

Private and not for publication

BR30018/F

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

## **RAILTRACK LONDON NORTH EASTERN ZONE**

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

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### FRONTISPIECE AND GENERAL INSTRUCTIONS

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#### NOTE

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

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## CONTENTS

	PAGES
Details shown in Table A	F.2
Instructions Relating to the Rule Book	F.8
Track Safety Arrangements: Local safety Policy Statement	F.14
Other General Instructions	F.17
Index - Section of Line /Section No. of Appendix	F.33
Index - Stations/Signal Boxes etc.	F.39

## DETAILS SHOWN IN TABLE A

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

### LOCATION COLUMN

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

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

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

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

### Other abbreviations:

GF	Ground Frame
GSP	Ground Switch Panel

### MILEAGE COLUMN

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

Changes in milepost mileage are shown thus

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

### RUNNING LINES AND SPEED RESTRICTIONS COLUMN

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

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

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

The following abbreviations are used:-

U = Up  
 UA = Up  
 Avoiding

UM = Up Main  
 UG = Up Goods

D = Down  
 DA = Down Avoiding

DM = Down Main  
 DG = Down Goods

UF = Up  
 UPL = <sup>Fast</sup> Up Passenger Loop

DF = Down Fast  
 DPL = Down Passenger Loop

US = Up Slow  
 UGL = Up Goods Loop

DS = Down Slow  
 DGL = Down Goods Loop

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

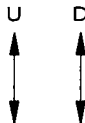
The running direction is indicated by arrow heads. Where a line is signalled for bi-directional working, an arrow head is shown at each end of the bi-directional section. Where a line is signalled for simplified bi-directional working, a double arrow head is used to signify the normal direction of running.

#### EXAMPLE

Unidirectional  
 Up  
 and Down line.



Bi-directional Up  
 and Down line.



Simplified Bi-directional Up  
 and Down line.



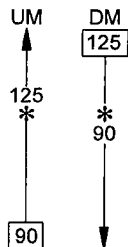
#### Speed Restrictions

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

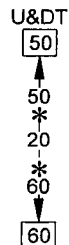
The speed which is carried over from the previous page for Down lines or the next page for Up lines is printed at the top of the page for Down lines and the bottom of the page for Up lines. If the line is full bi-directional the speed will appear in a box at the top and bottom of the page..

For Example

unidirectional



bi-directional



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

The bottom figure (higher speed) shown applies to all passenger (loaded or empty) postal and parcels trains, composed entirely of bogie vehicles, and to light locomotives and Class 140 to 144 trains except where the following letters follow the speed.

D = Applies to Diesel Multiple Unit trains only.

E = Applies to Electric Multiple Unit trains only.

M = Applies to Diesel and Electric Multiple Unit trains only.

H = Applies to High Speed trains only.

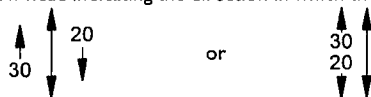
S = Applies to Class 150 to 158 trains only.

For Example

45 Sprinter Unit trains may travel at 75 mph, all other trains must not exceed 45 mph.  
75s

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

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



#### Connections

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



Trailing Crossover, Permissible Speed 15 mph in either direction



Facing Crossover, Permissible Speed 40 mph in either direction.



Single lead junction, Permissible Speed 25 mph in either direction



Double lead junction, Permissible Speed 15 mph in either direction

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



(Note entry on name is in Remarks column)

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

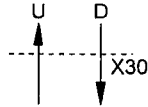
### Level Crossings

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

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

At a level crossing equipped to work automatically for movements in the wrong direction, the Permissible speed for a wrong direction movement between the speed restriction sign and the level crossing is shown preceded by the letter X. Previous Permissible speed resumes beyond crossing unless otherwise shown.

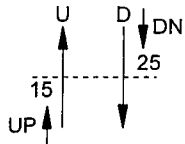
For example:



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

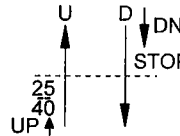
At AOCL and ABCL level crossings, there is a Permissible speed when approaching the level crossing. These are shown preceded by an arrow pointing in the direction of travel.

For example:-



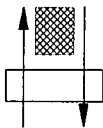
The Permissible speed from the speed restriction board to the level crossing is 25 mph in the Down direction and 15 mph in the Up direction

OR



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

Other Detail:



Station Platform  
(Platform number shown as 5)

Tunnel



Signal box

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



## SIGNALLING AND REMARKS COLUMN

### Signalling System

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

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

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

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

### Remarks

The remarks column gives additional information as follows:-

- 1) Special Speed restrictions where denoted by + in the Running Lines and Speed Restrictions Column.
- 2) Train Operated Staff Warning Systems using the abbreviation:  
  
TOWS - Train Operated Warning System (applies to all lines unless otherwise shown)
- 3) AWS - Automatic Warning System. Detail is given for those lines or locations where the system is not fitted.
- 4) Loop and Refuge Siding Standage is given in Standard Length Units (SLU's) excluding one locomotive and brake van. eg: DGL 66.  
  
The crossing loop length on a single line is denoted by CL; eg.CL35.
- 5) Catch, Spring and unworked trailing points are shown using the following abbreviations in the Signalling and Remarks column:-  
  
C Runback Catch Point  
CW Runback Catch Point worked from Signal box  
S Spring trailing point  
U Unworked trailing point

Where appropriate the distance from fixed signals is shown.

For example

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

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

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

For example

T = Ibbotsons UWC at 185 51.

## **INSTRUCTIONS RELATING TO THE RULE BOOK**

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

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

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

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

Ulceby North Jn to Barton on Humber

- \* Barton Road
- \* Barrow Road (Single line)

Mansfield Woodhouse to Shireoaks East Jn  
Norwood

York to Scarborough  
Howsham

Leeds East Jn to York (Skelton Jn) via Harrogate

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

Leeds West Jn to Hull

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

Hull to Seamer West Jn

- \* Gristhorpe (Single line)

King Edward Bridge South Jn to Carlisle North Jn

- \* Milton Village  
Denton Village  
Lane Head

Bedlington North to Lynemouth Colliery

- \* North Seaton

\* - Crossings normally open for road traffic

**SECTION J - SHUNTING**

Clause X.2.2.

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

**SECTION N - SINGLE LINE WORKING**

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

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

**SECTION V - BRIDGE STRIKES CLAUSE X.2.5 LATE REPORTING OF  
BRIDGE STRIKES**

Such events must be reported to the Railtrack Control Duty Manager personally on 03 - 75880 (B.T. 01904 - 525880). Using the information given to him and a checklist the Control Duty Manager will, in accordance with clause X.2.5.2, instruct the Signaller as to whether the line must remain blocked or if appropriate authorise resumption of traffic (which may be subject to speed and/or type of train restriction) until the arrival of the Bridge Strike Nominee or Bridge Examining Engineer.

## POWER OPERATED POINTS - WRONG DIRECTION MOVEMENTS

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

Signal Box	Point Nos.
Keadby Canal	1001, 1002 (Bridge bolt machines)
Prince of Wales	2098
Tinsley Yard	125B,

## WORKING OF MULTIPLE UNIT TRAINS WITH BRAKES ISOLATED

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

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

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

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

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

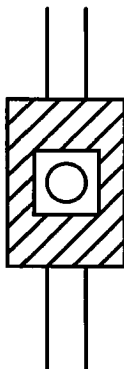
Section of Sectional Appendix line is in	Section of line over which restriction applies	Direction in which restriction applies
4	Woodburn Jn to Nunnery M L Jn	Down
5	Chesterfield to Sheffield	Down and Up
6	Horsforth to Wortley Jn	Up
6	Wakefield Westgate to Whitehall Jn	Down and Up
6	Holbeck West Jn to Bradford Interchange	Down and Up
6	Halifax to Bradford Interchange	Down
6	Marsden to Huddersfield	Down
6	Morley to Holbeck East Jn	Down
6	Barnsley Station Jn to Huddersfield via Penistone	Down and Up
6	Former Skiers Spring 167m66ch to Wincobank Jn	Up

Section of Sectional Appendix line is in	Section of line over which restriction applies	Direction in which restriction applies
6	Former Skiers Spring 167m66ch to Horbury Jn	Down
6	Guiseley to Apperley Jn	Up
6	Guiseley to Burley-in-Wharfedale	Down
6	Guiseley to Dockfield Jn	Up
6	Bridlington to Hunmanby	Down and Up
7	Battersby to Middlesbrough	Up
7	Kildale to Battersby	Up

### **ZERO (0) MINUTES PLATES - RULE BOOK SECTION K**

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

For example:-



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

### **HAULING OF DEAD TRACTION UNITS**

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

### **SNOW CLEARANCE ARRANGEMENTS**

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

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

**BR 30018/F (02.12.00)**

**F.11**

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

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

Miniature Snowploughs:-

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

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

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

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



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

Electrical Control Room	NRN Band III Radio  * Note	ETD Telephone Numbers		PSTN Telephone Numbers # Note
		Short Code  § Note	ETD  ++ Note	
Cathcart	2-176	176	04-53989 04-53990 04-52233	0141-632 3688 0141 632 5274
Doncaster	2-173	173	036-5001 036-5002	01302-329024
Hornsey	2-174	174	00-59420 00-59421	0181-348 9542
Romford	2-175	175	00-57980 00-57981 00-57982	01708-730292 01708-730314
Willesden	2-172	172	00-40594 00-46161 00-46211 00-46335 00-46336	0181-965 2304

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

§      These must only be used for emergencies.

++      Railway Extension Trunk Dialling.

#      Public Subscriber Telephone Network.

## **TRACK SAFETY ARRANGEMENTS : LOCAL SAFETY POLICY STATEMENT**

### **RAILTRACK LONDON NORTH EASTERN ZONE**

#### **1. INTRODUCTION**

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

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

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

#### **2. PERMISSIBLE SPEED INFORMATION**

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

#### **3. ROAD VEHICLE ACCESS POINTS**

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

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

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

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

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

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

**4. PEDESTRIAN ACCESS POINTS**

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

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

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

**5. AUTHORISED WALKING ROUTES**

Railtrack LNE Zone will publish a list of authorised walking routes and will provide a copy of his list to any organisation where employees are authorised to be on the lineside. These organisations will be required to make their own arrangements to bring this information to the attention of their employees.

**6. LOCAL ARRANGEMENTS AND INFORMATION CONCERNING HAZARDS OR SAFETY**

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

**7. DEPOT PROTECTIVE ARRANGEMENTS/PATROLMAN LOCKOUT ARRANGEMENTS**

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

**8. IDENTIFICATION OF BI-DIRECTIONAL LINES**

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

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

TOWS sites are identified in the Sectional Appendix and employers must bring this information to the attention of staff who will require access prior to this taking place.

**10. INDIVIDUALS WORKING ALONE**

Authorisation is given for any IWA to approach within 6 feet 6 inches of any line when working alone, providing that the work only involves patrolling, examining or inspecting and the IWA can meet the requirements of Rule Book Section B.(ii) X.5.1.2.

External organisations and contractors may wish to identify specific locations where their own IWAs are prohibited from working alone. In those situations they should make their own arrangements to bring this information to the attention of their employees and sub-contractors.

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

Track Circuit Operative Devices may only be used at locations on Railtrack LNE Zone where shown in the Sectional Appendix. In all circumstances the Signalmen must be contacted to obtain authorisation of use.

**12. LOCAL HAZARD DIRECTORY**

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

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

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

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

## OTHER GENERAL INSTRUCTIONS INDEX

	<b>C</b>	<b>Page</b>
Countdown Markers		F.18
Cranes on Bridges - Working of		F.23
	<b>E</b>	
Engineers Gauging train - propelling		F.23
Electric Traction : Pantographs		F.27
	<b>G</b>	
GNER Mark IV Stock - Door Barriers		F.27
Guidance When Drivers report low railhead adhesion		F.30
	<b>I</b>	
Instructions for working ground frames and ground switch panels released from signal boxes		F.24
	<b>L</b>	
Lighting and extinguishing of signal lamps		F.24
Low Rail Adhesion - known areas of		F.29
Lucas Track Circuits		F.30
	<b>M</b>	
Multiple Unit Trains equipped with Automatic Couplers		F.26
	<b>P</b>	
Protection arrangements for cleaning of track in station platforms on London North Eastern Zone where the signals protecting entrance to the platforms are controlled signals		F.31
	<b>S</b>	
Stonethrowing		F.32
	<b>T</b>	
Train Protection and Warning System		F.19
	<b>W</b>	
Working of Officers Specials		F.25
Working of trains not fitted throughout with the continuous brake		F.25
Working of traffic on a reception line/siding		F.26

## **OTHER GENERAL INSTRUCTIONS**

### **COUNTDOWN MARKERS.**

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

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



## **TRAIN PROTECTION AND WARNING SYSTEM**

### **1. Scope**

The Train Protection and Warning System (TPWS) is being progressively introduced on the LNE Zone and other Zones. TPWS is a system by which a train is stopped by automatic application of the brakes when activated by lineside equipment. These instructions apply at locations that are fitted with TPWS.

- 1.1 All Rules, Regulations and other instructions continue to apply in the same way as for lines not fitted with TPWS equipment but additional instructions cover the functions of TPWS equipment .

### **2. Description of the System**

TPWS equipment consists of:-

- a) **Trainborne equipment.** The train receives a brake application if the train approaches a speed restriction too fast, a signal at Danger too fast or has passed a signal at Danger.
- b) **Track mounted equipment** alerts the trainborne equipment if the train approaches a speed restriction too fast, a signal at Danger too fast or the train passes a signal at Danger.

TPWS is provided at certain locations, as published in signal box special instructions, to stop a train which:-

- passes a signal at Danger without authority, **or**
- approaches a signal at Danger too fast, **or**
- approaches a reduction in permissible speed too fast, **or**
- approaches buffer stops too fast

TPWS **DOES NOT** relieve the Driver of responsibility for observing signals and speed restrictions.

### **3 TPWS OPERATION.**

#### **3.1 Unsolicited Brake Application by Operation of the TPWS**

When an automatic brake application is initiated as a result of the operation of TPWS, the Driver must:-

- ensure the train comes to a stand
  - acknowledge the TPWS brake demand
- report the circumstances to the Signaller immediately

- act on instructions given
- make **no further** movement of the train until instructed to do so.

The Signaller must carry out the instructions contained in Signalling General Instruction 47. Additional instructions for the Signaller are also contained in Clause 5.

If the Driver and the Signaller are certain that the brake application was **not** initiated by TPWS lineside equipment the train may continue normally, unless the TPWS equipment on the train is defective, in which case the provisions of Clause 5 must be complied with.

### 3.2 Temporary Isolation of TPWS

TPWS may only be isolated where specifically authorised in these instructions and as shown below.

The Driver must operate the temporary isolating switch before:-

- entering a section of line where Temporary Block Working is in operation;
- entering a single line when Working by Pilotman is in operation, and it is necessary to pass more than one signal at Danger
- entering a line which is under possession in accordance with Section T (Part III)

When **leaving** the section of line concerned, the Driver **must reinstate** the TPWS.

**NOTE:** TPWS can be temporarily isolated in the above circumstances without affecting the operation of AWS.

### 3.3 Train Stop Override (Momentary Isolation)

The Train Stop Override may only be used where specifically authorised in these instructions.

If it is necessary for the Driver to pass a signal at danger on the Signaller's instructions, the Signaller must tell the Driver if the signal is equipped with TPWS, the Driver can then operate the TPWS train stop override button where authorised in these instructions.

## 4 DRIVERS REPORT FORM

**4.1** When a TPWS failure or irregularity has been reported to the Signaller, the Driver must complete a Drivers Report Form suitably endorsed.

## **5. FAILURE OF TPWS EQUIPMENT**

### **5.1 Actions of the Signaller**

The Signaller must carry out the following **actions** when advised or becoming aware of a TPWS failure:-

#### **5.1.1 Where a Train Stop fitted at a signal has failed so that it causes automatic brake applications when the signal is cleared**

The Signaller must:-

- tell the Signal Technician
- advise Operations Control of the circumstances.
- make sure the Driver of each approaching train is advised of the circumstances and instructed to operate the TPWS train stop override button (where provided) before passing over the TPWS equipment.
- enter details in the Train Register, including the time that normal working is resumed.

#### **5.1.2 Where an Overspeed Sensor has failed so that it is causing automatic brake application when it should not do so**

The Signaller must:-

- tell the Signal Technician.
- advise Operations Control of the circumstances.  
make sure the Driver of each approaching train is advised of the circumstances and told that an automatic brake application may occur at the Overspeed Sensor
- enter details in the Train Register, including the time that normal working is resumed.

#### **5.1.3 Where the Signaller becomes aware that TPWS lineside equipment has failed so that it will NOT cause an automatic brake application to be made if a train:-**

- **passes a signal at Danger without authority, or**
- **approaches a signal at Danger too fast, or**
- **approaches a reduction in permissible speed too fast, or**
- **approaches buffer stops too fast**

the Signaller must:-

- tell the Signal Technician
- advise Operations Control of the circumstances

- enter details in the Train Register, including the time that normal working is resumed
- Advise any other Signaller

If the TPWS equipment which has failed, applies to a signal, the Signaller must, if it is possible to do so **clear** the signal **before** a train is permitted to approach it.

If the Signaller is **unable** to clear the signal at which TPWS equipment has failed a train must not be **permitted** to approach the signal until the Driver has been:-

- advised of the circumstances if necessary by the signaller in rear **and**
- instructed to proceed cautiously towards the signal at which the TPWS equipment has failed

The Signaller must **not permit** a train to approach:-

- buffer stops, **or**
- a reduction in permissible speed
- at which the Overspeed Sensor has failed until the Driver has been advised of the circumstances if necessary by the Signaller in rear.

If the failure of TPWS lineside equipment prevents the Signaller from clearing the signal in rear, the Signaller must, in addition to complying with the instructions in this clause, apply the provisions of the Rule Book, Section D to movements towards the failed equipment.

## 5.2 Actions by the Driver

The Driver must carry out the following **actions** when becoming aware of a TPWS failure:-

### 5.2.1 When leaving a Maintenance Depot

A traction unit must **not** be allowed to leave a maintenance depot if the TPWS (where provided) is inoperative in any driving cab which requires to be used.

### 5.2.2 When in service

If TPWS equipment becomes defective on a train which is in service the Driver must:-

- stop the train **immediately**
- report the circumstances to the Signaller
- **not** move the train until instructed to do so
- act on instructions given
- complete Drivers Report Form

If TPWS activates when it should not do so, the Driver must:-

- ensure the train comes to a stand
- acknowledge the TPWS brake demand

- report the circumstances to the Signaller
- **not** move the train until instructed to do so.
- act on instructions given

If TPWS equipment has failed to activate when it should have done so the Driver must:-

- stop the train **immediately**
- report the circumstances to the Signaller
- **not** move the train until instructed to do so
- act on instructions given
- complete Drivers Report Form

### **5.3 Defective On Train TPWS Equipment**

Isolation of AWS will automatically isolate TPWS (where provided). However, TPWS can be temporarily isolated without affecting operation of AWS. Full isolation of TPWS will automatically isolate AWS.

On Railtrack London North Eastern Zone a train may remain in service with failed TPWS provided the AWS is working.

#### **6. Driving from other than the leading cab or a propelling movement**

Before commencing a movement the Driver must, if necessary and where provided, temporarily isolate the TPWS. When the movement is finished, the TPWS must be reinstated.

#### **7. Assistance to failed train from the rear**

If the assisting train is provided at the rear of the failed train, the Driver of the assisting train must, if the train or traction unit is fitted, before the movement commences, temporarily isolate the TPWS. When the movement is finished, the TPWS must be reinstated.

### **CRANES ON BRIDGES - WORKING OF**

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

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

### **ENGINEERS GAUGING TRAIN - PROPELLING**

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

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

Except where special instructions are issued, the following instructions and Rule Book, Section J, clause X4.8 and Signalling General Instruction 17 apply:-

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

## **LIGHTING AND EXTINGUISHING OF SIGNAL LAMPS**

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

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

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

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

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



## **WORKING OF OFFICERS SPECIALS**

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

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

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

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

## **WORKING OF TRAINS NOT FITTED THROUGHOUT WITH THE CONTINUOUS BRAKE**

1. Trains not fitted throughout with the continuous brake may only run where specially authorised in Table B of the Sectional Appendix.
2. A Brake van, in which the Guard must ride, must be provided at the rear of the train.

The Guard must ensure that two side lamps are carried on the rearmost brakevan. During darkness, fog or falling snow or when passing through a tunnel, they must show a white light forward. The indication to the rear must be red except as follows:-

- (a) trains in the reverse direction on a bidirectional double line must exhibit a white light on the side next to the other line and a red light on the opposite side.
- (b) trains on a relief or slow line and trains on a goods line or loop adjacent to a main or fast line must exhibit a white light on the side next to the main or fast line and a red light on the opposite line.

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

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

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

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

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

### **WORKING OF TRAFFIC ON A RECEPTION LINE/SIDING**

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

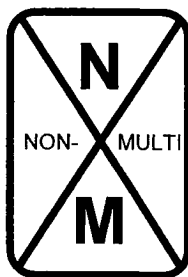
A tail lamp showing a red light must be placed on the rearmost vehicle facing the direction from which trains normally enter the Reception Line/Siding. Where a Reception Line/Siding is normally worked in both directions a tail lamp must be placed at both ends of the vehicles.

### **MULTIPLE UNIT TRAINS EQUIPPED WITH AUTOMATIC COUPLERS**

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

**BR 30018/F (02.12.00)**

**F.26**



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

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

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

### **ELECTRIC TRACTION : PANTOGRAPHS**

Except when specially authorised by the Zone Production Manager electrically hauled freight trains must not operate on the London North Eastern Zone with more than one pantograph raised.

### **GNER MARK IV STOCK - DOOR BARRIERS**

Each GNER Mark IV train carries two door barriers for use when there is delay to the train, not in a designated platform, which is likely to exceed 30 minutes and the train air conditioning is not available.

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

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

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

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

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

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

## **GUIDANCE WHEN DRIVERS REPORT LOW RAILHEAD ADHESION**

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

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

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

If no specific signal or station is stated or if the driver only reports problems accelerating, the signaller will advise Control as a performance issue but take no further action. Otherwise go to question 2.

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

This should be a "Yes or No" answer.

If "Yes" then no further action is required.

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

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

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

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

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

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

## **LUCAS TRACK CIRCUITS**

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

Drax Power Station Branch  
Great Coates No.1 to Immingham East Jn  
West Sleekburn Jn to North Blyth  
Ferrybridge Power Station lines

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

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

**2. Arranging Protection**

- 2.1 The COSS must contact the Signaller and advise him his name, grade and employer and advise him which platform line(s) need to be blocked and how long protection will be required for.
- 2.2 If the Signaller is able to agree to the platform line(s) being blocked, the Signaller must:
- place or maintain the relevant signals to Danger
  - place any crossover etc. points between the platform line and any adjoining line which will remain open to traffic in a position to protect a blocked line
  - use reminder appliances as necessary
  - make an entry in the Train Register as follows:-

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

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

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

**3. Withdrawing Protection**

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

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

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

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

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



# INDEX

SECTION OF LINE	is detailed in	SECTION NO. OF APPENDIX
	A	
Aldwarke Jn to Woodburn Jn		5
Altofts Jn to Leeds North Jn		6
Anlaby Road Jn to West Parade North Jn		6
Apperley Jn to Ilkley		6
Applehurst Loop		6
	B	
Barkston South Jn to Skegness		1
Barkston East Jn to Allington Jn		1
Barnsley, Station Jn to Huddersfield		6
Barrow Hill North Jn to Oxcroft Disposal Point		5
Bates Branch		7
Beam Mill Jn to Slag Road (Lackenby)		7
Bedlington North to Lynemouth Colliery		7
Beighton Jn to Woodhouse Jn		5
Bentley Jn to Hexthorpe Jn		4
Benton North Jn to Morpeth North Jn via Bedlington		7
Bessacarr Jn to Black Carr Jn		1
Bevercotes Colliery Branch		4
Billingham-on-Tees to Seal Sands Storage		7
Bilsthorpe Colliery Branch		4
Boldon East Jn to Boldon North Jn		7
Boldon West Jn to Tyne Dock		7
Bradley Jn to Bradley Wood Jn		6
Branccliffe East Jn to Kirk Sandall Jn		4
Butterwell North Branch		7
Butterwell South Branch		7
	C	
Canonbury West Jn to Finsbury Park Jn		1
Carcroft Jn to Skellow Jn		6
Castleford East Jn to Ledston		6
Castleford West Jn to Pontefract West Jn		6

## C

Clay Cross North Jn to Gascoigne Wood via Sheffield	5
Cleethorpes to Nunnery Main Line Jn via Retford	4
Clipstone Colliery Branch	4
Clipstone South Jn to Clipstone West Jn	4
Clowne Branch	4
Cottam Power Station Branch	4

## D

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

## F

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

## G

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

## H

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

## I

ICI Wilton Coal Terminal Branch	7
---------------------------------	---

## J

Jarrow Branch	7
---------------	---

## K

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

## L

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

## M

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

## N

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

## O

Oakenshaw South Jn to Oakenshaw Jn	6
------------------------------------	---

## P

Park Lane Jn to King Edward Bridge South Jn	7
---	---

## R

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

## S

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

## T

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

## U

Ulceby North Jn to Barton on Humber	4
-------------------------------------	---

# W

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

# Y

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

## INDEX (STATIONS, SIGNAL BOXES etc.)

ABP LC AOCL	4.18	BARNSELY	6.49
ACKLINGTON	2.26	Barnsley (BY)	6.49
Addison LC AHB	7.44	Barnsley Station Jn	6.45, 6.49
ADWICK	6.9	BARROW HAVEN LC (OPEN)	4.24
Adwick Jn	6.22	Barrow Hill North Jn	5.13, 5.18
Alderby Gates LC TMO	7.7	Barrow Hill South Jn	5.13
Alderby Station LC TMO	7.7	Barrow Road LC	4.24
Aiskew LC AOCL	7.7	Barton Hill LC	6.57
Albert Hill	7.40	BARTON ON HUMBER	4.24
Aldwarke Jn	5.8, 5.25, 5.26	Barton Road LC	4.23
Aldwarke New Site	5.26	BA SF Siding Jn	7.33
ALEXANDRA PALACE	1.9	Bathley Lane LC CCTV	1.26
ALLENS WEST LC AHB	7.18	BATLEY	6.44
Allington Jn	1.65	Batley (B) LC	6.44
Allington Jn LC	1.83	BATTERSBY	7.24, 7.25
ALNMOUTH (A)	2.27	Battersby Jn	7.24, 7.25
Alnmouth LC R/G	2.27	Battersby Road LC AOCL	7.25
ALTHORPE	4.34	Bawtry (TSC) OHNS	1.30
Altofts Jn	6.34, 6.51	Bawtry Crossovers GSP	1.30
ANCASTER	1.68	BAYFORD	1.40
Ancaster LC	1.68	BC LC (OPEN)	6.54
Anlaby Road	6.82	Beacon Hill Tunnel	6.40
Anlaby Road Jn	6.96	Beal Crossovers	2.30
Apperley (TSL) OHNS	6.97	Beal LC CCTV	2.30
Apperley Jn	6.97, 6.101	Beam Mill	7.21
Apperley Lane Tunnel	6.101	Beam Mill Jn	7.21, 7.27
Appleby LC	4.33	Bearby Fen LC	1.52
Applehurst Jn	6.22, 6.23	Bebside LC AHB-X	7.52
Ardesley Tunnel	6.12	Beckingham LC	1.60
Argyle Street Jn	2.20	Bedale LC TMO	7.8
Arksey LC CCTV	1.34	Bedlington North LC	7.52, 7.54
ARLESEY	1.15	Bedlington South LC	7.52
Armley (TSL) OHNS	6.15	Beech Hill LC AHB	1.61
Armley Tunnel	6.25	Beighton Jn	5.14, 5.20
ARRAM LC AHB-X	6.89	Beighton Station Jn LC (BX)	5.20
Ashington	7.53, 7.54	Belasis Lane	7.32
ASHWELL & MORDEN	1.42	Belford Crossovers	2.29
Askern LC CCTV	6.69	Belford LC CCTV	2.29
Askew Road Tunnel	2.18, 7.43, 7.58	Belle Isle	1.6
Askham Tunnel	1.28	Bellwater Jn LC	1.78
Auckley LC AHB	1.61	Belmont LC	6.18
Aycliffe	2.14	BEMPTON LC AHB	6.91
Aycliffe (TSC) OHNS	2.14	BEN RHYDDING	6.102
BAILDON	6.102	Beningbrough LC R/G Footpath	2.9
Baildon No. 1 Tunnel	6.102	Bensham Tunnel	7.43
Baildon No. 2 tunnel	6.102	BENTLEY	6.9
Bainton Green LC AHB	1.47	Bentley Jn	4.36, 4.40
Bainton LC AHB	1.47	Bentley LC CCTV	6.9
Balby Bridge Tunnel	1.32	Benton (FS) OHNS	2.22
Balderton LC CCTV	1.26	Benton Crossovers	2.22
BALDOCK	1.41	Benton North Jn	2.22, 7.50
Balne Lane	6.12	Berry Brow	6.46a
Balne LC	2.4	Berwick North Crossover	2.32
Balne Lowgate LC	2.4	BERWICK-UPON-TWEEDE	2.32
Bank House Tunnel	6.40	Bessacarr Halt LC R/G	1.61
BARDON MILL	7.46	Bessacarr Jn	1.61, 1.93
Bardon Mill	7.46	Beswick LC AHB-X	6.89
Bardon Mill LC R/G	7.46	Bevercotes Colliery	4.46
Barkston East Jn	1.67, 1.83	BEVERLEY (BS)	6.89
Barkston South Jn	1.25, 1.67	Beverley LC	6.89
Barlby BOCM LC	6.77	Beverley North LC CCTV	6.89
Barlby North Jn	6.77	Beverley Parks LC AHB-X	6.88
Barnby Lane LC CCTV	1.26	BIGGLESWADE	1.15
Barnby LC CCTV	1.26	Biggleswade Crossovers	1.15
Barnby Moor & Sutton LC CCTV	1.30	BILLINGHAM	7.12
Barnet North Crossover	1.10	Billingham Jn	7.12
Barnet South Crossovers	1.10	Billingham-on-Tees	7.32
Barnet Tunnel	1.10	Billingham-on-Tees LC	7.12
BARNETBY	4.10	Bilthorpe Colliery	4.48
Barnetby East (BE)	4.10	Bilthorpe Colliery Jn	4.47, 4.48

**BR30018/F (02.12.00)**

**F.39**

## INDEX (STATIONS, SIGNAL BOXES etc.)

BINGLEY	6.98	BRITISH STEEL REDCAR	7.22
Bingley (FS) OHNS	6.98	Broad LC AOCL	7.42
Bingley Tunnel	6.98	Broad Street Tunnel	4.17, 5.6
Birdley Jn	2.17	Broadfield Lane LC CCTV	1.73
BISHOP AUCKLAND	7.41	Broadwath LC AHB-X	7.48
Bishop Auckland Jn	7.41	BROCKHOLES	6.46a
Black Carr Jn	1.31, 1.93	Brocklesby East Jn	4.10, 4.22
Blankney LC	1.55	Brocklesby Jn (B)	4.10, 4.22
BLAYDON	7.44	Brocklesby West Jn	4.10, 4.22
Blaydon (B) LC	7.44	BROCKLEY WHINS	7.16
Blenkinsop LC R/G-X Footpath	7.46	BROOKMANS PARK	1.11
Blotoft LC	1.53	BROOMFLEET	6.80
Blue Circle Cement Sidings	6.47	Brotherton Tunnel	5.11
Blue Gowts LC	1.51	BROUGH	6.80
Blyth Bates Terminal	7.55	Brough East Jn	6.80
Bog Hall G F	7.27	Broughton Lane Jn	5.17, 5.26
Boldon Colliery (B)	7.16	BSC Coke Works	7.21
Boldon East Jn	7.16, 7.35	Buckton Lane LC AHB	6.91
Boldon LC AHB	7.16	Bulpir Lane LC CCTV	1.26
Boldon North Jn	7.35, 7.36	BURLEY IN WHARF DALE	6.101
Boldon West Jn	7.16, 7.36	BURLEY PARK	6.16
Bolsover	5.19	Burn Lane LC	6.85
BOLTON-ON-DEARNE	5.9	Burton Agnes LC AHB-X	6.90
Bolton-on-Deerne LC R/G Footpath	5.9	Burton Lane No. 1 LC AHB	1.71
Bonsall Lane LC	4.12	Burton Lane No. 2 LC AHB	1.71
Bootham LC AHB-X	6.56	Buslingthorpe LC AHB-X	4.28
BOOTHFERRY PARK	6.94	Butterswood LC ABCL-X	4.23
Boothferry Road LC	6.86	Butterwell Jn	2.25, 7.53
Boroughbridge Road LC CCTV	7.9	Bystable Lane Jn	4.23
BOSTON	1.74	Bytham (FS) OHNS	1.22
Boston & Spilsby Road LC AHB-X	1.78	Cadeby	5.23
Botany Bay LC	1.30	Cadwell	1.14
BOTTESFORD	1.66	Calder Bridge Jn	6.50, 6.62
Bottesford West Jn (BW)	1.66	Cambois LC TMO	7.54
Boughton Brake Tunnel	4.46	CAMBRIDGE	1.45
Boughton Jn	4.44	Cambridge (CA)	1.45
Boulby Potash Mine	7.28	Cambridge Jn	1.14, 1.41
Boultham Crossing LC CCTV	1.88	Camden Road East Jn	1.36
Boultham Jn	1.88, 1.90	Canal Jn	6.84, 6.85
BOVWES PARK	1.38	Canklow	5.14
Bowes Park OHNS	1.38	Canonbury Tunnel	1.36
Bowesfield (B)	7.19, 7.30	Canonbury West Jn	1.36
BRADFORD FORSTER SQUARE	6.103	Carcroft Jn	6.9, 6.23
BRADFORD INTERCHANGE	6.27	Cardells LC R/G	1.16
Bradley Jn	6.41b, 6.43	Cargo Fleet	7.21
Bradley Tunnel	6.41b	Cargo Fleet Road LC CCTV	7.23
Bradley Wood	6.29	CARLISLE	7.49
Bradley Wood Jn	6.41b	Carlisle (CE)	7.49
Bradway Tunnel	5.4	Carlisle North Jn	7.49
Bramhope Tunnel	6.16	Carlisle South Jn	7.49
BRAMLEY	6.25	Carlton LC CCTV	1.27
BRAMPTON	7.46	Carlton Loops	1.27
Brampton Fell LC	7.46	Carnaby LC AHB-X	6.90
Brampton LC AHB-X	7.10	Carr (Up Goods & Transfer Line)	1.32
Bramwith Road LC AHB	6.22	Castle Hill Tunnel	6.28
Branccliffe East Jn	4.16, 4.38	Castle Hills Jn	2.11, 7.7
Branston & Washingborough Tunnel	1.56	CASTLE MOOR	7.26
Brayford LC CCTV	1.57, 6.85	CASTLEFORD	6.34
Bretton (FS) OHNS	1.20	Castleford (CD) LC	6.34
Brewery Lane LC	1.52	Castleford East Jn	6.35, 6.54
Brewster Lane LC AOCL-X	1.80	Castleford West Jn	6.34, 6.53
Bridge Jn	1.32, 5.27	CATTAL LC	6.19
BRIDLINGTON	6.91	Cave LC	6.80
Bridlington (BN)	6.91	Cayton LC AHB	6.93
Bridlington Quay LC CCTV	6.91	Cemetery North	7.13
BRIGG	4.11	Chalk Lane LC CCTV	6.81
Brigg LC	4.11	CHAPLETOWN	6.48
BRIGHOUSE	6.29	CHATHILL	2.28
Brightside Station Jn	5.7	Chathill (TSC) OHNS	2.28
Brinsworth Street LC CCTV	5.20	Chathill Crossovers	2.28

**BR30018/F (02.12.00)**

**F.40**



## INDEX (STATIONS, SIGNAL BOXES etc.)

Chathill LC R/G	2.28	Crag Mill LC CCTV	2.29
Cheal Road LC	1.52	Crakehall LC TMO	7.8
Cherry Holt LC AHB-X	1.51	CRAMLINGTON	2.23
Cherry Tree LC CCTV	6.89	Crankley Point LC R/G	1.85
Cherry Willingham	4.31	Cranswick LC AHB-X	6.89
Chester-le-Street	2.17	Crescent Jn	1.19, 1.46
Chester-le-Street (TSC) OHNS	2.17	CREWS HILL	1.39
CHESTERFIELD	5.4	Creykes LC R/G	6.86
Chevington LC CCTV	2.26	Cridling Stubbs LC AHB	6.70
Chevington North Crossovers	2.26	Crofton East Jn	6.63, 6.68
Chillingham Road	2.22	Crofton West Jn	6.24, 6.63
Choppington LC AHB	7.52	Cromwell LC CCTV	1.27
Christon Bank LC CCTV	2.28	Cross Common LC AHB-X	6.78
CHURCH FENTON	6.36, 6.83	CROSS GATES	6.75
Church Fenton (CF)	6.36	Cross Lane LC AHB	1.86
Church Fenton North Jn	6.36, 6.83	CROSSFLATS	6.98
Church Fenton South Jn	6.36	CROWLE	4.35
Church Lane LC	1.53	CUFFLEY	1.39
Church Lane LC CCTV	1.26, 7.22	Cumberworth Tunnel	6.46
Church Street LC CCTV	7.13	Cutsyke Jn (CJ) LC	6.53
Clara Vale LC AHB-X	7.43	Dalton (TSC) OHNS	2.10
Clarborough Jn	4.14, 4.25	Dam Dykes LC CCTV	2.23
Clarborough Tunnel	4.14	DANBY	7.26
Clarence Road	7.13	DARLINGTON	2.13
Claxby & Usselby LC AHB-X	4.27	Darlington North Jn	2.13, 7.40
Claxby Gatehouse No. 24 LC AHB-X	4.27	Darlington South Jn	2.12, 7.18
Clay Cross North Jn G F	5.4	DARNALL	4.17
Claypole Down Loop	1.26	DARTON	6.49
Claypole LC CCTV	1.25	Daw Lane LC CCTV	1.34
Claypole Up Loop	1.25	Dawdon (DN)	7.14
Clayton West Jn	6.46	Dawdon Jn	7.14
CLEETHORPES	4.7	Dawes Lane LC AOCL	4.37
Cleveland Freightliner Terminal	7.28	Dean Street Crossover	2.20
Cliffe House	7.12	Dearne Jn	5.8
Cliffe LC CCTV	6.78	Decoy North Jn	1.32, 1.92
Clifton LC CCTV	2.23	Decoy South Jn	1.92, 4.39
Clipstone (C)	4.48	Deepcarr	4.25
Clipstone Colliery	4.48	DEIGHTON	6.43
Clipstone Colliery Jn	4.47, 4.48	Denaby LC CCTV	5.23
Clipstone East Jn	4.44	DENBY VALE	6.46
Clipstone East Jn	4.47	Denton School LC AHB-X	7.47
Clipstone South Jn	4.47, 4.48	Denton Village LC	7.47
Clipstone West Jn	4.44, 4.48	DEVSBURY	6.44
Coal Access LC (OPEN)	7.28	Dewsbury East Jn	6.31, 6.47
COLLINGHAM	1.85	Dewsbury Railway Street	6.47
Collingham LC AHB	1.85	Diggle Jn (DE)	6.42
Colton Jn	2.5, 6.36	Digswell	1.12
Colton North Jn	2.5, 6.36	Dilston LC AHB-X	7.45
Colton South Jn	6.36	Dinnington Jn	4.38
Common Road LC	6.57	DINSDALE	7.18
COMMUNDALE	7.25	Dock Hills LC CCTV	6.9
CONISBROUGH	5.23	Dockfield Jn	6.97, 6.102
Conisbrough Tunnel	5.23	Doddington Road LC AHB-X	1.88
Connington North LC CCTV	1.17	DODWORTH	6.45a
Connington South	1.17	Dodworth LC CCTV	6.45a
CONONLEY	6.99	DONCASTER	1.33
Cononley LC CCTV	6.99	Doncaster (D)	1.33
Coopies Lane LC AHB	7.53	Doncaster (FS) OHNS	1.33, 6.9
Copenhagen Tunnel	1.6	Doncaster North Jn	1.33
Copmanthorpe No. 2 LC R/G	2.6, 6.37	Doncaster Road LC	6.76
CORBRIDGE	7.45	DORE	5.15
Corby Gates	7.48	Dore South Jn	5.5, 5.15
Cottage Lane LC AHB	1.85	Dore Station Jn	5.5, 5.15
Cottam Power Station	4.25	Dore Tunnel	5.15
COTTINGHAM	6.88	Dore West Jn	5.15
Cottingham North LC CCTV	6.88	Dormer Green	2.4
COTTINGLEY	6.44	Drax Branch Jn	6.65, 6.72
Cowpen Lane LC AHB-X	7.12	Drax Power Station	6.72
Crabley Creek LC	6.80	DRAYTON PARK	1.35
Crag Hall	7.29	DRIFFIELD	6.70

**BR30018/F (02.12.00)**

**F.41**

## INDEX (STATIONS, SIGNAL BOXES etc.)

Driffeld (D) LC	6.90	Fish Dock Road LC CCTV	4.7
Driffeld Station LC (RC)	6.90	FITZWILLIAM	6.10
DRONFIELD	5.4	Framborough LC CCTV	6.91
Dryclough Jn	6.40, 6.41a	Flax Mill LC	1.51
Ducketts LC R/G	6.26	Flaxton LC AHB-X	6.57
DUNSTON	7.43	Flemingate LC RC	6.89
DURHAM	2.16	Fletton Jn	1.18, 1.46
Durham (FS) OHNS	2.15	Flockton Sidings GF	6.50
Eagle & Thorpe LC AHB-X	1.87	Flyover East Jn	1.61, 1.92
Eagle Barnsdale LC AHB	1.87	Flyover West Jn	1.91, 1.92
EAGLESCLIFFE	7.10	Folly Bank LC AHB	1.48
Eaglescliffe South Jn	7.10, 7.18	Foreign Ore Branch Jn	4.33, 4.37
Earfit Lane LC R/G	2.5, 6.36	Former Catcliffe Jn	5.16
East Bank Tunnel	5.5	Former Embsay Jn	6.104
EAST BOLDON	7.16	Former Firsby East Jn	1.79
East Cowick LC AHB	6.66	Former Firsby South Jn	1.79
East Cowton Crossovers	2.12	Former Markham Colliery Jn	5.19
EAST GARFORTH	6.75	Former Royston Jn	6.68
East Heslerton LC AHB-X	6.60	Former Wear Valley Jn	7.41
East Holmes	1.57	Forth Banks	2.36
East Road LC R/G	1.15	Foxlow Jn	5.13, 5.19
Eastern Access LC AOCL	6.95	FOXTON	1.44
Eastfield	1.19	Foxton LC	1.44
Eastgate	7.42	Freight Terminal Jn	1.6, 1.36
Eastgate Mount LC (OPEN)	7.28	Friargate LC CCTV	4.8
EASTRINGTON LC AHB-X	6.79	Frickley Colliery	5.21
Eastville LC AHB-X	1.78	Frickley Colliery Branch Jn	5.9, 5.21
Eaves Lane LC R/G Bridleway	1.27	Frinkley Lane LC AHB-X	1.67
Ecclesfield West	6.48	FRIZINGHALL	6.103
EG402 Signal (Up)	2.32	Funthams Lane LC CCTV	1.46
EG403 Signal (Down)	2.32	GAINSBOROUGH CENTRAL	4.13
Egmontan LC CCTV	1.27	Gainsborough Central (GC)	4.13
EGTON	7.26	GAINSBOROUGH LEA ROAD	1.60
Elland (E)	6.29	Gainsborough Trent Jn	1.60, 4.13
Elland Tunnel	6.29	Ganton LC AHB-X	6.61
Elmsley LC (OPEN)	4.48	Garden Street LC CCTV	4.8
Elmton & Creswell Jn	4.42, 4.43	GARFORTH	6.75
ELSECAR	6.49	GARGRAVE	6.100
Elsham LC	4.33	Gascoigne Wood (GW)	5.12, 6.54, 6.75
ENFIELD CHASE	1.39	Gasworks Tunnel	1.5
Engine Shed Jn	6.21, 6.52, 6.66	GILBERDYKE	6.79
England Lane LC	6.64	Gilberdyke Jn	6.79, 6.87
ENRON LC (OPEN)	7.33	GLAISDALE	7.26
Esholt Jn	6.101, 6.102	Gledhall North & South Tunnels	6.42
Esholt Tunnel	6.102	Godnow Bridge LC	4.35
ESSEX ROAD	1.35	Golden High Hedges	1.53
Everton LC R/G	1.15	GOLDTHORPE	5.9
Fairburn Tunnel	6.35	Gonerby Tunnel	1.64
Falldon LC CCTV	2.28	GOOLE	6.86
Falsgrave	6.61	Goole (G)	6.86
FEATHERSTONE LC CCTV	6.63	Goole Bridge (GB)	6.87
Felton Lane LC CCTV	2.25	GORDON HILL	1.39
Fenham Low Moor LC CCTV	2.29	Gosberton	1.52
Fenham (TSC) OHNS	2.29	Gosberton LC	1.52
Fenwick LC	2.4	Goswick LC CCTV	2.30
FERRIBY	6.81	Gowdall Lane LC AOCL	6.66
Ferrybridge (F)	5.11	GOXHILL	4.23
Ferrybridge North Jn	5.11, 6.70	Grand Sluice Jn LC CCTV	1.74
Ferrybridge South Jn	5.11, 6.71	GRANGE PARK	1.39
Ferryhill	2.14	Grange town (G)	7.21
Ferryhill South Jn	2.14, 7.30	Grange town Jn	7.21
Field Lane LC AOCL	6.66	Grange town LC (OPEN)	7.35
FILEY	6.92	GRANTHAM	1.24
Filey Jn	6.92	Grantham North (FS) OHNS	1.25
Filey LC CCTV	6.92	Grantham North Jn	1.24
Finghall Lane LC TMO	7.8	Grantham South Jn	1.24
Finningley LC	1.61	Grassthorne Lane	1.27
FINSBURY PARK	1.7	Graythorpe LC AOCL	7.34
Finsbury Park	1.35	GREAT AYTON	7.24
Finsbury Park Jn	1.7, 1.36	Great Coates No. 1	4.18, 4.19
Firbeck Jn	4.38, 4.39	GREAT COATES LC AHB	4.9

## INDEX (STATIONS, SIGNAL BOXES etc.)

Great Hale Drove No. 1 LC AHB	1.72	HEADINGLEY	6.16
Great Hale No. 2 LC AHB-X	1.72	Headingley Tunnel	6.16
Greatford Drove LC CCTV	1.22	Healey Mills (HM)	6.31
Greatham LC	7.12	Healey Mills A Jn	6.31
Green Lane	7.36	Healey Mills B Jn	6.31
Green Lane LC AHB	7.54	HEALING	4.9
Green Oak Golt LC	6.87	Heaton Depot	2.22
Greenbottom Tunnel	6.101	Heaton Lodge East Jn	6.30, 6.43
Greensfield Jn	2.35, 7.35, 7.38	Heaton Lodge Jn	6.30, 6.43
Greeland Jn (G)	6.29, 6.41a	Heaton North Jn	2.22
GRIMSBY	4.7	Heaton South Jn	2.21
GRIMSBY TOWN	4.8	HEBDEN BRIDGE	6.28
Gringley Road LC RC	4.14	Hebden Bridge (HB)	6.28
Grinkle Tunnel	7.28	Heck GF	2.4
Gristhorpe LC	6.93	Heck Ings LC	6.65
GROSMONT	7.26	Heck Lane LC	6.65
Grove Road GSP	1.28	HECKINGTON LC	1.72
Grove Road LC CCTV	1.28	Hedon Road Sidings	6.95
Guisborough Jn	7.20, 7.23	Hedon Road Sidings East	6.95
Guisborough Road LC AOCL	7.25	Heeley	5.5
GUISELEY	6.101	Heeley GF	5.5
Gunhouse Jn	4.34	HEIGHINGTON LC	7.40
GYPSEY LANE	7.23	Hellifield South Jn	6.100
Habrough Jn	4.9, 4.22	Helpston Jn	1.21, 1.47
HABROUGH LC AHB	4.9	Helpston LC	1.21, 1.47
Hadley Wood	1.10	Hemingfield Tunnel	6.49
HADLEY WOOD	1.10	Hemsworth	6.10
Hadley Wood North Tunnel	1.10	Hendon	7.34
Hagg Lane LC R/G	6.76	HENSALL (H) LC	6.65
Hagg Lane LC AHB-X	6.78	Henwick Hall LC	6.85
HALIFAX (H)	6.40	Hepscott Jn	7.52, 7.53
Hall Dene	7.14	Hepscott LC AHB	7.52
Hall Lane Jn	5.18, 5.19	HERTFORD NORTH	1.40
Hall Royd Jn	6.28	Heslerton Station LC AHB-X	6.60
HALTWHISTLE	7.46	Hessay LC	6.20
Haltwhistle (HW)	7.46	Hessay WD G/F	6.20
Ham Hall LC AOCL	7.7	HESSLE	6.81
Hambleton East Jn	6.76, 6.84	Hessle East Jn	6.81
Hambleton Jn (TSC) OHNS	2.5	Hessle Road (HR)	6.81, 6.94
Hambleton North Jn	2.5, 6.84	Hett Mill LC CCTV	2.15
Hambleton South Jn	2.5, 6.84	HEWORTH	7.17
Hambleton West Jn	6.76, 6.84	HEXHAM	7.45
HAMMERTON LC	6.19	Hexham (H)	7.45
Hammerton Road LC	6.19	Hexthorpe Jn	4.40, 5.22
Hammerton Street	6.26	Heyworth LC	2.4
Hare Park	6.11	Hibaldstow LC AHB	4.11
Hare Park Jn	6.24	Hickleton (H)	5.9
HARRINGAY	1.8	High Eggborough LC	6.65
Harringay Jn	1.8, 1.37	High Ferry Lane LC AHB	1.76
Harringay Park Jn (H)	1.37	High Ferry LC AHB	1.76
Harringay Viaduct	1.8	High Jn	2.11
HARROGATE	6.17	High Level Bridge Central Jn	2.35, 7.17
Harrymore Lane LC R/G	6.76	High Level Bridge Jn	2.35, 7.17, 7.38
Harston LC AHB	1.44	High Marnham	4.44
Hartburn Jn	7.11, 7.30	High Scampston LC AHB-X	6.60
HARTLEPOOL	7.13	High Street LC	1.56
Hartley LC AHB	7.51	HIGHBURY & ISLINGTON	1.35
Harworth Colliery	4.39	Highbury Vale Jn	1.36
HATFIELD	1.11	Highdyke	1.24
HATFIELD & STAINFORTH	4.36	Hillam Gates LC CCTV	5.12, 6.35
Hauxton LC AHB	1.44	Hirst Lane	7.53
HAVENHOUSE	1.81	HITCHIN	1.14
Havenhouse LC AHB-X	1.81	Hitchin (TSC) OHNS	1.14, 1.41
Haw Bank Tunnel	6.104	Hitchin South	1.14
Hawthorn Bank LC AHB	1.50	Holbeck East Jn	6.44
Haxby Road LC CCTV	6.56	Holbeck West Jn	6.13, 6.25
Haxby Station LC CCTV	6.56	Holgate Jn	2.6, 2.34, 6.37, 6.55
Haxley LC CCTV	1.60	Holloway	1.6
HAYDON BRIDGE LC	7.45	Holme Green LC R/G	1.15
Haywood LC CCTV	6.69	Holme LC CCTV	1.17

## INDEX (STATIONS, SIGNAL BOXES etc.)

Holme Lode LC CCTV	1.17	Kesteven LC AHB-X	1.58
Holmes Jn	5.20	Kettleby LC AHB	4.11
Holmes Jn LC CCTV	5.7	KILDALE	7.25
Holton Gatehouse LC AHB-X	4.27	Kildwick LC CCTV	6.99
Holton-le-Moor (H) LC	4.27	Killingholme	4.21
Holywell LC ABCL	7.51	Killingworth LC CCTV	2.23
Honington LC AHB-X	1.67	Kin Lane LC AOCL	4.20
HONLEY	6.46a	Kilnhurst	5.25
Hopetown Jn	7.40	Kilnwick LC AHB-X	6.89
Horbury Jn (HJ)	6.32, 6.50	King Edward Bridge East Jn	2.35, 2.36, 7.38, 7.39
Horbury Jn GF	6.32	King Edward Bridge North Jn	2.18, 2.36, 7.38, 7.58
Horbury Station Jn	6.31	King Edward Bridge South Jn	2.18, 2.35, 7.39, 7.43, 7.58
HORNBEAM PARK	6.17	KINGS CROSS	1.5
HORNSEY	1.8	Kings Cross (K)	1.5
Horsfall Tunnel	6.28	Kings Dyke LC	1.46
HORSFORTH	6.16	Kingston Terminal Jn	6.95
Horsforth (H)	6.16	KIRK SANDALL	4.36
Hough Lane LC AHB-X	1.67	Kirk Sandall Jn	4.36, 4.38
How Mill LC AHB-X	7.48	Kirkby Laythorpe LC AHB	1.71
HOWDEN LC CCTV	6.79	Kirkham Abbey LC	6.58
Howsham LC	6.58	Kirkstall (FS) OHNS	6.97
Howsham LC AHB-X	4.26	Kirkstall Loops	6.97
HUBBERTS BRIDGE LC	1.73	Kirton Lane LC CCTV	4.35
HUDDERSFIELD	6.47	Kirton Lime Sidings (KL)	4.12
HUDDERSFIELD (HU)	6.43	KIRTON LINDSEY	4.12
Huddersfield North & South Tunnels	6.43	Kirton Tunnel	4.12
Huddersfield South Tunnel	6.47	KIVETON BRIDGE	4.16
HULL	6.82	KIVETON PARK	4.16
Hull Paragon	6.88	Kiveton Park (KS) LC	4.16
Hull Paragon (HP)	6.82	Knapton LC AHB-X	6.60
Hull River Swing Bridge	6.95	KNARESBOROUGH	6.19
Humber Road Jn	4.20, 4.21	Knareborough Tunnel	6.19
HUNMANBY	6.92	KNEBWORTH	1.13
Hunmanby Jn	6.92	KNOTTINGLEY	6.64
Hunmanby LC	6.92	Knottingley (K) LC	6.64
Hunmanby Sands Lane LC ABCL-X	6.92	Knottingley East Jn	6.64, 6.71
Hunslett East	6.83	Knottingley South Jn	6.70, 6.71
Hunslett South Jn	6.52	Knottingley West Jn	6.64, 6.70
Hunslett Station Jn	6.52	Lamesey Crossover	2.17
HUNTINGDON	1.17	Lane Head LC	7.47
Huntingdon (TSC) OHNS	1.17	Lane LC R/G	1.44
Huntingdon North Jn	1.17	Langford LC AHB	1.85
Huntingdon South Jn	1.17	Langley Jn Down	1.13, 1.40
Hutton Bonville (FS) OHNS	2.12	Langley Jn OHNS	1.40
HUTTON CRANSWICK	6.89	Langley Jn Up	1.13, 1.40
Hutton LC AHB-X	6.89	Langley South Jn	1.40
HYKEHAM LC AHB-X	1.87	LANGWITH WHALEY-THORNS	4.42
ICI Brinefield LC (OPEN)	7.32	Langworth (L) LC	4.30
ICI Weighbridge House	7.28	LEAHOLM	7.26
ICI Wilton Coal Terminal	7.28	Lebberston Road LC	6.93
ICI Wilton Jn	7.28	Ledston	6.54
ILKLEY	6.102	LEEDS (L)	6.14, 6.73
Immingham East Jn	4.20	Leeds (TSL) OHNS	6.13
Immingham Reception Sidings (IR)	4.20	LEEDS (WHITEHALL)	6.21
Immingham West Jn (IW)	4.21	Leeds East Jn	6.14, 6.73
Inkersall LC (OPEN)	4.47	Leeds North Jn	6.15, 6.52
Isabella LC TMO	7.55	Leeds West Jn	6.14, 6.73
Ivy Farm LC R/G	1.42	Leeming Bar LC TMO	7.7
Jacky Duffin Wood LC R/G	6.72	LETCHWORTH	1.41
Jarrow	7.37	Leverton LC AHB	4.25
Joan Croft Jn	6.23	Leyburn (site of)	7.8
Joan Croft Jn LC	2.4	LINCOLN CENTRAL	1.56
Jumble Lane LC	6.49	Linwith Lane LC AHB	6.72
Keadby Canal LC	4.35	Lissingley LC AHB-X	4.28
Keadby Swing Bridge	4.35	Little Barford	1.16
KEIGHLEY	6.99	Little Barford (FS) OHNS	1.16
Kelby Lane LC AHB-X	1.68	Little London LC AHB	4.9
Kelloe Bank Foot Branch Jn	7.31	Little Mill Crossovers	2.27
Kelloe Bank Foot North End	7.31	Little Mill LC CCTV	2.28
Kelloe Bank Foot Staff Instrument	7.31	Little Steeping LC AHB-X	1.78

## INDEX (STATIONS, SIGNAL BOXES etc.)

Littlefield Lane LC CCTV	4.8	Methley Jn	6.51, 6.53
Littleworth LC	1.49	Methley North LC R/G	6.51
Littlington LC AHB	1.42	METROCENTRE	7.43
Lockington LC AHB-X	6.89	MEXBOROUGH	5.24
LOCKWOOD	6.46a	Mexborough Jn	5.24, 5.25
Lockwood Tunnel	6.46a	MICKLEFIELD	6.75
Lolham LC CCTV	1.21	Micklefield Jn	6.75, 6.83
London Road Jn	7.48	Mickley LC R/G	7.45
London Road LC AHB	1.50	MIDDLESBROUGH	7.20
Londonderry Sidings	7.35	Middlesbrough (M)	7.20
Long Byre LC AHB-X	7.46	Milford (M)	5.12, 6.35
Long Lane LC CCTV	7.10	Milford Jn	5.12, 6.35
LONGBECK LC (L)	7.22	Mill Green (MG) LC	1.51
Longhirst LC CCTV	2.25	Mill Lane Jn	6.27
Longlands Jn	7.9	Mill Race Jn	5.7
Longlands Jn Down	2.11	Millwood Tunnel	6.28
Longlands Jn Up	2.11	Milner Royd Jn	6.29, 6.40
Longlands Tunnel	7.9	Milner Royd Jn (MR)	6.29, 6.40
Loversall Carr Jn	1.31, 1.91	Milton Village LC	7.47
Loversall Jn	1.31, 1.92	MIRFIELD	6.30, 6.43
Low Eilers Curve Jn	4.38, 4.40	Mirfield East Jn	6.30, 6.44
Low Fell Jn	2.17, 7.50	Moat Hills LC CCTV	1.34
Low Gates LC	7.9	Molewood Tunnel	1.40
Low Row LC	7.47	Monk Bretton Loop	6.68
Low Scampston LC AHB-X	6.60	Monkwearmouth	7.15
Lowthorpe LC AHB-X	6.90	Monsanto/BASF LC AOCL	7.33
Lucker LC CCTV	2.28	Moody Lane LC AOCL	4.18
Lucks Road LC AHB	1.49	MOORGATE	1.35
Lymn Bank LC AOCL-X	1.79	MOORTHORPE	5.10
Lynemouth Colliery	7.54	Moorthorpe (M)	5.10
Maidendale	7.18	Moorthorpe Jn	5.10, 5.21
Maltby Colliery	4.38	Moorthorpe LC R/G Footpath	5.10
Malting Lane LC AHB-X	1.53	Moortown LC AHB-X	4.26
MALTON	6.59	MORLEY	6.44
Malton (M) LC	6.59	Morley Tunnel	6.44
MANORS	2.20	MORPETH	2.24
Mansfield Road LC CCTV	4.15	Morpeth (M)	2.24
MANSFIELD WOODHOUSE	4.41	Morpeth Jn	2.24, 7.53
Manston LC R/G	6.75	Morpeth North Jn	2.24, 7.52, 7.53
Manton Wood	4.15	Morpeth North LC CCTV	2.24
Marcheys House Jn	7.54, 7.57	Morton Carr LC AOCL	7.24
Marcheys House LC	7.54	Moss LC	2.4
MARKET RASEN	4.28	Muston LC AHB	6.93
Market Rasen LC R/G Footpath	4.28	MYTHOLMROYD	6.29
Markham Main Colliery GF	4.38	NAFFERTON LC AHB-X	6.90
MARSDEN	6.42	Naworth LC AHB-X	7.47
Marsh Farm LC (OPEN)	4.21	NEEB LC (OPEN)	7.33
Marsh Jn (M)	4.8	Nether Lane LC AHB-X	6.90
Marsh Lane Jn	6.74	Nether Poppleton LC AHB	6.21
Marsh Lane LC AHB	4.20	Neville Hill East Jn	6.74
Marsh West Jn	4.8, 4.19	Neville Hill West Jn	6.74, 6.83
Marshall Meadows (FS) OHNS	2.32	NEW BARNET	1.10
Marshgate Jn	1.32, 4.36, 6.9	New Barnetby LC	4.10
Marshmoor	1.11	NEW CLEE	4.7
MARSKE	7.23	New England North	1.20
Marston Moor LC	6.20	NEW HOLLAND	4.24
MARTON	7.23	New Inn LC (OPEN)	4.21
Marton Lane LC ABCL	7.24	New Moor LC AOCL	7.53
Masborough Jn	5.8, 5.14	NEW PUDSEY	6.26
Masborough Sorting Sidings South Jn	5.14	NEW SOUTHGATE	1.10
Matt Pitts Lane LC AOCL-X	1.80	NEWARK CASTLE	1.84
Maud Foster LC AHB	1.75	Newark Castle (NC) LC	1.84
Maxey LC CCTV	1.21, 1.47	Newark Crossing	1.26, 1.85
MEADOWHALL	5.7, 6.48	Newark Crossing East Jn	1.85, 1.89
Medge Hall LC	4.35	Newark Crossing South Jn	1.26
MELDRETH	1.43	NEWARK NORTH GATE	1.26
Meldreth Road LC AHB	1.43	Newark South Jn	1.26
Melton Lane LC	6.81	NEWCASTLE	2.19, 7.59
MIENSTON	6.101	Newcastle East Jn	2.19, 2.35, 7.17, 7.59
MITHERINGHAM	1.55	Newcastle North Jn	2.19

## INDEX (STATIONS, SIGNAL BOXES etc.)

Newcastle South Jn	2.19, 7.59	Oxmarsh Crossing LC	4.24
Newcastle West Jn	2.36, 7.59	Oxspring Tunnel	6.45a
Newham LC CCTV	2.28	PALMERS GREEN	1.38
Newport East Jn	7.20	PANNAL	6.17
Newsham LC	7.51	Park Drain LC CCTV	1.61
Newsham North Jn	7.52, 7.55	Park Lane Jn	7.17, 7.39
Newsham Road LC TMO	7.55	Park Road	1.51
NEWTON AYCLIFFE	7.40	Pasture Road LC ABCL	4.24
No. 115 LC R/G	1.21	Pasture Street (P) LC	4.7
No. 174 LC R/G	2.29	Peascliffe Crossovers	1.25
No. 193 LC R/G	2.30	Peascliffe Tunnel	1.25
No. 203 LC R/G	2.32	Peckfield Crossover	6.75
No. 238 LC R/G	1.30	PEGSWOOD	2.24
No. 263 LC R/G	1.34	Pelaw Jn	7.16, 7.37
No. 318 Sykes Lane LC	1.59	Pelham Street	1.56
No. 42 LC R/G	1.15	Pelham Street Jn	1.56, 4.32
No. 55 LC R/G	1.15	PENISTONE	6.45a
No. 65 LC R/G	1.16	PETERBOROUGH	1.19
No. 66 LC R/G Footpath	1.16	Peterborough (P)	1.19
No. 71 LC R/G Footpath	1.16	Petteril Bridge Jn	7.48
No. 81 LC R/G	2.10	Philip Lane LC R/G	6.76
No. 82 LC R/G	2.10	Phillips No. 2 LC AOCL	7.33
No. 89 LC R/G	2.11	Phillips No. 3 LC AOCL	7.33
No. 94 water Drove LC	1.52	Phillips Siding Jn GF	7.32
No. 179 LC R/G	2.29	Picton LC CCTV	7.10
Noblethorpe LC	2.4	Pilgrim Street Crossover	2.20
Normanby Park GF	4.37	Pilleys Lane LC AHB	1.75
NORMANTON	6.34	Plessey Crossovers	2.23
Normanton LC AHB-X	1.66	Plessey Road LC CCTV	7.51
North Blyth	7.56	Ponsbourne Tunnel	1.40
North Carr LC	1.60	PONTEFRAC T BAGHILL	5.10
North Gate LC (OPEN)	7.28	PONTEFRAC T MONKHILL	6.63
North Kelsey LC AHB-X	4.26	Pontefract Monkhill Goods Jn	6.64, 6.71
North Lincoln Jn	4.34	PONTEFRAC T TANSHELF	6.63
North London Incline OHNS	1.36	Pontefract West Jn	6.53
North Muskham (TSC) OHNS	1.27	POPLETON	6.20
NORTH ROAD	7.40	Poppleton LC	6.20
North Seaton LC	7.54	Port Clarence GF	7.32
North Tees LC AOCL	7.32	Post Office Lane LC AHB	6.70
North/South Access LC	7.33	Potland LC AOCL	7.53
NORTHALLERTON	2.11	Potteric Carr Jn	1.32, 4.40
Northallerton East Jn	7.8, 7.9	POTTERS BAR	1.11
Northallerton High Jn	7.8	Potters Bar (TSC) OHNS	1.11
Northorpe (N) LC	4.12	Potters Bar Tunnel	1.11
Norton LC	6.69	Potters Grange Jn	6.66, 6.86
Norton-on-Tees East	7.11, 7.31	Prince of Wales (P) LC	6.53
Norton-on-Tees LC	7.11	PRUDHOE LC	7.44
Norton-on-Tees South (NS)	7.11, 7.30	Pyewipe Jn	1.58, 1.90
Norton-on-Tees West LC	7.30, 7.31	Pyewipe Road LC	4.19
Norwell Lane LC CCTV	1.26	Quadring LC AHB	1.52
Norwood Jn	7.43, 7.50	Quarrington LC AHB	1.69
Norwood LC	4.42	Ranskill LC	1.30
Nottingham Branch Jn	1.24, 1.64	Ranskill Loops	1.30
Nuntery Main Line Jn	4.17, 5.6	RAUCEBY (R) LC	1.69
NUNTHORPE LC (N)	7.24	RAVENSTHORPE	6.44
Oakenshaw (O)	6.68	RAWCLIFFE	6.66
Oakenshaw Jn	6.52, 6.67	Red Barns Tunnel	2.20
Oakenshaw South Jn	6.67, 6.68	Red Cap Lane LC ABCL	1.75
OKLEIGH PARK	1.10	Red Lane LC	6.63
Osakwood Farm LC R/G	6.19	REDCAR CENTRAL	7.23
Offord	1.16	REDCAR EAST	7.23
Old Leake LC AHB-X	1.77	Redcar LC (R)	7.23
OLD STREET	1.35	Redcar Ore Terminal Jn	7.23
Ollerton Colliery (OC)	4.44	Redmire	7.8
Orton Mere	1.46	Reepham LC CCTV	4.30
Osterfen LC CCTV	1.25	Renishaw Park	5.13
Ouston Crossovers	2.17	Reston GSP	2.33
OUTWOOD	6.12	RETTFORD	1.29
Oxcroft D F	5.18	Retford (FS) OHNS	1.29
Oxmarley LC	6.30	Retford North	1.29

## INDEX (STATIONS, SIGNAL BOXES etc.)

Retford South Jn	1.29	SEATON CAREW	7.12
Retford West Jn	1.29	Seaton Snook Jn	7.12, 7.34
Retford Western Jn	4.25	Seaton-on-Tees	7.34
Richmond Hill Tunnel	6.74	Seghill North LC AHB	7.51
RIDING MILL	7.45	SELBY	6.77
Rigton	6.16	Selby (S)	6.76
Rillington LC AHB-X	6.59	Selby Road LC AHB	6.69
Robin Hood Tunnel	6.46a	Selby South Jn	6.76, 6.85
Rohm Haas LC AOCL	7.33	Selby Swing Bridge	6.77
Romanby Road LC CCTV	7.9	Selby West Jn	6.76, 6.84
Rossington Colliery	1.91	Sewerby LC AHB	6.91
Rossington Colliery Jn	1.91	Sewerston Lane LC R/G	1.65
Rossington GSP	1.31	Seymour Jn	5.19
Rossington LC CCTV	1.31	Seymour Jn (SE)	5.18
ROTHERHAM CENTRAL	5.26	Shaftholme Jn	1.34, 2.4, 6.69
Rotherham Central Jn	5.20, 5.26	SHEFFIELD	5.6
Rounton Gates LC AHB-X	7.10	Sheffield (S)	5.6
Rowland Hall LC AHB-X	6.79	Sheffield North Jn	5.6
Rowston LC	1.55	Sheffield South Jn	5.6
Roxby	4.37	Shell Jn	7.11, 7.28
Roxton Sidings LC	4.9	Shell Mex Depot	7.37
Royal Mail Terminal	7.50	Shell Mex LC (OPEN)	4.21
Royal Oak LC AHB-X	6.92	Shepcote Lane East Jn	5.16, 5.17
ROYSTON	1.43	Shepcote Lane West Jn	5.16, 5.17
Rufford Colliery	4.48	SHEPLEY	6.46
Rufford Colliery Jn	4.47, 4.48	SHEPRETH	1.43
Rufford No. 1 Coal Stacking Siding	4.47	Shepreth Branch Jn	1.44
Rushey Sidings LC AHB-X	4.15	Shepreth Branch OHNS	1.44
RUSKINGTON	1.55	Shepreth LC AHB	1.43
Rustons Tip LC R/G	1.88	SHERBURN IN ELMET LC CCTV	6.35
RUSWARP LC ABCL	7.27	Sherburn Jn	6.35, 6.54
Ryhope Grange	7.35	SHILDON	7.41
Ryhope Grange (RG)	7.15	Sildon (S)	7.41
Rylstone LC (TMO)	6.104	Sildon Tunnel	7.41
SALTAIRE	6.98	SHIPLEY	6.97, 6.98, 6.103, 6.104
SALTBURN	7.22	Shipley East Jn	6.97, 6.98, 6.103
Saltburn West Jn	7.22, 7.29	Shipley South Jn	6.103, 6.104
Saltend	6.95	Shipley Tunnel	6.98
Salterhebble Down & Up Tunnels	6.41a	Shipley West Jn	6.98, 6.104
SALTMARSH	6.87	SHIREBROOK	4.41
Saltmarsh LC (SA)	6.87	Shirebrook East Jn	4.42, 4.46
Sand Bank Jn	1.32	Shirebrook Jn	4.41, 4.43
SANDALL & AGBRIGG	6.11	Shirebrook Jn (SJ)	4.41
Sandhill Lane LC	6.76	Shirebrook South Jn	4.45
SANDY	1.15	SHIREOAKS	4.16
Sandy North Jn	1.15	Shireoaks East Jn	4.16, 4.42
Sandy South Jn	1.15	Shireoaks Station LC CCTV	4.16
SAXILBY	1.59	Shireoaks West Jn	4.16, 4.43
Saxilby LC	1.58	Sibsey (S) LC	1.76
Scalm Lane LC R/G	6.84	Silbottle (TSC) OHNS	2.27
SCARBOROUGH	6.61	SILKSTONE COMMON	6.45a
Scopwick LC	1.55	Simmons House LC AHB-X	1.77
Scorborough LC AHB-X	6.89	Simon Storage Siding GF	7.32
Scothern LC AHB-X	4.30	Sinail Bank LC CCTV	1.56
Scremerston LC CCTV	2.30	SKEGNESS	1.82
Scruton LC TMO	7.7	Skellow Jn	6.22, 6.23
Sculcoates	6.95	Skelton Bridge Jn	2.8
SCUNTHORPE	4.34	Skelton Jn	2.8, 2.34, 6.21, 6.39, 6.55
Scunthorpe (S)	4.34	SKIPTON	6.100
Scunthorpe West Jn	4.34	Skipton Middle Jn	6.100, 6.104
SEABURN	7.16	Skipton North Jn	6.100
Seacroft LC AOCL-X	1.82	Skipton South Jn	6.100
Seaham	7.14	Slag Road LC	7.27
SEAHAM	7.14	SLAITHWAITE	6.42
Seal Sands Branch Jn	7.32, 7.33	SLEAFORD	1.70
Seal Sands LC AOCL	7.32	Sleaford East (SE) LC	1.70
SEAMER	6.61	Sleaford East Jn	1.62, 1.70
Seamer (SR)	6.61	Sleaford North Jn	1.63
Seamer South Jn	6.93	Sleaford North Jn LC	1.54
Seamer West Jn	6.61	Sleaford Sidings GF	1.73

## INDEX (STATIONS, SIGNAL BOXES etc.)

Sleaford South	1.54, 1.62	Stourton Jn	6.52
Sleaford South Jn	1.54, 1.62	Stow Park LC	1.59
Sleaford West (SW) LC	1.69	Stowgate LC AHB	1.48
Sleaford West Jn	1.63, 1.69	Stranton	7.13
SLEIGHTS OCC LC	7.27	STREETHOUSE	6.63
Smeafeld LC CCTV	2.29	Streethouse LC CCTV	6.63
Smithfield Road LC AHB-X	4.26	Strensall (S) LC	6.57
Snaith & Pontefract Highway LC AHB	6.65	Strensall No. 1 LC CCTV	6.57
SNAITH LC AOCL	6.66	Strensall No. 2 LC CCTV	6.57
Snaith Road LC AHB	6.66	Stubbs Walden North LC CCTV	6.69
Snelland LC AHB-X	4.26	Stubbs Walden South LC CCTV	6.69
SOUTH BANK	7.21	Sudbrook Lane LC AHB-X	1.68
South Bank Jn	7.21	Sudforth Lane (S) LC	6.64
South Drove LC AHB	1.49	Summer Lane Jn	6.45
SOUTH ELMSALL	6.10	SUNDERLAND	7.15
South Kirkby Jn	5.21, 6.10	Sunderland (S)	7.15
South Kirkby (TCS) OHNS	6.10	Sunderland North Tunnels	7.15
SOUTH MILFORD LC R/G footpath	6.75	Sunderland South Tunnels	7.15
South Scarle LC AHB	1.86	Swalwell Jn	7.43
South Tunnel	1.10	SWINDERBY	1.87
South Yorkshire Jn (DS)	1.33, 5.22	Swinderby (S) LC	1.87
South Yorkshire Jn (US)	1.33, 5.22	Swinderby Road LC AHB	1.86
SOVERBY BRIDGE	6.29	Swinedyke LC R/G	4.12
Sowerby Bridge Tunnel	5.29	SWINESHEAD	1.72
SPALDING	1.50	Swineshead LC AHB	1.72
Spalding (S) LC	1.50	SWINTON	5.8, 5.24
Speeton LC AHB	5.92	Swinton North Jn	5.8, 5.24
Spital LC R/G	2.30	Swinton South Jn	5.8, 5.24
Spring Lodge LC	6.70	Tallington Crossovers	1.22
Springbank North Jn	6.94, 6.96	Tallington LC CCTV	1.22
Springbank South Jn	6.94	Tallington (TSC) OHNS	1.21
Springs Jn	6.101	Tanekersley Tunnel	6.49
Springwell Lane LC AHB	7.9	Tapton Jn	5.4, 5.13
Springwood Jn	6.45	Tattershall Road LC AHB	1.75
Springwood Jn	6.47	Tees (T)	7.19
SS Chemicals LC AOCL	7.33	TEESSIDE AIRPORT	7.18
St Neots North Jn	1.16	Temple Hirst Jn	2.4, 6.85
St. Catherine's Jn	4.38, 4.39	Tenpsford LC CCTV	1.15
St. Georges Road LC CCTV	6.82	Thackley Tunnel	6.97
St. James Bridge Jn	7.17	THIRSK	2.10
St. James Deeping	1.48	Thoresby Colliery	4.46
St. James Jn	5.22, 5.27	Thoresby Colliery Jn	4.44, 4.46
ST. NEOTS	1.16	THORNABY	7.19
St. Neots South Jn	1.16	Thorne Jn	4.36, 6.86
Stainforth Jn	4.36, 6.22	Thorne Moor Ends LC AHB	6.86
Stainforth Road LC AHB	6.22	Thorne No. 2 LC AHB	4.35
Stainton LC AHB-X	4.30	Thorne No. 1 LC AHB	4.35
STALLINGBOROUGH LC	4.9	THORNE NORTH	6.86
Stamford LC CCTV	2.28	THORNE SOUTH	4.35
Standedge Tunnel	6.42	Thornhill Jn Crossover	6.31
STANHOPE	7.42	Thornhill LNW Jn	6.30, 6.44
Stanningley Tunnel	6.26	THORNTON ABBEY	4.23
Stannington (TSC) OHNS	2.23	THORPE CULVERT	1.79
Stannington LC CCTV	2.23	Thorpe Culvert LC	1.79
STARBECK	6.16	Thorpe Gates LC	6.76
Starbeck LC	6.18	Thorpe Hall LC RC	6.76
Staythorpe Crossing LC	1.84	Thorpe LC AOCL	6.69
STEETON & SILSDEN	6.99	Thorpe Marsh	6.22
STEVENAGE	1.13	Thorpe Road LC AHB	6.22
Silton Fen	1.17	Thorpe-on-the-Hill LC AHB-X	1.87
STOCKSFIELD	7.45	Thrumpton (T) LC	4.14
STOCKSMOOR	6.46	Thrumpton West Jn (Down)	4.14, 4.25
Stockmoor Jn	6.46	Thrumpton West Jn (Up)	4.14, 4.25
STOCKTON	7.11	Thrybergh Jn	5.25
Stockton Cut Jn	7.11, 7.19	THURNSCOE	5.9
Stoke	1.23	Thurstonland Tunnel	6.46a
Stoke (TSC) OHNS	1.23	Thwaite Gates LC CCTV	6.88
Stoke GSP	1.23	Tile Shed LC AHB	7.16
Stoke Tunnel	1.23	Tinsley Avesta LC TMO (B)	5.16
Stourton (S)	6.52	Tinsley East Jn	5.26



## INDEX (STATIONS, SIGNAL BOXES etc.)

Tinsley Park Jn	5.16	Wensley LC TMO	7.8
Tinsley South Jn	5.17, 5.26	Werrington Jn	1.20, 1.48
Tinsley Yard (Y)	5.16	Wescoehill Tunnel	6.16
Tollerton	2.9	West Bank Hall LC AHB	6.72
Torworth LC CCTV	1.30	West Burton (WB)	4.13
Totley Tunnel East (TE)	5.15	West Burton East Jn	4.13
Treeton Jn	5.14, 5.16	West Burton West Jn	4.13
Trent East Jn	1.60, 4.13	West Cornforth LC TMO	7.31
Trent Jn	4.34, 4.37	West Cowick LC R/G	6.66
Trent West Jn	1.60, 4.13	West Heslerton LC AHB-X	6.60
Turners Lane Jn	6.33, 6.50	West Holmes Jn (WH)	1.57, 1.88
Tursdale Jn	2.15	West LC (OPEN)	7.34
Tuxford GSP	1.28	West Parade North Jn	6.88, 6.96
Tweedmouth (T)	2.31	West Sleekburn Jn	7.54, 7.56
Tweedmouth Crossover	2.31	West Street Jn (WS) LC	1.73
Tyne Dock	7.36	Westbrecks LC AHB	4.25
Tyne Yard	2.17	Westbrook Lane LC R/G	1.85
Tyneside (T)	2.35, 7.38	Western Entrance LC CCTV	4.21
Uffington (UN) LC	1.47	WETHERALL	7.49
ULCEBY	4.22	Whiley Hill LC AHB	7.40
Ulceby Jn (UJ) LC	4.22	WHITBY	7.27
Ulceby North Jn	4.22, 4.33	Whitchester Tunnel	7.46
Ulceby South Jn	4.22	Whitehall Jn	6.13, 6.15, 6.21
Ulgham Grange LC CCTV	2.25	Whitehouse (W) LC	7.21
Ulgham Lane LC CCTV	2.25	Whitehouse Lane LC R/G Footpath	1.26
ULLESKELF	6.36	Whitley Bridge Jn	6.65
Union Dock	4.18	WHITLEY BRIDGE LC CCTV	6.65
Unthank LC TMO	7.42	WHITWELL	4.42
Upper Denton LC AHB-X	7.47	Whitwell Tunnel	4.42
Urray Nook LC (UN)	7.18	Whitwood Jn	6.34, 6.53
WAINFLEET	1.80	Whixley	6.19
Wainfleet Bypass LC AHB-X	1.81	Wickenby (W) LC	4.29
Wakefield Westgate South Jn	6.11	WIDDRINGTON	2.25
WAKEFIELD KIRKGATE	6.33, 6.62	Widdrington LC CCTV	2.25
Wakefield Kirkgate (K)	6.33, 6.62	Widdrington Sidings Crossover	2.25
Wakefield Kirkgate East	6.33	Willoughby Road LC AHB	1.75
Wakefield Kirkgate West Jn	6.32, 6.62	Willows Lane LC AHB	1.75
Wakefield Road Tunnel	6.26	Wilsford LC AHB-X	1.68
WAKEFIELD WESTGATE	6.12	Wilstrop LC	6.19
Wakefield Westgate South Jn	6.24	WINCHMORE HILL	1.38
Wakefield Westgate West Jn	6.24	Wincobank Jn	5.7, 6.48
Walesby LC AHB-X	4.27	Winning Jn	7.56
Walton Street	6.96	Winning LC	7.56
Walton Street Jn	6.88	Wintersett	6.11
Walton Street LC CCTV	6.88	Winthorpe LC AHB	1.85
Wansford Road LC CCTV	6.90	Wiserley Hall LC R/G	7.42
Warden LC AHB-X	7.45	WITTON PARK	7.41
Wardley	7.37	Witton-le-Wear LC	7.41
Warkworth LC CCTV	2.27	WOMBWELL	6.49
Warsop Jn	4.43, 4.45	Womersley LC AHB	6.70
WATTON AT STONE	1.40	Wood Green North Jn	1.9, 1.38
Watton GF	1.40	Wood Green (FS) OHNS	1.9
Watton LC AHB-X	6.89	Wood Green South Jn	1.9
Weasel Hall Tunnel	6.28	Wood Green Tunnel	1.9
Weaverthorpe LC	6.60	Wood Lane LC AHB	4.19
WEETON	6.16	Woodburn Jn	5.26
Welbeck Colliery East GF	4.49	Woodburn Jn (W)	4.17, 4.25
Welbeck Colliery Jn	4.45, 4.49	Woodcroft LC	1.21
Welbeck Colliery West GF	4.49	Wooden Gate Crossovers	2.27
Welbury LC AHB-X	7.10	Wooden Gate LC CCTV	2.27
WELHAM GREEN	1.11	Woodend Jn	4.42, 4.43
Welhouse Tunnel	6.46	Woodhall Lane LC AHB-X	6.78
Wellowgate LC CCTV	4.8	WOODHOUSE	4.17
Welton Crossover	4.30	Woodhouse Jn	4.17, 5.20
Welton LC	6.81	WOODDLESFORD	6.51
Welwyn (FS) OHNS	1.11	Woodwalton Jn	1.17
WELWYN GARDEN CITY	1.12	Woolley Coal Sidings	6.50
WELWYN NORTH	1.13	Woolley New Tunnel Down	6.50
Welwyn North Tunnel	1.13	Woolley Old Tunnel Up	6.50
Welwyn South Tunnel	1.13	Woolmer Green	4.13

**BR30018/F (02.12.00)**

**F.49**

## **INDEX (STATIONS, SIGNAL BOXES etc.)**

Woolmer Green GSP Crossover	1.13
WORKSOP	4.15
Worksop (WV)	4.15
Worksop East LC CCTV	4.15
Worksop West Jn	4.15
Wortley Jn	6.15, 6.97
Wortley West Crossover	6.25
Wrawby Jn	4.26, 4.33
Wrawby Jn (VJ)	4.10
WRESSLE LC AHB-X	6.78
Wroot Road LC CCTV	1.61
Wyberton LC CCTV	1.73
WYLAM LC	7.44
Yafforth LC AOCL	7.7
YARM	7.10
Yarm Tunnel	7.10
YORK	2.7, 6.38
York (FS) OHNS	2.8
York (Y)	2.7, 6.38
YORK (Y)	6.56
York Yard North	2.34, 6.55
York Yard South	2.34, 6.55
Yorkshire Tar LC (TMO)	4.21





