading vehicle where denoted below by the letters "BV".

Between		Lines	Authorities	Restrictions
DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN				
Marshgate Jn Down Thorne Signal D308	Carriage Sidings	via Platform 1	F	12 ECS or 64 metres, 70 yards BV.
Marshgate Jn Down Thorne Signal D308	Doncaster	Platform 3A	F	12 ECS or 64 metres, 70 yards BV.
HALL ROYD JN TO SKELTON JN				
Kirkgate West Jn signal 1217 or 1219	Turners Lane Jn signal 1254	Down L & Y Kirkgate Through in down direction only, Up L & Y (in up direction only through Platform 2). Up Kirkgate Goods Loop	F	

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN THE SIGNALLER

Section of Line	Token or Staff Section	Person authorised to receive or deliver token or staff
MONK BRETTON LOOP TO CROFTON EAST JN		
Oakenshaw South Jn to Monk Bretton	Monk Bretton End of One Train Working	Bombardier Train Staff Custodian
HESSLE ROAD TO SALTEND		
Sculcoates Signal HR.49 to Hull Docks Security Gates	Locked Box (Combination lock) at HR.49 signal	Driver
Hull Docks Security Gates to Sculcoates Signal HR.49	EWS Person in Charge's office at the Hull Docks Security Gates	EWS Person in Charge at Hull Docks Security Gates.

TABLE E - SECTIONS OF RUNNING LINE WHERE A TRACK CIRCUIT OPERATING DEVICE (TCOD) MAY BE USED IN ACCORDANCE WITH RULE BOOK MODULE T2

TCOD's may be used in accordance with Rule Book Module T2 Protection Procedure T2-A on the sections of line listed below subject to the following restrictions:-

- Must not be used on track circuits between the signals protecting a RC or CCTV level crossing and the track circuit that passes through the crossing deck. On bi-directional and single lines, TCOD's must not be used between the signals protecting the crossing.
- Must not be used where there are check rails.
- TCOD's are best used clear of points and crossings and not in overlap track circuits. If it is necessary for a TCOD to be used in the vicinity of points, the Signaller must before giving permission consider the implications of track circuit controls etc. on other lines, particularly if the points will need to be moved during the time the TCOD is in use.

Section of line on which TCOD's can be used		
Table A Pages		**Remarks**
9 - 16	Marshgate Jn to Neville Hill East Jn.	
17	Leeds Engine Shed Jn to Whitehall East Jn.	
18	Applehurst Jn to Adwick Jn.	
19	Applehurst Jn to Joan Croft Jn.	
19	Carcroft Jn to Skellow Jn.	
20	Hare Park Jn to Crofton West Jn.	
20	Wakefield Westgate South Jn to Wakefield Kirkgate West Jn.	
21 - 23	Holbeck Jn to Bradford Interchange.	
25 - 26	Hebden Bridge signals HB3 to HB7 Down Line and signals HB35 to PN305 Up Line.	
26	Milner Royd Jn. signals 18 to 17 Down Line and signals 2/5 to 8 Up Line.	
26 - 36	Elland signal E48 Down to E37 Up to Skelton Jn.	Not to be used between signal CD1268 & K1266 on Up line at Normanton
37	Milner Royd Jn to Halifax signal H719 Down/H718 Up.	
38	Mill Lane signal M1567 Down/M1566 Up at Bradford end of Bowling Tunnel to Mill Lane Jn.	
39	Greetland Jn to Dryclough Jn.	
40	Bradley Jn to Bradley Wood Jn.	
41 - 43	Marsden to Copley Hill East Jn.	Not to be used between signal B 10 and B 9 on Down line and between signal B 1 and B 2 on Up line (Morley Tunnel).
44 - 48	Barnsley Station Jn to Huddersfield.	Not to be used on Up Penistone Loop, between signal HU742 and Clayton West Jn on Up Stocksmoor Loop, between signal HU743 and Stocksmoor Jn on Down Stocksmoor Loop
49 - 50	Wincobank Jn to Barnsley Station Jn.	Not to be used between signal S198 and Wincobank Jn.
51	Turners Lane Jn to Calder Bridge Jn.	

TABLE E - SECTIONS OF RUNNING LINE WHERE A TRACK CIRCUIT OPERATING DEVICE (TCOD) MAY BE USED IN ACCORDANCE WITH RULE BOOK MODULE T2 (Continued)

Table A Pages	Section of line on which TCOD's can be used	Remarks
52 - 53	Altofts Jn to Leeds West Jn	Not to be used between signal CD961 & Woodlesford Stn on Down line or between signal S5944 and Methley North R/G LC on Up line.
54	Methley Jn. to Whitwood Jn	
54	Castleford West Jn to Pontefract West Jn	
55	Sherburn Jn to Gascoigne Wood	
56	Holgate Jn to Skelton Jn. (Slow lines)	
57 - 58	York to Strensall signal S11 on Down line	Not to be used between signals S1 and S3.
	Strensall signal S12 to York on Up line	Not to be used between signals S4 and Y272
60	Malton signal M2 to M22 on Down line Malton signal M21 to signal M3 on Up line	
62	Seamer signal SR153 to SR155 on Down line Seamer signal SR156 to SR152 on Up line	
63 - 66	Wakefield Kirkgate West Jn to Whitley Bridge Jn	
68	Oakenshaw South Jn. to Oakenshaw Jn.	
69	Oakenshaw South Jn. to Crofton East Jn.	
71	Knottingley South Jn to Ferrybridge North Jn	
72	Pontefract Monkhill Goods Jn to Ferrybridge South Jn	
72	Knottingley South Jn to Knottingley East Jn	
74 - 77	Neville Hill East Jn to Cliffe CCTV LC exclusive	Not to be used between signal CF1821 and South Milford Footpath R/G LC on Down line and signal GW1818 and South Milford Footpath R/G LC on Up line
80 - 81	Melton Lane to Hull	
82	Micklefield Jn to Church Fenton North Jn	
83	Hambleton East Jn to Hambleton North Jn	
83	Selby West Jn. to Canal Jn.	
84	Temple Hirst Jn. to Selby South Jn.	
85-86	Thorne Jn. to Saltmarshe	Not to be used between signal G37 and Thorne Moor AHB LC on Down line and signal G44 and Thorne Moor AHB LC on Up line
87	Hull to Cottingham	
92	Seamer South Jn signal SR139 to Seamer West Jn on Down Bridlington line. Seamer West Jn to signal SR140 on Up Bridlington line.	
93	Hessle Road to Springbank North Jn	
95	Springbank North Jn to Walton Street Jn	
95	Anlaby Road Jn to West Parade North Jn	
96 - 100	Whitehall West Jn to Gargrave	Not to be used between signal L3971 and Shipley West Jn. on Down line
101	Armley Jn to Horsforth.	
107 - 108	Apperley Jn to Ilkley	Not to be used between signals L3951 and L3953 on Down line
108	Dockfield Jn to Esholt Jn	
109	Shipley East Jn to Bradford Forster Square	Not to be used between signal L3966 and Shipley East Jn. on Up line
110	Shipley South Jn to Shipley West Jn	

TABLE F - DIESEL MULTIPLE UNIT ROUTE CLEARANCE

Route clearance listed in this table is a compendium of authorities for different classes of diesel multiple unit rolling stock to operate over Network Rail Eastern Region controlled infrastructure. Lines which are shown as running lines in the Sectional Appendix are included, but Sidings are excluded and reference to the controller of the sidings MUST take place before planning to operate any class of vehicle not previously cleared.
The clearances take account of gauging restrictions and compatibility with signalling systems.
Class 325 EMU's are authorised to operate on all routes authorised for Class150 Units subject to all restrictions applied to Class 150 Units on these routes.

COLUMN HEADINGS
Route = The Sectional Appendix Line Heading, or part thereof when significant variation occurs within the route, for which this entry applies.

MATRIX CODES
- **Y** This class permitted to operate over the route without restriction
- **R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.
- **N** This class is PROHIBITED throughout this route.
- **-** This class has not been considered for this route, and specific clearance must be obtained before operating.

	(VB)	(AB)										
Route	101-127	141-144	150	153	155	156	158	159	165-166	170	220-221	Notes
Doncaster Marshgate Jn. to Neville Hill East Jn.	Y	Y	Y	R	R	Y	Y	Y	-	R	Y	Leeds platform 12 prohibited to Class **153, 155** units with deflated suspension. Class **170** units authorised for Doncaster platforms 1, 3, 4, 5 and 9 only and Leeds platforms 8, 11, 15 and 16 only.
Leeds Engine Shed Jn. to Whitehall East Jn.	Y	R	R	R	R	R	R	R	Y	N	-	Units in the series Class14X and 15X may not be relied upon to operate track circuits unless regular and frequent traffic is operating on the route.
Stainforth Jn. to Adwick Jn.	Y	R	R	R	R	R	R	R	Y	N	-	Route not normally used by passenger stock. Units in the series Class14X and 15X may not be relied upon to operate track circuits unless regular and frequent traffic is operating on the route.
Applehurst Loop	Y	R	R	R	R	R	R	R	Y	N	-	Route not normally used by passenger stock. Units in the series Class14X and 15X may not be relied upon to operate track circuits unless regular and frequent traffic is operating on the route.
Carcroft Jn. to Skellow Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	

Route	(VB)	(AB)										Notes
	101-127	141 - 144	150	153	155	156	158	159	165 - 166	170	220 - 221	
Hare Park Jn. to Crofton West Jn.	Y	R	R	R	R	R	R	R	Y	-	Y	Route not normally used by passenger stock. Units in the series Class14X and 15X units may not be relied upon to operate track circuits unless regular and frequent traffic is operating on the route.
Wakefield Westgate South Jn. to Wakefield Kirkgate East Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Holbeck Jn. to Bradford Interchange	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Neville Hill West Jn. to Hunslet East	-	-	-	-	-	-	-	-	-	-	-	
Hall Royd Jn. to Skelton Jn.	Y	Y	Y	Y	Y	Y	Y	Y	-	R	R	Class 170 authorised between Colton Jn and York Station platforms 3, 4 (including maintenance sidings), 5, 7, 9, 10 and 11 only. Class 220 and Class 221 units are restricted to 20mph through platform 2 at Church Fenton.
Milner Royd Jn. to Bradford Mill Lane Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Greetland Jn to Dryclough Jn	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	
Bradley Jn to Bradley Wood Jn	-	Y	Y	Y	Y	Y	Y	Y	-	-	Y	
Diggle Jn. to Heaton Lodge Jn.	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	Huddersfield platform 5 can only accommodate a single Class 153 unit or two cars of DMU(VB), 14X, 150, 150/1, 150/2.
Heaton Lodge Jn. to Copley Hill East Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Barnsley Station Jn. to Huddersfield	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	
Dewsbury Railway Street Branch	-	N	-	-	-	-	-	-	-	-	-	
Wincobank Jn. to Horbury Jn.	Y	Y	Y	Y	Y	Y	Y	Y	-	R	Y	Class 170 units are restricted to 50mph inflated/30mph deflated suspension Down Line Chapeltown Station. Class 170 units prohibited north of Barnsley Station Junction.
Turners Lane Jn. to Calder Bridge Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Altofts Jn. to Leeds West Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Methley Jn. to Whitwood	Y	Y	Y	Y	Y	Y	Y	Y	N	-	Y	
Castleford West Jn. to Cutsyke Jn.	Y	Y	Y	Y	Y	Y	Y	Y	N	-	Y	
Cutsyke Jn. to Pontefract West Jn.	Y	Y	Y	Y	Y	Y	Y	Y	N	-	Y	
Castleford East Jn. to Ledston	-	N	-	-	-	-	-	-	-	-	-	
Sherburn Jn. to Gascoigne Wood	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Holgate Jn. to Skelton Jn. via York Yard South	Y	Y	Y	Y	Y	Y	Y	Y	Y	R	-	Class 170 units authorised for empty coaching stock movements only.
York to Scarborough	R	R	R	R	R	R	R	R	-	R	-	Scarborough Platform 3, Classes 142 - 144 and 150 units only permitted if vehicles stand adjacent to buffer stop when passengers are boarding / alighting, and must not exceed 3 vehicles. Platform 5, only Class 141-144 units permitted. Class 170 units are permitted to use Scarborough platforms 1, 2 and 4 only

Route	(VB)	(AB)										Notes
	101-127	141-144	150	153	155	156	158	159	165-166	170	220-221	
Wakefield Kirkgate West Jn. to Goole, Potters Grange Jn.	Y	Y	Y	Y	Y	Y	R	R	R	-	R	Class 158 units are prohibited between England Lane crossover (exclusive) and Goole Potters Grange Jn. Classes 159, 165/1 & 166 prohibited between Knottingley East Jn. and Goole Potters Grange Jn. Class 220 units authorised between Calder Bridge Jn and Knottingley West Jn only. (Including into and out of Crofton Depot).
Oakenshaw South Jn. to Oakenshaw Jn.	-	-	-	-	-	-	-	-	-	-	-	
Monk Bretton Loop to Crofton East Jn.	-	-	-	-	-	-	-	-	-	-	Y	
Shaftholme Jn. to Ferrybridge North Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Ferrybridge Branch	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	
Knottingley South Jn. to Knottingley East Jn.	Y	_	Y	Y	Y	Y	Y	Y	Y	-	-	
Drax Power Station Branch.	_	N	N	N	N	N	N	N	N	-	-	
Neville Hill East Jn. to Hull (Platforms 3, 4, 5, and 7)	Y	Y	Y	Y	Y	Y	Y	Y	-	R	R	Class 170 units authorised between Selby South Jn and Hull Paragon, and Hull Paragon platforms 4 and 5 only. Class 220 units authorised between Neville Hill East Jn and Selby West Jn only.
Hull (Platform 1)	N	N	N	N	N	N	N	N	N	N	-	Hull Platform 1 prohibited to all stock,
Hull (Platforms 2 and 6)	Y	Y	Y	R	R	Y	Y	Y	-	R	-	Hull, Platform 2 and 6 prohibited to classes 153, 155, with deflated suspension. Class 170 units authorised to use platforms 4 and 5 only.
Micklefield Jn. to Church Fenton North Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Hambleton South Jn. to Hambleton West Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Hambleton East Jn. to Hambleton North Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Selby West Jn. to Canal Jn.	Y	-	Y	Y	Y	Y	Y	Y	Y	-	Y	
Temple Hirst Jn. to Selby South Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	R	Class 220 units authorised between Temple Hirst Jn and Canal Jn only.
Thorne Jn. to Gilberdyke Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	R	-	Class 170 units are restricted to 50 mph through Thorne North Up Platform

Route	(VB)	(AB)										Notes
	101-127	141-144	150	153	155	156	158	159	165-166	170	220-221	
Hull (Platforms 2 to 7) to Bridlington (Platforms 4 and 5)	Y	Y	Y	R	R	Y	Y	Y	-	R	-	Hull Platform 2 and 6 prohibited to Classes 153, 155 with deflated suspension. Class 170 units authorised to use Hull platforms 4 and 5 only.
Bridlington to Seamer West. Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	
Bridlington Platform 6	Y	Y	Y	R	R	Y	Y	N	-	-	-	Bridlington, Platform 6 prohibited to Class 159, Classes 153, with deflated suspensions prohibited.
Bridlington Platform 7	R	R	R	R	R	R	R	R	-	-	-	Bridlington Platform 7 prohibited to all loaded passenger trains and Classes 153, 155 units with deflated suspensions prohibited.
Bridlington Platform 8	N	N	N	N	N	N	N	N	N	-	-	All passenger stock prohibited in Bridlington Platform 8 (Secured out of use).
Hessle Road to Springbank North Jn.	Y	-	Y	Y	Y	Y	Y	Y	Y	-	-	
Springbank North Jn. to Saltend	-	N	-	-	-	-	-	-	-	-	-	
Springbank North Jn. to Walton Street Jn	Y	-	Y	Y	Y	Y	Y	Y	Y	-	-	
Anlaby Road Jn. to West Parade North Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	
Whitehall West Jn. to Skipton	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	
Skipton to Hellifield South Jn.	Y	Y	Y	Y	Y	Y	Y	Y	N	-	Y	
Leeds Armley Jn. to York Skelton Jn. via Harrogate	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Apperley Jn. to Ilkley	Y	Y	Y	N	N	Y	R	R	N	-	-	Class 158 & 159 prohibited Guiseley Station (excl) to Ilkley.
Dockfield Jn. to Esholt Jn.	Y	Y	Y	N	N	Y	Y	Y	N	-	-	
Shipley East Jn. to Bradford Forster Square	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	
Skipton Middle Jn to Rylstone	-	-	-	-	-	-	-	-	-	-	-	
Shipley South Jn. to Shipley West Jn.	Y	Y	Y	N	N	Y	Y	Y	N	-	-	

TABLE F1 - ELECTRIC MULTIPLE UNIT ROUTE CLEARANCE

Route clearance listed in this table is a compendium of authorities for different classes of electric multiple unit stock to operate over the electrified lines of Network Rail former London North Eastern zone controlled infrastructure. Electrified lines which are shown as running lines in the Sectional Appendix are included, but sidings are excluded and reference to the controller of the sidings MUST take place before planning to operate any class of vehicle not previously cleared.
The clearances take account of gauging restrictions, and compatibility with signalling systems. It is not normal to consider the operation of electric units over non-electrified lines or lines with incompatible systems. The exception to this is the 325 class Postal Units which may additionally operate as hauled stock over all routes which have been cleared for passenger stock on this former Zone provided the pantograph is locked down, and third rail shoes retracted.
Only electrified lines are shown in these tables. Sectional Appendix Table 'A' line headings are retained in their entirety where only part of the route is electrified, so that consistency with Table 'A' can be maintained.
Routes on this former Zone are electrified on the 25kV A.C. overhead system, except between Drayton Park and Moorgate where the supply is 750V D.C. third rail. Only units of class 313 are permitted to operate between Drayton Park and Moorgate.

TRAIN TO SHORE RADIO
Trains fitted with DOO(P) Cab Secure Radio must not operate over routes where Cab Secure Radio coverage is not available unless a suitable NRN or BRUNEL radio is available and working in the driving cab of the train.

COLUMN HEADINGS
Route = The Sectional Appendix Line Heading, or part thereof when only part is electrified.

MATRIX CODES
- **Y** This class permitted to operate over the route without restriction.
- **R** This class is permitted to operate over part or all of the route but restrictions apply. See Notes column for details.
- **N** This class is PROHIBITED throughout this route.
- **-** This class has not been considered for this route, and specific authority must be obtained before operating.

	EMU											
Route	302-307, 309-312	313 (b)	314, 315, 318	317 (b)	319	321	322	323 (c)	325 (a)	333	365	Notes
Doncaster Marshgate Jn. to Neville Hill East Jn. (NOTE: Route electrified to Neville Hill West Jn only)	R	R	R	R	N	R	R	R	R	R	–	Electric trains cannot work over the Up/Down Main crossover at Wintersett, and between Neville Hill West and East Jns. Class 323 prohibited in Leeds platform 12 with deflated suspension. A 4-car Class 333 EMU is permitted to operate in passenger service on the Doncaster-Leeds route but may only operate from Doncaster platforms 1, 3, 4, 7 and 8 and must call at the following stations which have short platforms:- South Elmsall, Fitzwilliam, Sandal & Agbrigg and Outwood. A 4-car Class 333 EMU is also permitted to operate on ECS workings on this route.

Route	EMU											Notes
	302-307, 309-312	313 (b)	314, 315, 318	317 (b)	319	321	322	323 (c)	325 (a)	333	365	
Hall Royd Jn. to Skelton Jn. (via Wakefield Kirkgate and Castleford), [NOTE: Route electrified between Colton Jn. and Skelton Jn. only]	Y	Y	Y	Y	N	Y	Y	-	Y	-	-	
Holgate Jn. to Skelton Jn. (via York Yard South)	Y	Y	Y	Y	N	Y	Y	-	Y	-	-	
Whitehall West Jn. to Hellifield South Jn. (NOTE: Route electrified to Skipton only)	-	-	-	-	-	Y	-	-	Y	Y	-	
Whitehall West Jn to Holbeck Jn to Copley Hill West Jn.	-	-	-	-	-	-	-	-	-	Y	-	
Apperley Jn. to Ilkley	-	-	-	-	-	Y	-	-	-	Y	-	
Dockfield Jn. to Esholt Jn.	-	-	-	-	-	Y	-	-	-	Y	-	
Shipley East to Bradford Forster Square	-	-	-	-	-	Y	-	-	-	Y	-	
Shipley South Jn to Shipley West Jn.	-	-	-	-	-	Y	-	-	-	Y	-	

NOTE : (a) Class 325 units may operate as hauled stock on routes authorised for Classes 317,318,319,320,321,322,455 and 456 over electrified routes and routes authorised for Class
150 DMU's over non-electrified routes over which passenger stock has been accepted. The pantogragh must be locked down and shoe gear retracted before the movement starts. Class
325 units are subject to all restrictions applied to these classes on these routes.
NOTE : (b) 313 & 317 units are prohibited from being operated in DOO(P) mode north of Peterborough, and must carry an NRN radio.
NOTE : (c) 323 units equipped with Cab Secure Radio must also carry a working NRN or BRUNEL radio in the driving cab when operating over this route, the train must not operate in DOO(P) mode and a guard must be provided.

TABLE G – LOCOMOTIVE AND COACHING STOCK ROUTE CLEARANCE

GENERAL

Route clearance listed in this table is a compendium of authorities for different classes of traction and rolling stock to operate over Network Rail London North Eastern controlled infrastructure. Lines which are shown as running lines in the Sectional Appendix are included, but Sidings are excluded. Reference to the controller of the sidings MUST take place before planning to operate any class of vehicle over these lines.

COLUMN HEADINGS

Route = The Sectional Appendix line heading, or part thereof when significant variation occurs within the route, for which this entry applies.

RA = Route Availability, the maximum axleweight which may operate over the named route without restriction. Locomotives and vehicles with a heavier rating MAY be permitted subject to restrictions and prior authority MUST be obtained from the Train Planning Manager, York in the form of an Exceptional Load form, (RT3973HAW), issued for each movement. Exceptionally certain classes of traffic will be authorised over specific routes by the appropriate Engineer. Authority will be held for this traffic and published specifically by the Track Access Manager for the service(s) concerned. [Working Manual for Rail Staff, Freight Train Operations, (GO/RT3056) White Pages, Section C Clause 1.4 refers].

G This covers the following locomotive types :-

Locomotive	RA Classification
37/0 to 6	5
37/7 to 9	7
43	5
47	6-7
56	7
58	7

60 Class 60 loco (RA8)

59/66 Class 59 loco (RA7) and Class 66 locos (RA7)

67 Class 67 loco (RA8)

AC Electric locomotive classes (with RA Classification shown in brackets) :-

Locomotive	RA Classification
86	6
87	6
90	7
91	7

A.C. Electric locomotives may be hauled with the pantograph locked down or removed on routes other than those indicated in the table matrices.

89 Electric locomotive Class 89 (RA6)

92 Electric locomotive Class 92 (RA7-8)

C 1 = The standard passenger coaching stock gauge for Mark 1 coaches with 9'0" wide bodywork and 64'6" (or 57') long underframes. Mark 2 coaches also conform to this profile.

C 3 = The Standard profile for Mark 3 coaching stock which is 23 metres (75') long overall. HST (class 253/254) stock conforms to this gauge. Certain DMU's of Sprinter type also conform to this gauge, although suspension, footstep and engine exhaust (etc.) variations are likely to give considerable variation, and thus are dealt with in a separate table.

Mk 4 = Normally operates as part of the **GNER,** 1C225 fleet in fixed formation trains.

MATRIX CODES

Y = This class permitted to operate over the route without restriction

R = This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

N = This class is PROHIBITED throughout this route.

- = This class has not been considered for this route, and specific clearance must be obtained before operatin.

Note: For details of Class 373/2 trains Route Availability and Restrictions see Section F Page 19

Route	RA	G	60	59/66	67	A.C.	89	92	C1	C3	MK4	NOTES
Doncaster Marshgate Jn to Hare Park Jn	9	Y	Y	Y	Y	R	R	R	Y	Y	R	Electric trains must not use unwired main to main crossover at Wintersett.
Hare Park Jn to Whitehall East Jn	7	Y	N	N	Y	Y	Y	Y	Y	Y	Y	
Whitehall East Jn to Neville Hill East Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Leeds Engine Shed Jn to Whitehall East Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Stainforth Jn to Adwick Jn	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Applehurst Loop	9	Y	Y	Y	Y	-	-	-	Y	Y	-	
Carcroft Jn to Skellow Jn	9	Y	Y	Y	Y	-	-	-	Y	Y	-	
Hare Park Jn to Crofton West Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Wakefield Westgate South Jn to Wakefield Kirkgate West Jn	9	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Holbeck Jn to Bradford Interchange	8	Y	Y	Y	Y	R	R	R	Y	Y	Y	Class 89 and 92 authorised for diversionary route only.
Neville Hill West Jn to Hunslet East	10	Y	Y	Y	Y	-	-	-	-	-		
Hall Royd Jn to 50m 31ch/184m 56ch former Goose Hill	9	Y	Y	Y	R	Y	-	-	Y	Y	Y	Class 67's are restricted to 60mph.
50m 31ch/184m 56ch former Goose Hill to Altofts Jn	8	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Altofts Jn to Skelton Jn	9	Y	Y	Y	R	Y	-	-	Y	Y	Y	Class 67's are restricted to 60mph.
Milner Royd Jn to Bradford Mill Lane Jn	8	R	Y	Y	Y	-	-	-	Y	Y	-	Class 37 locomotives with roof mounted air horns must not exceed 5mph when passing in the Down direction under bridge No. 10 at 31m 70ch.
Greetland Jn to Dryclough Jn	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Bradley Jn to Bradley Wood Jn	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Diggle Jn to Heaton Lodge Jn	9	Y	Y	Y	Y	-	-	-	Y	Y	-	Class 58 locomotives are prohibited on the Down line from Diggle to Huddersfield. Class 67's are restricted to 60mph.
Heaton Lodge Jn to Copley Hill East Jn	8	Y	Y	Y	R	-	-	-	Y	Y	-	Class 67's are restricted to 60mph.
Barnsley Station Jn to Lockwood	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Lockwood to Huddersfield	2	N	N	N	-	-	-	-	N	-	-	On track machines generating up to RA3 are permitted over Paddock Viaduct
Dewsbury Railway Street Branch	6	Y	Y	Y	-	-	-	-	-	-	-	

Route	RA	G	60	59/66	67	A.C.	89	92	C1	C3	MK4	NOTES
Wincobank Jn to Barnsley Station Jn	8	R	R	R	R	-	-	-	Y	Y	-	Class 56, 58 and 60 locomotives and Class 37 locomotives with roof-mounted horns are prohibited in both directions between Elsecar and Wombwell stations. Class 37 (without roof mounted horns) and Class 47, 59 and 66/7 locomotives are restricted to 5mph through Bridge No. 57 at 170m 40ch on the Up line, and 5mph through Bridge No. 51 at 169m 50ch on the Down line.
Barnsley Station Jn to Horbury Jn	7	Y	R	Y	Y	-	-	-	Y	Y	-	Class 60 locomotives are permitted subject to a 10mph speed restriction over Bridge No. 4 between Crigglestone and Horbury Jn.
Wakefield Turners Lane Jn to Calder Bridge Jn	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Altofts Jn to Leeds West Jn	8	Y	Y	Y	R	-	-	-	Y	Y	-	Class 67's are restricted to 60mph
Methley Jn to Whitwood Jn	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Castleford West Jn to Pontefract West Jn	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Castleford East Jn to Ledston	-	-	-	-	-	-	-	-	-	-	-	Not in use
Sherburn Jn to Gascoigne Wood	8	Y	Y	Y	Y	-	-	-	Y	Y	Y	
Holgate Jn to Skelton Jn via York Yard South	9	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	
York (Platforms 4 & 5) to Scarborough (Platforms 1, 2 and 4)	8	Y	Y	Y	R	-	-	-	Y	Y	-	Scarborough Platform 5 prohibited to all hauled coaching stock. Class 67's are restricted to 60mph.
Scarborough (Platform 3)	8	Y	Y	Y	Y	-	-	-	R	Y	-	C1 stock prohibited in Passenger service.
York (Platform 2 and Inspection Siding)	3	N	N	N	N	N	N	N	Y	Y	-	
			Y	Y	Y	-	-	-	R	Y	-	C1 stock prohibited in Passenger service
Wakefield Kirkgate West Jn to Goole, Potters Grange Jn	8	Y	Y	Y	Y	R	R	N	Y	Y	R	AC+MK4 and Class 89 loco's are cleared only between Wakefield Kirkgate and Knottingley West Jn. Not considered rest of route
Oakenshaw South Jn to Oakenshaw Jn	8	Y	Y	Y	Y	-	-	-	-	-	-	
Monk Bretton Loop to Crofton East jn	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Shaftholme Jn to Ferrybridge North Jn	9	Y	Y	Y	Y	R	-	-	Y	Y	R	AC+MK4 are cleared only between Shaftholme Jn and Knottingley West Jn. Not considered rest of route.

Route	RA	G	60	59/66	67	A.C.	89	92	C1	C3	MK4	NOTES
Ferrybridge Branch	8	Y	Y	Y	Y	-	-	-	-	-	-	
Knottingley South Jn to Knottingley East Jn	9	Y	Y	Y	Y	-	-	-	Y	Y	-	
Drax Power Station Branch	8	Y	Y	Y	Y	-	-	-	-	-	-	
Neville Hill East Jn to Hull (Platforms 2 to 7)	8	Y	Y	R	R	R	-	-	Y	Y	R	AC+MK4 are cleared Neville Hill East Jn and Selby West Jn. Not considered rest of route. Class 67's restricted to 60mph. Class 66 locomotives are restricted to 5mph under Bridge No.2.
Micklefield Jn to Church Fenton North Jn	9	Y	Y	Y	R	Y	-	-	Y	Y	Y	Class 67's restricted to 60mph.
Hambleton South Jn to Hambleton West Jn	10	Y	Y	Y	R	Y	-	-	Y	Y	Y	Class 67's restricted to 60mph.
Hambleton East Jn to Hambleton North Jn	10	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Selby West Jn to Canal Jn	9	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Temple Hirst Jn to Selby South Jn	9	Y	Y	Y	R	Y	-	-	Y	Y	Y	Class 67's restricted to 60mph.
Thorne Jn to Gilberdyke Jn	8	Y	Y	Y	R	-	-	-	Y	Y	-	Class 67's restricted to 60mph.
Hull (Platforms 2 to 7) to West Parade North Jn	8	Y	Y	R	Y	-	-	-	Y	Y	-	Class 66 locomotives are prohibited from passing under Bridge No.2 at 0m 45ch
West Parade North Jn to Walton Street Jn	7	Y	-	Y	N	-	-	-	Y	Y	-	
Walton Street Jn to Seamer West Jn	6	R	N	R	N	-	-	-	Y	Y	-	Class 66 Locomotives are restricted to 10mph over bridges HBS/11 at 12m 17ch, HBS/33 at 42m 02ch and HBS/36 at 42m 8ch.
Hessle Road to Springbank North Jn	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Springbank North Jn to Saltend	7	Y	N	Y	N	-	-	-	-	-	-	
Springbank North Jn to Walton Street Jn	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Anlaby Road Jn to West Parade North Jn	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Whitehall West Jn to Skipton	8	Y	Y	Y	R	R	R	-	Y	Y	R	Electric hauled trains between Shipley and Skipton were subject to restriction (check). Class 67's are restricted to 60mph.
Skipton to Hellifield South Jn	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Leeds Armley Jn to York Skelton Jn via Harrogate	8	Y	Y	Y	R	R	-	-	Y	Y	R	AC+Mk4 cleared between Leeds Armley Jn and Harrogate only. Class 67's are restricted to 60mph.

Route	RA	G	60	59/66	67	A.C.	89	92	C1	C3	MK4	NOTES
Apperley Jn to Ilkley	7	Y	N	Y	N	-	-	-	Y	Y	-	
Dockfield Jn to Esholt Jn	5	R	-	N	-	-	-	-	Y	Y	-	Class 37's only.
Shipley East Jn to Bradford Forster Square	8	Y	Y	Y	Y	Y	Y	-	Y	Y	Y	
Skipton Middle Jn to Rylstone	8	Y	Y	Y	Y	-	-	-	Y	Y	-	
Shipley South Jn to Shipley West Jn	8	Y	Y	Y	Y	N	N	N	Y	Y	N	

LOCAL INSTRUCTIONS
INDEX

LOCAL INSTRUCTIONS
INDEX

LOCAL INSTRUCTIONS
INDEX

LOCAL INSTRUCTIONS
INDEX

LOCAL INSTRUCTIONS

DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN

DONCASTER WEST YARD

The crews of arriving / departing are required to set and examine the hand points to / from the siding required.
There is no assistance available for D.O.O trains.

The Sidings are numbered 1 to 6. Number 6 siding is nearest to Doncaster Station and is the only siding wired for electric trains. Number 1 sidings the furthest from Doncaster Station and gives access to the A.B.B. works.

Access to Number 1 siding is restricted and the hand points between sidings No's. 1 and 2 are secured by padlock towards No. 2 siding. The padlock keys are held by both A.B.B and Doncaster Signal box.

Arriving trains should, where possible, be routed to an empty siding but avoiding using No. 6 siding unless it is an electric train.

Before proceeding beyond the fouling point of the siding, which they are to leave, Drivers of departing trains must telephone the Signaller and request permission to proceed towards 1475 position light signal.

The Signaller will not give permission if any conflicting movement has been authorised.

BETWEEN BALNE LANE AND COPLEY HILL WEST JN

Single Line Working over the Up Doncaster line - Rule Book Module P1

When Single Line Working is in operation over the Up Doncaster line, it will not be necessary to appoint a Handsignaller for Down direction trains. Drivers of Down direction trains must be instructed by the Pilotman to obey signal L3597. Rule Book, Module P1, Section 3.5a) and Section 6.2a) are modified accordingly.
Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman. Section 7.1 is modified accordingly.
The above arrangements are applicable in all weather conditions.

BETWEEN LEEDS AND ARDSLEY TUNNEL

All Train Operator Companies Controls **must** advise Network Rail LNE Control of a 225 train with reduced power, or a Class 253/254 train with one power car shut down and unassisted, or assisted by a locomotive of less than 1470 h.p. which is to proceed towards Wakefield Westgate. Network Rail York Control must advise the Signaller at York box of the circumstances.

On receipt of such advice, the Signaller at York must not clear the signal at the end of the platform concerned until it has been ascertained that the route is clear to signal L208.

The clearing of the signal at the end of the platform in these circumstances is no guarantee that the route will remain clear throughout, and the Driver must continue to observe and obey all signals.

LEEDS WEST JN

Signal Passed at Danger (SpaD) Indicators

Drivers MUST STOP if they see a SpaD indicator illuminated irrespective of whether or not the indication applies to the line on which they are traveling (unless they have been given authority to pass it by the Signaller.)

SpaD indicators are provided in advance of the following signals:-

Signal Number	Location
L3642) One Indicator for L3640) both lines	Leeds West Jn B Line Up direction
	Leeds West Jn C Line Up direction
L3638	Leeds West Jn D Line Up direction
L3636	Leeds West Jn E Line Up direction
L3634	Leeds West Jn F Line Up direction

BETWEEN LEEDS AND BRADFORD FORSTER SQUARE

When a Class 225 train for Bradford Forster Square is in reverse formation from Leeds (ie 91 loco leading), the Driver must advise the Signaller at York before departure from Leeds.

BETWEEN MARSH LANE JN AND NEVILLE HILL WEST JN

Single Line Working when the Down Hull Main line and Down Hull Goods Loop are blocked.

When both Down lines are blocked, Down trains must be worked as follows:

- they must be signalled using the bi-directional signalling from Quarry Hill Jn over the Up Hull Main line to signal L188.
- a Pilotman must be appointed, and remain at signal L188 to authorise trains to proceed over the Up Hull Goods line and pass signal L190 (the Limit of Shunt) and proceed to and observe ground position light signal L775. A Handsignaller will not be appointed opposite signal L773 due to restricted clearances.

NEVILLE HILL UP SIDINGS

Up Sidings. Trains arriving on the Up Sidings Arrival Line from the West must proceed to the notice board at the East end, worded "STOP, PROCEED IF LINE CLEAR".

When the person in charge is not on duty at the sidings, the Guard, or in the case of a light locomotive, the Driver, must advise the Signaller at York when the train or locomotive on the Up Side Arrival Line has been cleared from that line.

Movements along the Up Sidings Arrival Line from East to West are prohibited unless permission of the Signaller has been obtained.

NEVILLE HILL DEPOT

The normal route for trains arriving at the West End of the depot will be by the Depot Arrival Line.

When a train is routed from the Down Hull Main through the facing connection (2317 points) to the Departure Sidings it must be brought to a stand at the West End Console Cabin from where it will be accompanied by a shunter until completion of the movement.

Departures from the East end may be made via the Ground Frame. Before such a move is made, staff involved must come to a clear understanding as what is required. Permission for these moves must be obtained from the East Console Operator.

The Depot speed limit is 5 m.p.h. excluding the following locations within the depot:-

a) Fuel shed 3 m.p.h.
b) Underframe cleaning 3 m.p.h.
c) Washer 3 m.p.h.

NEVILLE HILL DEPOT PROTECTION SYSTEM: RECEPTION SIDINGS 1, 2, 3, 4

Equipment

Double sided boards are located on each Siding both at the West and the East End. Each board will be capable of displaying a white or red light.

Method of Working

When a red light is displayed on the entrance or exit from a Reception siding, no rail movement may be made to or from that Reception siding.

When a white light is displayed movements may be made to or from that Reception Siding.

All movements which are made from a Reception Siding must have the additional authority from the East or West Console Operator. This information may be conveyed by a shunter.

NEVILLE HILL WEST JN

Up Arrival Line
Vehicles must not be stabled on the Up Arrival Line.

HOLBECK JN TO BRADFORD INTERCHANGE

BRADFORD INTERCHANGE

Loco-hauled train running round
The maximum acceptable number of coaching stock vehicles running round is 10.
Platform 1 and 3 lines
If the Driver of a train standing at signal M1578 on Platform line or signal M1576 on No.3 Platform line needs to speak to the Signaller, he should do so from the telephone on the end of the respective platform.
Platform 1, 2 and 3 lines.
The AWS magnets provided on these lines and immediately on the Mill Lane Junction side of signals M1578 / M1574 / M1576 will only give a warning indication if a train proceeds towards or passes one of these signals at danger. No AWS indication will be received when a proceed aspect is exhibited. If a warning indication is received the Driver must stop immediately unless authority has been given for the signal to be passed at Danger.

HALL ROYD JN TO SKELTON JN

GREETLAND

Drivers of trains stopped at signals controlled by Greetland signal box must, if unable to communicate with the Signaller at Greetland signal box, ring Elland signal box to ascertain if Greetland signal box is open. If advised that Greetland is closed, Drivers should observe the provisions of Rule Book Module S5, Part B Section 1.2.
However, at signal G27 the provisions of this section of the Rule Book do **not** apply and, if Greetland box is closed, the permission of the Signaller at Elland must be obtained before this signal is passed at danger.

CASTLEFORD

Down Platform
The AWS magnet provided immediately on the junction side of the Down Platform Up direction platfrom starting colour light signal CD650 will only give a warning indication if a train passes the signal at Danger. No AWS indication will be received when the signal is cleared. If a warning indication is received the Driver must stop immediately, unless authority has been given for the signal to be passed at Danger.

DIGGLE JN TO COPLEY HILL EAST JN

STANDEDGE TUNNEL

No vehicle with a diameter of less than 14 inches (350mm), vehicle on a wheelskate or road/rail vehicle may be placed on or run over the Down or Up line through Standedge Tunnel without the Signaller's express authority. This instruction must also be applied when the line is under Possession.

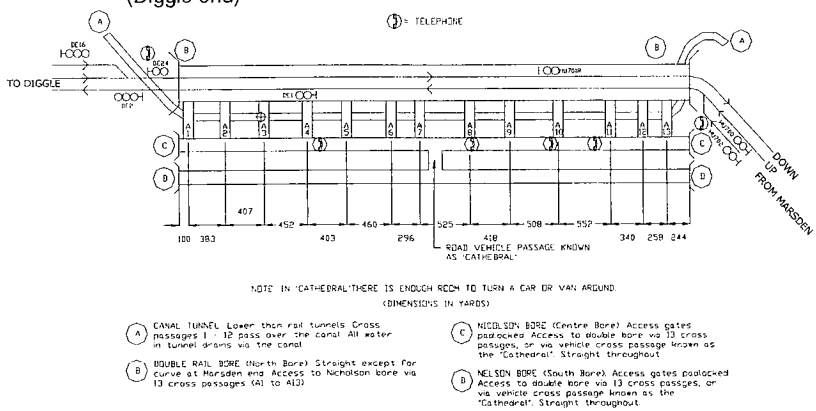
Emergency telephones connected to Huddersfield Signal box are installed at four points in the former Down Slow tunnel, the single bore immediately adjacent (Up side) to the double line running tunnel. The telephones are attached to S&T location cabinets and are not illuminated.

Access to the single bore tunnel can be obtained through cross passages and only the cross passages indicated below may be used. These have a reflective sign showing a white telephone on a blue background. In addition, there are numbered tablets along the wall of the running tunnel to assist in identifying where you are.

Other cross passages may not be safe to use and must not be used, some have vertical holes leading down into the canal tunnel, which is at a lower level.

The locations of the telephones are as follows:

Phone number	Mileage	Nearest tablet number to safe cross passage
(Marsden end)		
1	17m 58ch	270
2	17m 32ch	237
3	16m 69ch	181
4	15m 75ch	81
(Diggle end)		

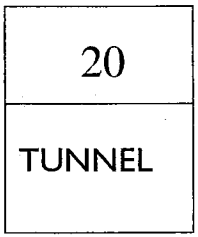


Emergency Speed Restrictions

When it is necessary for a 20 mph Emergency Speed Restriction to be imposed FOR THE FULL LENGTH OF THE TUNNEL, standard emergency speed restriction equipment and signage will be provided, and in addition a separate sign displaying the word "TUNNEL" will be positioned directly underneath the speed indicator and will be yellow with black lettering. The signs (see figure A) will be positioned at both ends of the tunnel on the left hand side of the entrance in normal direction of travel. When not in use, the signs will be covered with a black padlocked cover.

When these signs are displayed, train Drivers are authorised to proceed forward at a maximum speed of 20mph for the full length of the tunnel, without the requirement to be advised by the Signaller in accordance with Rule Book module SP, Part C, Section 11.

Figure A



HUDDERSFIELD

Propelling movements from DMU Stabling Sidings
Whenever a propelling movement is required to be made from the DMU Stabling Sidings, the person in charge of the movement must advise the Signaller the number of vehicles involved.

Staff crossing the line between Platform 8 and the Down Sidings
Staff requiring to cross the line on foot between the Leeds end of Platform 8 and the Down Sidings must request permission from the Signaller before doing so from the signal post telephones on HU767 signal when going to the Down Sidings and HU765 signal when coming from the Down Sidings, or, in the event of a telephone failure, by alternative means.

HUDDERSFIELD SOUTH TUNNEL

A lock out facility is provided in HUDDERSFIELD SOUTH tunnel applying to the Up/Down Branch. When the lock out facility is in operation the Train Operated Warning System for the Bi-directional Up Main is still fully operational.

The switch controlling the lock out system is operated by an Annetts Key.
One key only is provided in a cubicle situated at the bottom of the ramp to Huddersfield Number 2 Platform adjacent to the mouth of the Up Tunnel.
ALL staff must enter and leave the tunnel by the Huddersfield end of the tunnel except under the following circumstances which are as shown on a notice board worded "NO ENTRY TO SOUTH TUNNEL unless you are working under the Rule Book Modules T2 or T3 or are protecting a train in accordance with Rule Book Modules M1 and M2 or are protected by the Signaller in an emergency".

This notice board is affixed to the wall at the Springwood Jn end of the South tunnel.

NOTE: Other TOWS systems exist in the Huddersfield and Springwood Jn areas but these operate as normal TOWS systems and do not have any association with the lock out system or TOWS provided in Huddersfield South Tunnel.

HUDDERSFIELD 761 SIGNAL

This Down Main Line signal situated inside Huddersfield North Tunnel is positioned on the right hand of the line.
The signal post telephone associated with this signal has been removed from the signal post and relocated to a position on the right hand tunnel wall situated behind the adjacent relay case.
Drivers using this S.P.T. must take special care due to the underfoot conditions existing in this area.

MARSDEN

When a Diesel Mechanical Multiple Unit (Class 101 to 128) train which is to return to Huddersfield arrives at Marsden Up Main (No.2) platform the Driver must apply the parking brake before leaving the front cab and the Conductor/Guard must remain in this cab until the Driver has changed ends and applied the parking brake at the other end of the train. The Conductor/Guard must then fully release the parking brake in what is now the rear cab. The Driver must release the parking brake in the leading cab immediately prior to departure. UNDER NO CIRCUMSTANCES MUST A REVERSING PASSENGER OR EMPTY COACHING STOCK TRAIN BE AT MARSDEN UP MAIN PLATFORM WITHOUT THE PARKING BRAKE APPLIED.

MORLEY TUNNEL

No vehicle with a wheel diameter of less than 14 inches (350mm), vehicle on a wheelskate or road/rail vehicle may be placed on or run over the Down or Up line through Morley Tunnel without the Signaller's express authority. This instruction must also be applied when the line is under Engineer's possession.

SERVICES BETWEEN LEEDS/WAKEFIELD WESTGATE AND HUDDERSFIELD/MARSDEN/MANCHESTER

Trains composed of power operated door stock longer than a 3 car Class 14X unit or a 2 car Class 15X unit available for public use must not stop for traffic purposes at the following station platforms:-

Cottingley	- Down and Up (Both 60 metres)
Deighton	- Down and Up (Both 60 metres)
Slaithwaite	- Down and Up (Both 60 metres)
Marsden	- Up Passenger Loop (51 metres)
Marsden	- Down (65 metres)

Any additional units conveyed must be locked out of public use throughout.

BARNSLEY STATION JN TO HUDDERSFIELD STOCKSMOOR LOOP AND PENISTONE STATION.

SIGNAL PASSED AT DANGER (SPaD) INDICATORS

SPaD indicators as described in Rule Book Modules S1 and S5 are provided beyond the following signals.

Signal Number	Location
HU. 742	Up Stocksmoor Loop
HU. 743	Down Stocksmoor Loop
BY. 1052	Penistone Up Platform.

PANNAL

Drivers of Up stopping trains at Pannal must not sound the warning horn at the Whistle Board located on the Leeds (departure) side of the station.

Drivers of non-stopping Up trains must continue to observe the Whistle Board.

PENISTONE

Drivers of stopping trains at Penistone must not sound the locomotive horn at the whistle board on the Up Line at the Huddersfield end of the Up platform.

Drivers of non-stopping trains must continue to observe the whistle board.

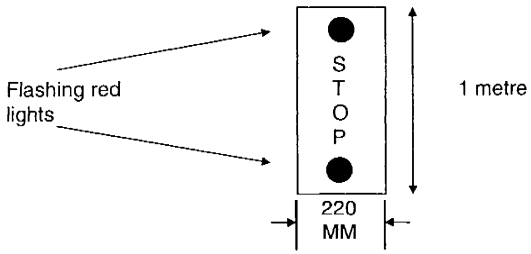
WINCOBANK JN TO HORBURY JN WOOLLEY COAL SIDINGS

When a train has arrived in the Arrival/Departure Line 1 or Arrival/Departure Line 2 clear of the Up Main line, the Driver or Person in Charge must communicate with the Woolley Coal Siding Signaller to confirm that the train is complete with tail lamp, in accordance with Rule Book Module TW1, Section 11.2.

Drivers of trains stopped at the signals controlled by Woolley Coal Sidings signalbox must, if unable to communicate with the signaller at Woolley Coal Siding signalbox (03-33278), ring Barnsley signalbox (019-2596) to ascertain if Woolley Coal Siding signalbox is open. If advised that Woolley Coal Siding is closed, Drivers should observe the provisions of Rule Book Module S5, Part B Section 1.2.

MEADOWHALL

A SPAD indicator, consisting of an illuminated sign as below (and not as described in Rule Book Module S1, Section 4.5), is provided between S198 signal (at the Sheffield end of Meadowhall Up platform) and the junction points. An AWS inductor, normally suppressed (i.e. no indication will normally be received) is also provided between S198 signal and the SPAD indicator.



Normally the sign will be completely unlit. If a train passes S198 at danger and occupies the track circuit beyond the signal, the word STOP will be lit (red) and the two red lights will flash. In addition, an AWS warning will be received.

ALTOFTS JN TO LEEDS WEST JN

STOURTON TRADING ESTATE

Line not normally in use. Trains may only run when authorised by the Route Director Network Rail London North Eastern.

STOURTON FREIGHTLINER TERMINAL

1. The Rail Operations Supervisor is responsible for all rail movements within the terminal.

2. Arriving Trains

   2.1 Thirty minutes before a train is due to arrive, the Rail Operations Supervisor must ascertain its whereabouts from the Operations Centre and estimate the arrival time. Ten minutes before the estimated arrival time he must again consult the Operations Centre about the trains approach and confirm his estimate.

   2.2 After a train has entered the terminal and been stabled, the Driver must report to the Rail Operations Supervisor.

3. Departing Trains

   3.1 Traincrews must report to the Rail Operations Supervisor immediately on arrival within the terminal.

   3.2 The Driver must advise the Rail Operations Supervisor when the train is ready to depart.

   3.3 Authority for departure will be given by the Rail Operations Supervisor.

HOLBECK DEPOT

When a movement onto the depot has come to a stand at the entrance "STOP Await Instructions....." board, the Driver must use the telephone provided to report to the Signaller when the movement is inside clear of the main line complete with tail lamp. Before proceeding beyond the "STOP" board, a competent person, who may either have arrived with the movement, or who will, if the Driver is alone, meet the movement at the "STOP" board, must ensure that the correct route has been set and that no conflicting movements are taking place.

Movements from the depot, including shunting movements, must not proceed beyond the exit "STOP and telephone" board until the Signaller's permission has been given.

HOLGATE JN TO SKELTON JN

YORK YARD SOUTH

"Triangle Access" Level Crossing-The provisions of Rule Book Module TW8, Section 10 headed "Traincrew operated crossings", (TMO) apply at this crossing, except that no white lights at the stop boards either side of the crossing are provided.

The person in charge of the movement must obtain the Key for the gates from the shift Signaller Manager, York IECC, and return it thereto when operations are completed.

The person in charge must ensure that vehicles to be stabled are brought to a stand and secured sufficiently clear of the crossing to avoid the view of drivers of motor vehicles being obscured.

YORK TO SCARBOROUGH

MALTON

Down trains terminating or delayed at Malton Station.
Whenever a Down train arrives and terminates or is unduly delayed at Malton Station awaiting departure, the Guard must communicate with the Signaller by means of the platform telephone and confirm the train is complete with tail lamp attached.

SCARBOROUGH

Propelling of Empty Coaching Stock Trains from Station.
The Guard or Shunter must ride in the brakevan or brake compartment of trains not exceeding 7 vehicles except when there are more than 3 vehicles ahead of the brakevan in which case he must ride in one of the compartments of the leading coach and keep in touch with the Driver.

Trains exceeding 7 vehicles may be propelled provided the following conditions can be observed :-

(a) If there are not more than 3 vehicles ahead of the leading brakevan or brake compartment, the Guard or Shunter must ride in the leading brake.

(b) If there are more than 3 vehicles ahead of the leading brakevan or brake compartment the Guard or Shunter must ride in one of the compartments of the leading coach and an additional Guard or Shunter must ride in a compartment, preferable a brake compartmentin a position on the train convenient for transmitting hand signals through the leading man to the Driver.

Traincrew travelling passenger to Scarborough to work an outward train must report to the Station Supervisor immediately on arrival.

Train Despatch at Scarborough Station
In the event of poor visibility when signal / "off" indicators are not clearly visible, the Station Supervisor will assist the Conductor.

Scarborough Station : Platforms 3/4 and 5 "Lock Out" Facility
The following instructions are additional to the requirements of Rule Book, Modules T6 and T7.

1. When a "Not to be Moved" board needs to be used it must be securely fitted to the Drivers cab in such a position that it is clearly visible to the Driver of the train as well as being visible along the platform.

2. These instructions provide a safe method of protection by blocking lines to trains whilst staff are working and it is not therefore necessary for a Controller of Site Safety (COSS) to be appointed.

3. Watering of coaching vehicles at track level
The platform line on which the train is standing and the adjacent platform line from which the watering will take place must be blocked and the work protected in accordance with clause 7.

4. Clearing of Track
When staff are to clear litter etc. from the track, both lines between two platforms on which they are to work must be protected in accordance with Clause 7.

5. M. E.E. Staff Working on the Outside of Train at Track Level
The M.E.E. Designated Person must block the line on which the train is standing and the adjacent platform line in accordance with Clause 7. The provisions of Rule Book Module T10, Sections 5 and 8 are modified accordingly.

6. White Lining of Platform Edges
Platform edges must only be white lined when the platform line has been protected in accordance with Clause 7.

7. Method of Protection
When it is necessary to block a line to protect staff in accordance with any of the above requirements, the following procedure must be observed:-

(a) The person requiring the "Lock out" protection must telephone the Signaller giving his Name, Grade, Employer, Duration of protection required and which platform(s) line requires protecting.

(b) When the Signaller agrees to the work and confirms that signal protection has been given and the relevant "Lock out" two way switch has been placed to the "Lock out" position, the person requesting "Lock out" protection may, on the Signallers authority operate the relative "Lock out" unit and withdraw the key.

(c) When the person requesting "Lock out" protection has withdrawn the key he must advise the Signaller, the Signaller will then repeat the entry made in the Train Register and, when satisfied that this is correct, the person requesting protection must repeat his Name, Grade and Employer. When the Signaller confirms that "Lock out" protection has been given the work may start.

(d) When the work has been completed and everyone is clear the person who requested the "Lock out" protection must advise the Signaller of his Name, Grade, Employer and the number of the relevant platform(s) affected. When advised to do so you must replace the key and turn it to the lock position.

(e) The person requesting the "Lock out" protection in the first instance must, except in exceptional circumstances, be the same individual who completes the work and gives up the "Lock out" protection.

In exceptional circumstances, the person requesting "Lock out" protection may hand over to a relief provided he advises the Signaller the Name, Grade and Employer of his relief.

If the Signal box closes during the "Lock out" period and the person who requested the protection is relieved, the new person must advise the Signaller of his Name, Grade and Employer when the Signal box re-opens.

Down Carriage Sidings

The Down Carriage Sidings are for the exclusive use of West Coast Railway Company (WCRC) trains.

Arriving Trains

The WCRC person in charge must advise the Signaller at Falsgrave when a train has passed into the Carriage Sidings clear of all other lines.

Departing Trains

The WCRC person in charge must contact the Signaller at Falsgrave from the "Stop Telephone" sign and ask for permission to proceed. Contact Falsgrave Signal box on 01904 523209.

SEAMER UP SIDINGS

Due to there being no standard 10 foot clearance between the Up Main and Up Sidings No. 1 only Up Siding No. 2, furthest away from the Up Main, must be used for stabling of trains including Engineering Trains and On Track machines. Up Siding No. 1, nearest to the Up Main, must only be used for run-round movements. No person must walk along the side of a train/vehicle standing on Up siding No. 1 unless the Up Main line has been closed to traffic.

WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN

PASSENGER TRAINS TERMINATING AT PONTEFRACT MONKHILL STATION

If a passenger train which is booked to terminate at Pontefract Monkhill Station is running more than 3 minutes late on the approach to Pontefract Monkhill, the conductor should contact the signaler at Prince of Wales signalbox on 03 75137 (internal) or 01904 525137 (BT) to discuss turn-back arrangements.

Unless delay is likely to be caused to a following passenger train, the signaler will arrange for the return working to depart from the down platform on the authority of P362 ground position light signal.

The conductor should advise the driver of the agreement reached with the signaler and should stand in such a position that P362 ground position light signal is clearly visible when carrying out train dispatch procedures. The conductor is also responsible for advising any passengers waiting on the up platform to cross the down platform via the footbridge.

The signaller should advise Network Rail Control of the altered turn-back arrangements but need not wait for control agreement before signaling the train accordingly.

HENSALL

When a Driver is authorised to pass signal H4 or H6 at danger, he must, before passing the signal concerned, operate the special plunger below the telephone box, or if a Handsignaller is in attendance, ensure that this has been done.

Before proceeding over Snaith and Pontefract Highway level crossing he must satisfy himself that the barriers are fully lowered.

SNAITH STATION, FIELD LANE AND GOWDALL LANE AOCL LEVEL CROSSINGS

The above level crossings must be worked in accordance with Rule Book Section L Module TW8, Section 4. Instructions for AOCL crossings, except that in the event of the flashing white light not being automatically initiated or ceasing to flash, or the red light continuing to flash prior to departure of an Up train from Snaith or on approach of a Down train at Snaith, or in both directions at Field Lane and Gowdall Lane, the Driver must press the plunger located in the locked cabinet, unlocked by the Driver's key, situated on the appropriate white light post, to activate the road signals.

When the white light is flashing, the Driver may proceed as normal. If, after operation of the plunger the white light still does not flash, the Driver must proceed in accordance with Rule Book Module TW8, Section 4.

RAWCLIFFE STATION AHB LEVEL CROSSING

Drivers of Down direction trains must not pass the Stop Board located at the Goole end of the platform until the white flashing light shows. If the barriers fail to lower or the flashing white fails to appear or the flashing red light continues to show, the Driver must advise the Signaller at Goole Signal Box by telephone and act in accordance with the Signalling Instructions.

MONK BRETTON LOOP TO CROFTON EAST JN

BETWEEN MONK BRETTON LOOP AND OAKENSHAW SOUTH JN

This line is under the sole control of the Signaller at Oakenshaw.

Rule Book Module TW6 Section 1.2
When a train is to run to the Single line from the Healey Mills direction, the Train Staff will be delivered to the Driver by the Signaller at Wakefield Kirkgate box. When a train is to run from the Single line towards the Healey Mills direction, the Train Staff must be given to the Signaller at Wakefield Kirkgate box. The Driver is authorised to convey the Train Staff beyond the section to which it applies for this purpose.

When a train is routed so that it will pass Oakenshaw box, the Train Staff will be delivered to and received from the Driver at Oakenshaw box.

The train staff may be transferred between Oakenshaw and Wakefield Kirkgate boxes and vice versa other than by train.

Down trains
Before leaving Monk Bretton Loop to return towards Oakenshaw South Jn, the Driver must contact the Signaller at Oakenshaw Signal box (Tel. 03-39927) using the cab radio.

Working of Bombardier Test Trains when a freight has arrived at Monk Bretton
After obtaining the permission of the Signaller at Oakenshaw, the Person In Charge of the Test Train may obtain the Train Staff from the Driver of a freight train, which has arrived complete, clear of the single line beyond the End Of One Train Working board at Monk Bretton.

The Driver of a freight train which has arrived complete, clear of the single line beyond the **End of One Train Working Board** at Monk Bretton is authorised, when requested, to surrender the Train Staff or Person In Charge of Train, who on receipt of the staff, will pass a Special Reminder Card to the Driver. The card will contain a message which will act as a reminder to the Driver not to depart Monk Bretton Loop past the **Commencement of One Train Working Board** on to the Single Line until the Train Staff has been returned to him. The Driver must put this notice in the north end of the cab on the Drivers desk. The Train Staff may then be conveyed by road back to Oakenshaw to enable the Bombardier Test Train to work on the line between Oakenshaw and Monk Bretton. The Driver and the Person in charge of the Test Train must exchange mobile telephone numbers so that they can liaise regarding the departure time of the freight train.

The single line between Monk Bretton Loop and Oakenshaw South Jn must be clear and the Bombardier train must have left the branch before the Train Staff is returned to the Driver of the freight train at Monk Bretton Loop. This must be done in sufficient time so as to avoid delay to the freight train.

When the Train Staff has been returned to the freight train Driver, he must give the Special Reminder Card back to the Person in charge of the Test Train.

Person In Charge of the Test Train must advise the Signaller at Oakenshaw when he has returned the Train Staff to the Driver of the freight train.

NEVILLE HILL EAST JN TO HULL

MANSTON LEVEL CROSSING

When a Driver is authorised to pass signal L799 at danger, he must, before passing the signal, operate the special plunger in the telephone box or if a HandSignaller is in attendance ensure that this has been done, and wait for the white light to show before continuing on his journey.

In these circumstances before proceeding over Manston Level Crossing, the Driver must sound the locomotive horn and ensure that the level crossing is clear before proceeding.

If the white light fails, the Driver must advise the Signaller of the failure.

GARFORTH

Garforth Moor Foot Crossing - 13m 41ch
Drivers of Up stopping trains at Garforth need only sound the locomotive horn at the 2nd whistle board viz that situated on the Leeds (departure) side of the station.

N.B. Drivers of non-stopping Up trains must observe both whistle boards i.e. before and after the station.

SELBY

Rule Book, Module S4, Section 2.1. When a train is stopped at signals 1956 or 1958 the Driver must communicate with the Signaller at Selby by means of the signal post telephone immediately.

Rule Book, Module P1. During Single Line Working signals 1955, 1956 and 1958 must be obeyed by Drivers of trains approaching the bridge in the wrong direction.

SELBY SWING BRIDGE

All persons going onto the Bridge must first telephone the Bridge Operator and ensure that the Bridge is not about to be moved.

HULL PARAGON

Working of trains between Hull Paragon Station and Botanic Gardens Sidings
Movements to Botanic Gardens must be made via the Washer Road. Movements from Botanic Gardens must be made via the By pass line. Only one movement must be permitted at a time between 2111 points and Botanic Gardens Sidings.

The Driver of a movement to the sidings must advise the Signaller when he has arrived in the sidings 1 or 2.

The Driver of a train from the sidings must telephone the Signaller and ask for permission to proceed to signal 1001

Stock Siding and By-pass Line
When a multiple unit train is to occupy the stock siding for the purposes of reversing, the Person in Charge must ensure the train proceeds to the approach side of the "Stop. Telephone. Await "R" indication before proceeding" board to await clearance of Signal HP1001.

NOTE: The illumination of the "R" signal at the Stop Board on the stock siding or on the identical Stop Board on the By-pass line, signifying clearance of Signal HP1001, is the authority for the movement to proceed.

Movements from Sidings A to E
In order to prevent a conflicting movement, the Driver of a train requiring to leave a siding must obtain the Signaller's permission to proceed as far as the ground position light signal controlling movements from that siding.

THORNE JN TO GILBERDYKE JN

GOOLE

Bridge Street and 50 Ton Crane level crossings. Movements must not be made over these level crossings until authorised by the Associated British Ports staff.

GOOLE STATION

Invalid customers arriving on terminating services from Doncaster may remain aboard the unit whilst it shunts from the Down Platform to the Up Platform.

The Guard is responsible for advising the Signaller that the passenger(s) are being conveyed during shunting.

GOOLE BRIDGE

Trains unable to start when signal GB2 or GB3 is cleared

If a train is stopped at signal GB2 or GB3 at Danger and is unable to restart when a proceed aspect is displayed, the Driver must telephone the Signaller immediately and advise him of the circumstances.

Persons requiring to walk from the Hook Road Access point to the West end of the bridge, or to visit the bridge, or to walk across the bridge, must telephone the Signaller to request traffic movements over the Down line to be stopped.

The person requesting protection must give his/her name and employer and indicate his/their destination.

The Signaller must be advised when the person(s) have arrived at their destination.

This procedure also applies when leaving the bridge etc.

Telephones are provided at the East and West ends of the bridge, on the centre jetty and at the Hook Road Access point.

Staff working on the bridge under the supervision of a COSS

Whenever staff are to work on the bridge without an Absolute Possession, and they require the passage of trains to be stopped for their personal safety, the arrangements outlined in Rule Book Module T2 – Protection Procedure T2X (emergency only) must be applied with the following amendments:-

(i) The arrangements may be used for planned work and maintenance items, in addition to emergencies when the Signaller has called the staff out.
(ii) The COSS must always attend at the signal box.
(iii) The Signaller must additionally comply with the Goole Bridge Signal box Special Instructions.

HULL (PARAGON) TO SEAMER WEST JN

DRIFFIELD

Up trains terminating at and Down trains departing from, Up platform:

During a blockage of the line between Beverley and Driffield for planned engineering work or in an emergency, Up passenger trains will terminate and Down passenger trains will start at Driffield Station Up platform.

Authority for the Drivers of Down trains to depart from the Up platform will be the clearance of ground position light signal 53.

BRIDLINGTON

An Engineers On Track Machine may be admitted to platform 7 when that platform is already occupied by such a machine; a machine may not be admitted to the platform if it is already occupied by any other type of train nor may any other type of train be admitted to the platform when it is already occupied by a machine.

Before admitting a machine to a platform already occupied by a stabled machine the Signaller will instruct the person in charge of the platform to ensure that any staff working or about the stabled machine move to a place of safety and to confirm that they have done so.

An Engineers On Track Machine must be stabled close to the buffers and must not be moved except in accordance with Rule Book Module TW1, Section 12.4.

HUNMANBY STATION ABCL LEVEL CROSSING

Down train on Down line – Additional requirements associated with train lengths.
If it is necessary for a train with a length of more than 105 yards (96 metres) to pass over the crossing in the Down direction on the Down Bridlington line, the crossing must be under local control and the crossing lights switched on before the train is authorised to proceed beyond signal SR123.

Reason for new instruction: -
Signal SR125 at the east end of Hunmanby Station is designed not to clear to a proceed aspect until a train has come to a stand at it. The design of the crossing means there is a possibility that the barriers will raise and the lights extinguish before a train with a length of more than 105 yards (96 metres) has passed clear of the crossing. Therefore, when such trains are planned to run over this route, arrangements must be made in advance for the crossing to be placed under local control.

Up train on Up line
Rule Book, Module TW8, Section 4 is modified as follows :-
Because of the junction beyond the crossing, a Distant signal and stop signal are provided on the approach to the crossing instead of a Warning Board, Stop Board and White Flashing Light. An emergency plunger to activate the crossing when signal SR124 has to be passed at Danger is located at the signal.

The normal sequence of signal and crossing operation (which requires all trains to stop) will be as follows :-

- Train arrives in Up platform with signal SR124 at Danger.
- Provided the Signaller has operated the signal for the train to depart, the crossing sequence will commence.
- Signal SR124 will clear to Green when the crossing has operated correctly.
- The train should then be despatched from the platform with the Driver observing Rule Book Module TW8, Section 4.3.
- The crossing cannot 'time out' whilst signal SR124 is displaying a green aspect.

If a train is, or will be, detained in the platform for more than 2 minutes the driver must immediately communicate with the Signaller at Seamer.

If signal SR124 fails to clear it will be necessary to consult the Signaller at Seamer. When authorising Signal SR124 to be passed at Danger, the Signaller will also remind the driver to operate the plunger. This should activate the crossing sequence. When the crossing has operated correctly, the miniature white light adjacent to the plunger will commence to flash. The Driver should advise the Guard that he is ready to be despatched from the platform and then observe Rule Book Module TW8, Section 4.3. The crossing can 'time out' 3 minutes after the plunger has been operated.

If after operating the plunger in accordance with the above paragraph the miniature white light does not commence to flash, the crossing will either have failed or be partially failed e.g. a red road flashing light out and the Driver must act in accordance with the Rule Book Module TW8, Section 4.3b) and 4.5.

Other approaches to the crossing

For an Up train departing from the Down platform, Rule Book Module TW8, Section 4.3 applies except that reference to 'white light adjacent to the crossing' should be read as miniature white light adjacent to the plunger.

For trains in the Down direction, Rule Book Module TW8, Section 4.2 applies except that with reference to Section 4.2c, operation of the plungers on the Down approach will fully initiate the operating sequence and provided that the Driver's White Light is correctly displayed, it will not be necessary to treat the crossing as having failed.

HUNMANBY SANDS LANE ABCL LEVEL CROSSING

Hunmanby Sands Lane LC is located at 41m 72 ch and is an ABCL crossing operated automatically by all approaching Up trains and Down trains in the Down direction. Trains are not normally required to stop, as described in the Rule Book Module TW8, Section 4 except as shown below:-

Down trains on the Down line
A plunger is provided on the north end of the Down platform, which is to be used to initiate the operation of the crossing, as follows:

- when instructed to do so by the Signaller, or
- when it is necessary to pass signal SR125 at Danger in accordance with the Rule Book Module S5, Part B Section 2 or
- if within a Rule Book Module T3 possession, when authorised to pass signal SR125 at Danger by the PICOP, or
- it is necessary to restart the operating sequence of the crossing in circumstances where it has "timed out" when a train is delayed in the platform.

Pressing the plunger will fully initiate the operation of the crossing. A white light indicator is provided adjacent to the plunger, which illuminates to indicate operation of the plunger, but has no other function.

Rule Book Module TW8, Section 4.2
Operation of any of the plungers at this crossing will fully initiate the operating sequence and, provided that the Drivers White Light is correctly displayed, it will not be necessary to treat the crossing as having failed.

Down trains on the Up line
The crossing will NOT work automatically for trains on the Up line in the wrong direction.
A **STOP** board worded **"Operate plunger, wait for white light and whistle before proceeding"** together with a plunger is located 54 yards before reaching the Red/White light unit. Operation of the plunger with a train standing at the board will initiate the crossing sequence.

GENERAL
The Drivers Red/White light units are duplicated on both sides of the line in both directions, the unit on the left hand side of the line applies to trains running on the correct line and the unit on the right hand side of the line applies to trains running on the wrong line during single line working. When no train is approaching the crossing, all 4 lights flash red. When a train is approaching the crossing, the light on the line and in the direction for which the train is approaching will, when the operating sequence is successfully completed, flash white (the light on the opposite line from the same direction will continue to flash red).

Emergency plungers (Rule Book Module TW8, Section 4.2) are provided in locked cabinets (BR1 key) near the Drivers Red/White light unit at all four corners of the crossing; if it is necessary to make use of these, the one appropriate to the line /direction of travel of the train must be used **(the others will be ineffective as the track circuit must be occupied)**.

Telephones, communicating with Seamer Signal box, are provided on the road traffic signals on the off side of the road in each direction.

HESSLE ROAD TO SALTEND

WORKING OF THE SINGLE LINE BETWEEN HESSLE ROAD HR.49 SIGNAL (SCULCOATES) AND HULL DOCKS SECURITY GATES.

The Single Line between Hessle Road HR.49 signal (Sculcoates) and the Hull Docks Security Gates is worked in accordance with the "Regulations for One Train Working on Single Lines where a Train Staff is Provided" as modified below.

The Divisible Train Staff is housed in a locked box affixed to HR. 49 signal. The box may be opened by a combination number which must be obtained by telephoning the Signaller at Hessle Road.
The Train Staff consists of 4 components namely :

- The Train Staff itself which is engraved " Hull Docks Branch between HR .49 Signal and Dock Gates - Train Staff."

Three screw on segments each engraved "Hull Docks Branch I (2 and 3)." "With the Signaller's permission, Drivers may proceed on to the Single Line with one segment only provided the Train Staff is present."

Only one train is permitted on the Single Line between HR.49 signal and the Dock Security Gates at any one time, but the divisible Train Staff enables up to 4 trains to be beyond the Dock Gates when the following procedure is applied:-

1. It will be the responsibility of the EWS Person in Charge at Hull Docks to determine with the Signaller at Hessle Road whether the whole Train Staff is to be conveyed by a train or whether the Driver is to unscrew and take the lowest numbered segment from the Train Staff. This is to ensure that the Train Staff is at the correct end of the Single Line for the next train movement to be made.

2. Train arrives at HR. 49 signal / "Stop - Start of Train Staff Working Contact Signaller - Obtain Train Staff Before Proceeding" board where Driver contacts Signaller and requests permission to obtain the Train Staff or segment and proceed.

3. Provided the line is clear between Signal HR. 49 and the Dock Security Gates the Signaller may give permission for the Driver to obtain the Train Staff or the lowest numbered segment as agreed with the EWS Person in Charge.

4. If the Driver is authorised to proceed with the lowest numbered segment present he must unscrew it from the Train Staff and return the Train Staff to the box before proceeding

5. When the Train Staff, or lowest numbered segment present has been obtained, the Signaller may clear HR. 49 signal.

6 On arrival at the Dock Security Gates / "Stop - End of Train Staff Working Surrender Train Staff To Chargeman" board, the Train Staff or segment must be handed to the EWS Person in Charge who will, when there is more than one segment available, re assemble the segments of the Train Staff and place it in the receptacle provided.

7. The EWS Person in Charge must confirm to the Signaller at Hessle Road that train, Reporting No. "WXYZ" has arrived complete, is clear of the Train Staff Single Line and that the Train Staff or segment No. .... has been surrendered.

Trains returning from the Dock Security Gates to HR 49 signal

8. Train arrives at the board worded "Stop - Start of Train Staff Working. Obtain Train Staff From Chargeman and Permission Before Proceeding"

9 The EWS Person in Charge must agree with the Signaller in accordance with clause 1 that train, Reporting No. "WXYZ is ready to depart and whether the Driver should be issued with the Train Staff or the lowest numbered segment. The Signaller must request the EWS. Person in Charge to convey any necessary instructions to the Driver. If a train is to proceed with a segment of the Train Staff, the EWS Person in Charge must hand the Train Staff to the Driver and instruct him to unscrew and take the lowest numbered segment before handing back the Train Staff.

10. The Signaller may give permission for the train to proceed provided the Train Staff Single Line is clear to track circuit 325 clear.

11. On arrival at the "Stop - End of Train Staff Working Replace Train Staff. Speak to Signaller." board at HR.49 signal the Driver must return the Train Staff or segment to the locked container and if in possession of segment 2, 3 and/or the train staff must:-

- screw the segments of the Train Staff carried to the Train Staff segment(s) in the container.
- Confirm to the Signaller at Hessle Road that train reporting Number "WXYZ" has arrived complete and that the Train Staff or segment No. (1,2 or 3) has been returned to the locked container.

12. The Signaller must advise the EWS Person in Charge when the Train Staff or segment No. ... has been returned to the box at HR. 49 signal and when the train has passed clear of the Train Staff Section.

FAILURE OF A TRAIN ON THE TRAIN STAFF SINGLE LINE

In the event of a train failure on the Train Staff Single Line an assisting train may be authorised to enter the section by the Signaller at Hessle Road but on no account must the Driver be issued with or authorised to obtain the Train Staff or a segment of the Train Staff. If the assisting train is to enter the Single Line from the Hull Docks end, the Signaller at Hessle Road must advise the EWS Person in Charge what instructions are to be given to the Driver.

CONVEYANCE OF THE TRAIN STAFF BY ROAD

If the planned order of train movements has to be changed the Train Staff may be conveyed by road provided:

- any train issued with a segment has arrived clear of the Train Staff Single Line and
- a complete understanding has been reached between the person who is to convey it, the Signaller and the EWS Person in Charge.
- Details of the agreement must be recorded on the Record of Modified OTS Working Form.
- the person conveying the Train Staff to HR. 49 signal must attach any segments that are already in the container to the Train Staff and advise the Signaller.

RECORDING ON THE MODIFIED OTS WORKING FORM

The Signaller at Hessle Road and the EWS Person in Charge must record:-

- Train reporting number
- Time when Driver is authorised to obtain or is issued with the Train Staff or segment, including segment number
- Time train authorised to enter Train Staff Single Line
- Time the Train Staff or segment is returned to the box at HR. 49 signal or handed to the EWS Person in Charge
- Time when a train is reported clear of the Train Staff section.

RULE BOOK MODULE T2, PROTECTION PROCEDURE T2-T

The Signaller may authorize the COSS/PC to take possession of the Train Staff without all the segments being present provided no train is occupying the Train Staff section.

If the Train Staff is at the EWS office, the COSS/PC must make arrangements for taking the T2-T with the Signaller at Hessle Road. When these arrangements are completed the Signaller may authorize the EWS Person in Charge to issue the Train Staff. In these circumstances the EWS Person in Charge must also enter the time and the name of the COSS/PC on the Modified OTS Working Form.

RULE BOOK MODULE T3 SECTION 16

The Signaller may authorise the P.I.C.O.P. to take a possession of the Train Staff without all the segments being present provided no train is occupying the Train Staff section.

If the Train Staff is at the EWS office, the P.I.C.O.P. must make arrangements for taking the possession with the Signaller at Hessle Road. When these arrangements are completed the Signaller may authorise the EWS Person in Charge to issue the Train Staff. In these circumstances the EWS Person in Charge must also enter the time and the name of the P.I.C.O.P. on the Record of Modified OTS Working Form.

WORKING BY PILOTMAN

Working by Pilotman must be introduced if:-

a, the train staff or a segment is lost and cannot be found after a thorough search

b, it is necessary to work to and from a point of obstruction

HULL DOCKS

King George Dock Eastern Access Level Crossing.
The instructions in the Rule Book Module TW8, Section 4, headed "Automatic Barrier Crossings, Locally monitored (ABCL) and Automatic Open Crossings, Locally Monitored (AOCL) - 2, Instructions at crossings where trains are not required to stop" apply. No advance warning boards are provided and speed over the crossing must not exceed 3 m.p.h.

WHITEHALL WEST JN TO HELLIFIELD SOUTH JN BETWEEN ARMLEY JN AND KIRKSTALL

Single Line Working over the Down Shipley Main line - Rule Book, Module P1

When Single Line Working is in operation over the Down Shipley Main line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal L3890. Rule Book, Module P1, Section 3.5a) and 6.2a) are modified accordingly.
Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman. Section 7.1 is modified accordingly.
The above arrangements are applicable in all weather conditions.

TRAIN OPERATED WARNING SYSTEM

TOWS is provided on the Leeds - Skipton / Ilkley / Bradford Forster Square routes as shown below:-

Leeds - Skipton : continuously from 196m 34ch (Armley Jn) to 221m 13ch (East of Skipton station) in 36 separate sections numbered A1 - 36.

Bradford Forster Square Branch between Shipley South Jn and 206m 53ch (North of Frizinghall), sections B1 & B2 and between 207m 19ch (South of Frizinghall) and the north end of Bradford Forster Square station platforms, sections B3 - B5. There is NO TOWS in any of the branch platforms at Shipley nor through Frizinghall Station.

Ilkley Branch: continuously from Apperley Jn to the east end of Ilkley station platforms, sections C1 - C16.

Baildon Branch : continuously, sections D1 (Guiseley end) to D7 (Shipley end).

On a double line, each TOWS section covers both lines. The junction areas of branches are part of the main line TOWS section.

Some TOWS sections include places where trains can stand for a short while in stations or may reverse - remember that the Rule Book tells you to **move clear** if the warning continues to sound and no train comes.

Operation of the TOWS system is by means of a special key. Turning a key switch either way will change the state of the system in that TOWS section to the opposite one; if it is on it will go off and if it is off it will go on. The key switches do not have a specific on or off position.

Key switches are normally positioned back to back on a lineside post. These either control parts of the same TOWS section or parts of adjacent TOWS sections. When you turn on the TOWS, you can only turn it off again at either the same switch or the next switch along the line in the correct direction, i.e. if the switch you turned it on by was on the Leeds side of the post, you must use the next switch towards Leeds to turn it off, or vice versa.

If the system is turned on at 2 it can be turned off at 2 or 3 but not at 1 or 4.

These instructions are for your ***SAFETY*** and supplement those in the Rule Book, they do not replace or change them.

BRIDGE LOCKOUTS BETWEEN WHITEHALL WEST JN AND SHIPLEY AND PLATFORM LOCKOUTS AT SHIPLEY AND KEIGHLEY STATIONS

Lockouts are provided which prevent trains being signalled into the sections of line shown below for the protection of staff working on the line. These lockouts are intended only to provide a "Position of safety" as defined in Rule Book, Module G2, Section 3.2 where none would otherwise exist and the use of them does not remove the need to take the appropriate precautions for the safety of staff on or near the line as laid down in the Rules nor must they be used as a substitute for Personalised Rule Book Section Modules T2, T3, T4 and T12.

The lockouts are provided on the following underbridges and prevent trains being signalled on the Down line only, trains will continue to run on the Up line:-

Bridge	Location
28A	199m 9ch
32	200m 19ch
38	Apperley Viaduct
39	203m 15ch
40	203m 29ch

At each bridge, a lockout control box, together with a telephone, is provided at each end. The control boxes are wired together such that the lockout can be taken at one and given up at the other, or taken and given up from the same one. However, each bridge is a totally separate system.

At Shipley station, three systems are provided covering platforms 1 & 2, platforms 3 & 4, and platform 5. These systems prevent trains being signalled on both the lines shown but are totally separate from each other.

At Keighley Station separate systems are provided on the Down and on the Up lines; these are entirely independant and trains will continue to run on the opposite line.

Staff authorised to use the lockouts will be issued with a special key for the control boxes. The control boxes contain three lights, PATROL, FREE and TRAFFIC and two push buttons, PATROL and TRAFFIC. When trains are running normally, the TRAFFIC light only should be lit. Operation is as follows:-

To take the lockout, ring the Signaller, give name, grade and department, give your location (ie. bridge number and which end). When the Signaller is in a position to give the lockout (he cannot do so if a train is signalled or any rail vehicle is standing in the lockout section), he will press his button (the FREE light will light in the control box) and tell you to press the PATROL button. When the lockout has been sucessfully given, the TRAFFIC and FREE lights will go out and the PATROL light will light, you should confirm this to the Signaller before going into the section.

To give up the lockout, when all staff are clear of the section, ring the Signaller and give name, grade and department, give your location and confirm that all staff are clear. The Signaller will pull his button and the FREE light will light, you should then press the TRAFFIC button in the control box. The PATROL and FREE lights will go out and the TRAFFIC light will light, confirm to the Signaller that this has happened.

It is essential that the boxes are always locked with both locks to prevent interference. The lockout must always be given back promptly, if it is not, trains cannot be signalled normally and unnecessary delays will result.

ALWAYS ENSURE THAT YOU KNOW EXACTLY WHICH LINES ARE BLOCKED
The Protection given in each of the 3 systems is different.

KEIGHLEY STATION

99 metres (108.2 yards) at the Leeds end of the Up platform is below standard height. Whenever possible this part of the platform should not be used.

Steam locomotives in steam must not stand under the bridge at the North end of Keighley Station on either of the main lines. The Driver of the train which is to change to steam traction at Keighley must stop his train with due regard to this.

KEIGHLEY DOWN SIDINGS

The connection between the two sidings is worked by a free ground frame (ie. no key or release is required to operate it). The points are not trailable. Engineers machines may only be stabled in the siding furthest from the main line and the points must then be left towards the other siding.

KEIGHLEY AND WORTH VALLEY RAILWAY

The KWVR is connected to Network Rail lines by means of the siding nearest the main line and a derailer, worked from a ground frame, is provided at the boundary on this siding. The ground frame is released from York Signal box and also provided with a facility for the KWVR to fit a padlock to prevent through movements.

If the padlock is on (it will be whenever the KWVR passenger trains are using platform 3), it will be necessary to apply to the KWVR person in charge for it to be removed before a movement can be made.

If the lock is off, and a through movement has previously been arranged with the KWVR, the release may be requested, the ground frame operated to remove the derailer and the agreed movement made. As soon as the movement is complete the ground frame must be operated to put the derailer back on the rail and the release given back to York Signal box.

Drivers should be aware that the KWVR locomotives or vehicles may be in platform 3 and must proceed cautiously. Movements must not proceed beyond the platform unless specifically authorised by the KWVR person in charge.

Through passenger trains may only be run when specially authorised; publication of the timings in a Network Rail publication will be the authority.

SKIPTON

Detaching of Cripples: A Down train which activates the Hot Axle Box Detector will be stopped at L.4031 signal for initial examination. If it has to detach cripples, it will be routed via the Down Shipley Fast line and detached vehicles must be placed in the Shunt Spur of the Up Sidings. If there are too many vehicles in front of the cripple, and it is necessary to place vehicles on the Up Shipley Main, such vehicles must be secured by the application of a sufficient number of handbrakes. It may be necessary, after vehicles have been placed in the Shunt Spur, to obtain the Signaller's permission to pass 4553 signal in accordance with Personalised Rule Book Module S5.

An Up train which activates the HABD will be stopped for initial examination at L4046 signal. If there are cripples to detach, these must be placed in the Up Sidings.

Rylstone Branch: Any train or locomotive which passes onto the branch must pass completely beyond L4039 signal before returning. Locomotives (only), coupled together if more than one, may be stabled in the platform at Skipton beyond L4039 signal. All locomotives which pass onto the branch at Skipton together must also return together and locomotives must <u>not</u> be left at Rylstone for a later train.

TRAIN DESPATCH - SKIPTON

All train despatch from Skipton is the responsibility of the Conductor who will press the "Ready to Start" button 2 minutes prior to departure time.

SKIPTON - PLATFORM LOCKOUTS

Lockouts are provided which prevent trains being signalled into or out of the platforms shown:-

Platform 1 }
Platform 2 } Entirely separate systems are
Platform 3 } provided for each platform.
Platform 4 }

The protected area does not extend beyond the ends of platforms.

The lockouts must be used to protect staff who are to carry out work such as:-

watering coaching stock at track level,
fitters working on trains,
clearing litter from the track,
white lining platform edges.

If a lockout has been used, it will not be necessary to appoint a COSS. Where work is to take place on train, or a train is standing in a platform whilst work is in progress, a NOT TO BE MOVED board must be securely fitted to the Drivers cab in such a position that is is clearly visible to the Driver of the train as well as being visible along the platform.

Where work is to take place which will involve staff going onto the line in platform 2 or platform 3, **both** platform 2 and platform 3 lockouts must be taken.

The operation of the lockout is as follows:-

The person taking the lockout must telephone the Signaller, identify himself by name and employing organisation, say what is to be done and ask for the lockout to be given.
When the Signaller is able to give the lockout, the light on the instrument will light; the button must then be pressed and the key turned and withdrawn. The Signaller must be advised when the key has been withdrawn.
The key must be retained by the person removing it and not left in the instrument cupboard, as long as it is out of the instrument the platforms are protected from train movements by the signalling system.

The same person must normally remain in charge of the key throughout the time it is out of the instrument; if this is not possible, he must, before transferring the key, telephone the Signaller, identify himself by name and employing organisation and tell the Signaller to whom the key is to be transferred; that person must then identify himself by name and employing organisation.

When the work is complete, the person who has charge of the key must telephone the Signaller, identify himself by name and employing organisation, and give the Signaller an assurance that all staff and equipment are clear of the line. When instructed to do so, he must return the key to the instrument and turn it to the lock position.
The platforms are no longer protected.

SKIPTON UP SIDINGS - CARRIAGE WASHING MACHINE

Trains to be washed must be brought to a stand at the stop board situated on the Skipton Station side of the washer.

Drivers of trains to be washed must "key-in" the unit number using the key pad provided. This is situated outside the Driver's Cab and can be operated by reaching out of that window.

A series of visual instructions have been shown in association with this operating unit. These instructions are as follows:-

a) WASHER AVAILABLE - PLEASE INPUT UNIT NUMBER
b) PLEASE WAIT
c) WASHER READY - TRAIN PROCEED
d) WATER WASH ONLY - TRAIN PROCEED
e) WASHER NOT AVAILABLE - PLANT FAILURE - TRAIN PROCEED
f) WASHER NOT AVAILABLE - FROST DRAIN ACTIVATED - TRAIN PROCEED
g) WASHER NOT AVAILABLE - EMERGENCY STOP ACTIVATED - TRAIN PROCEED

Trains when washing must proceed at 1 m.p.h.

Trains entering the sidings not requiring washing and all trains leaving the sidings may proceed normally through the washer.

SKIPTON UP SHUNT SPUR

Due to its short length, only a single locomotive or on-track machine is permitted to occupy the Shunt Spur.

The Driver of a single locomotive or on-track machine that has entered the Shunt Spur, must advise the Signaller at York IECC Leeds North West Workstation when the complete single locomotive or on-track machine is positioned in rear of the Shunt Spur exit signal 4553.

LEEDS, ARMLEY JN TO YORK SKELTON JN VIA HARROGATE

BETWEEN ARMLEY JN AND HORSFORTH

Single Line Working over the Down Harrogate line - Rule Book, Module P1

When Single Line Working is in operation over the Down Harrogate line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal L3880. Rule Book, Module P1, Section 3.5a) and 6.2a) are modified accordingly.
Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman, Section 7.1 is modified accordingly.
The above arrangements are applicable in all weather conditions.

BETWEEN HORSFORTH AND RIGTON

Bramhope Tunnel

There are four shafts in Bramhope Tunnel and these are numbered 1, 2, 3 and 4, with metal plates fixed flat against the wall at the shafts, commencing from the Weeton end.

Telephones are provided at Nos. 1, 2, 3 and 4 shafts (Nos. 1 and 2 telephones being 634 yards and 1,348 yards respectively, from the Weeton end, and Nos. 3 and 4, 1,747 yards and 1,080 yards respectively, from the Horsforth end). Nos. 1, 2 and 4 telephones are actually in the shafts, but No.3 telephone is 75 yards on the Weeton side of No.3 shaft, on the Up side of the line. Telephones are also provided at each end of the tunnel providing communication with Horsforth box. They are located as follows :-
Horsforth end outside tunnel on Down side Weeton end inside tunnel at first Up side recess.

HARROGATE

Trains from Leeds direction calling at or terminating at Harrogate Station.

When a train from the Leeds direction terminates at, or is delayed by two or more minutes awaiting departure from Harrogate Station, the Guard must immediately telephone the Signaller from No.1 platform, and confirm whether or not the train is complete with a tail lamp.

When a terminating Kings Cross to Harrogate train is routed to Platform No.1, signal 57 will be cleared to allow the train to be brought to a stand opposite the H.S.T. stop sign. The Driver must understand that the clearance of signal 57 only indicates that the line is clear to signal 56.

Stabling of Trains or vehicles on the Through Road.

1. Trains may be stabled on the Through Road between signals 59 and 25.

2. The following conditions must be observed:-

   (a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on
   the outer ends of the stabled vehicles.

   (b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.

No.1 Platform - Signal H26

If the Driver of a train standing at signal H26 needs to speak to the Signaller, he should do so from the telephone on No.1 Platform.

WHITE LINING OF PLATFORM EDGES

1. These instructions provide a safe method of protection by blocking a line to trains whilst staff are working and it is not therefore necessary for a COSS to be appointed.

2 When it is necessary to white line a platform edge, the platform line concerned must be blocked in accordance with the following procedure:-

(a) The person requesting protection must go to the Signalbox advise the Signaller of his name, grade and Employer and request the appropriate platform line(s) be protected by signals and indicate for how long protection will be required.

(b) When the Signaller agrees to the work commencing and confirms that signal protection has been given, the person requesting the protection must countersign the entry in the Train Register. The person requiring protection must then place a Red banner board/flag in the four foot at the Ramp end(s) of the Platform line together with one detonator on one rail of the line.

(c) When the work has been completed and everyone is clear the person who requested the protection must first remove the protecting detonator(s) and Red banner board/flag(s) and advise the Signaller accordingly, repeating his name, grade and Employer.

(d) The person requesting signal protection in the first instance must, except in exceptional circumstances, be the same individual who completes the work and gives up the protection.

In exceptional circumstances, the person requesting signal protection may hand over to a relief provided he advises the Signaller the name, grade and Employer of his relief.

If the Signalbox closes during the protection period the person who requested the protection (or, exceptionally, his relief) must remain on duty until the Signalbox re-opens in order to give the necessary completion advice.

HORNBEAM PARK

When a train comes to a stand at either the Down or Up Platform at Hornbeam Park Station, the Driver must not leave his cab except in accordance with the Rules or in an emergency. In such circumstances when the train is formed by a Diesel Mechanical Multiple Unit (Class 101 to 128) the hand brake must be fully applied.

KNARESBOROUGH

The Signaller at Knaresborough has special authority to clear the Up Home signal before a train booked to stop or terminate at Knaresborough is close to such signal although the next stop signal may be at danger.

APPERLEY JN TO ILKLEY

GREENBOTTOM TUNNEL, GUISELEY AND BRIDGE 22, OTLEY ROAD, MENSTON

Entry into the above bridge and tunnel on foot is forbidden unless protection is provided in accordance with Rule Book, Module T2 or the line is under a T3 possession, or unless it is absolutely necessary in accordance with the Rules and Regulations.

BURLEY IN WHARFEDALE AND ILKLEY

No vehicle with a wheel diameter of less than 14 inches (350mm), vehicle on a wheelskate or road/rail vehicle may be placed on or run over the Down line between Burley in Wharfedale and Ilkley without the Signaller's express authority. This instruction must also be applied when the line is under engineers possession.

WHITEHALL WEST JN TO HELLIFIELD SOUTH JN
SHIPLEY, EAST JN TO BRADFORD FORSTER SQUARE

SHIPLEY

Signal Passed at Danger (SPaD) Indicators

Drivers MUST STOP if they see a SPaD indicator illuminated irrespective of whether or not the indication applies to the line on which they are travelling (Unless they have been given authority to pass it by the Signaller.)
SPaD indicators are provided beyond the following signals:-

Signal Number	Location
L.3971	Shipley platform 2 Down Shipley Main
L.3966	Shipley platform 3 Up Forster Square Main

SHIPLEY, EAST JN TO BRADFORD FORSTER SQUARE
SHIPLEY

Trains composed of Mark IV stock. Trains composed of Mark IV stock may only run via platforms 3 and 4 and may only stop for passenger purposes at platform 3.

Provided signal L3966 has cleared to permit this, a Mark IV train from Bradford must draw right down to the platform end so that all coaches are platformed.

Platform 4 Down Forster Square Main Line
The AWS magnet provided immediately on the Shipley South Jn side of Platform 4 Down Forster Square Main Line starting colour light signal L3969 will only give a warning indication if a train passes the signal at Danger. No AWS indication will be received when the signal is cleared. If a warning indication is received the Driver must stop immediately, unless authority has been given for the signal to be passed at Danger.

BRADFORD FORSTER SQUARE

Train ready to start plungers are provided on each platform. The person in charge of the train must operate the plunger **not before** two minutes before booked departure time, to indicate to the Signaller that the train is ready to depart.

Platform 1 Line
The AWS magnet on this line and immediately on the Shipley side of L.3996 signal will only give a warning indication if a train proceeds towards or passes L.3996 signal at danger.
No AWS indication will be received when a proceed aspect is exhibited. If a warning is received the Driver must stop immediately unless authority has been given for the signal to be passed at Danger.

SHIPLEY SOUTH JN TO SHIPLEY WEST JN
SHIPLEY STATION - PLATFORM 5

In the event of a track circuit failure, this line will normally be worked in the Down direction only and Working by Pilotman will not be introduced. If it is necessary to work the line in both directions during a track circuit failure, Working by Pilotman will be introduced.

SHIPLEY

Platform 5 Up Direction Forster Square Single Line

The AWS magnet provided immediately on the Shipley South side of Platform 5 Up Direction Forster Square Single Line starting colour light signal L3965 will only give a warning indication if a train passes the signal at Danger. No AWS indication will be received when the signal is cleared. If a warning indication is received the driver must stop immediately, unless authority has been given for the signal to be passed at danger.

)

)