

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

RAILTRACK
LONDON NORTH EASTERN ZONE

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

SECTION NO. 6

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Published by Railtrack London North Eastern Zone, Safety & Standards, York for and
on behalf of all businesses having lines covered within the Boundaries of this Section.

YORK
JUNE 1998

Production Manager
Railtrack LNE Zone
Room W160
York

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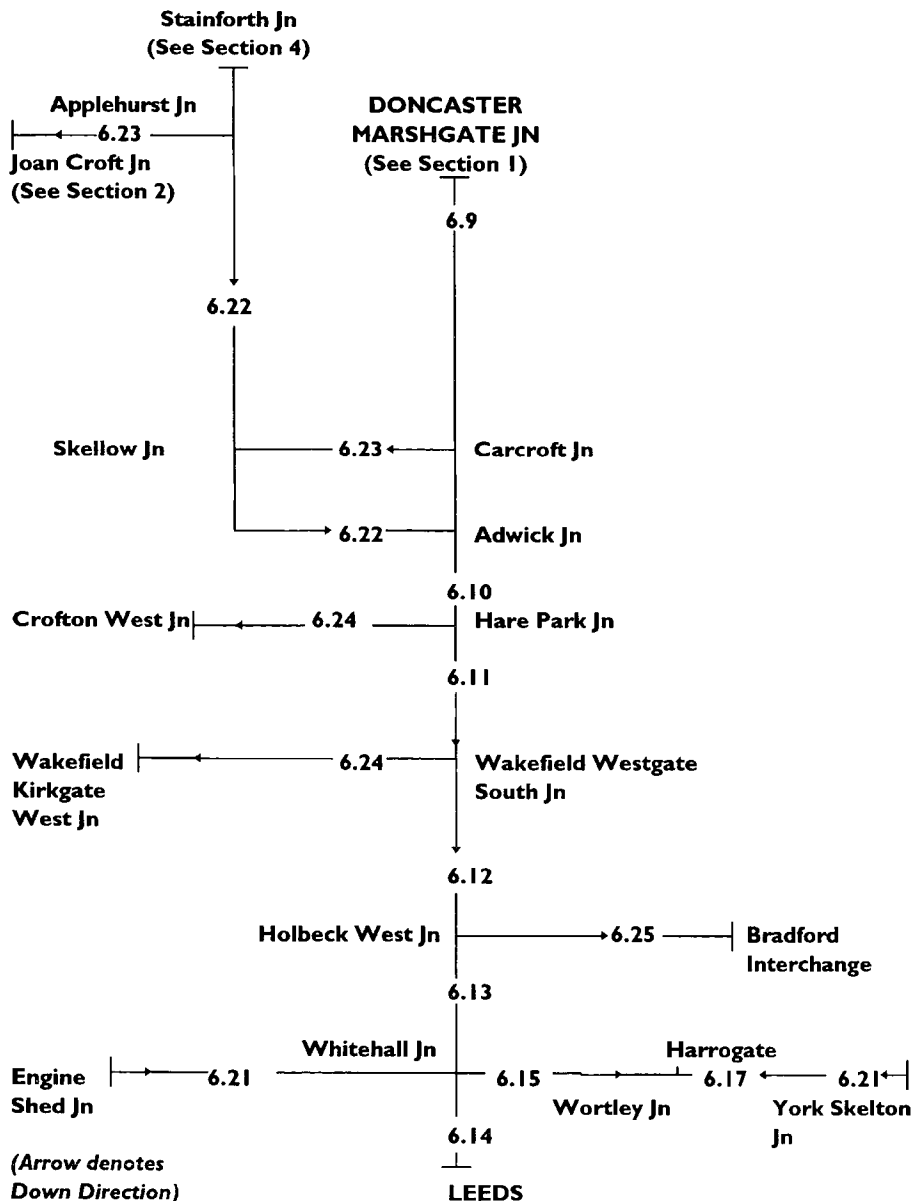
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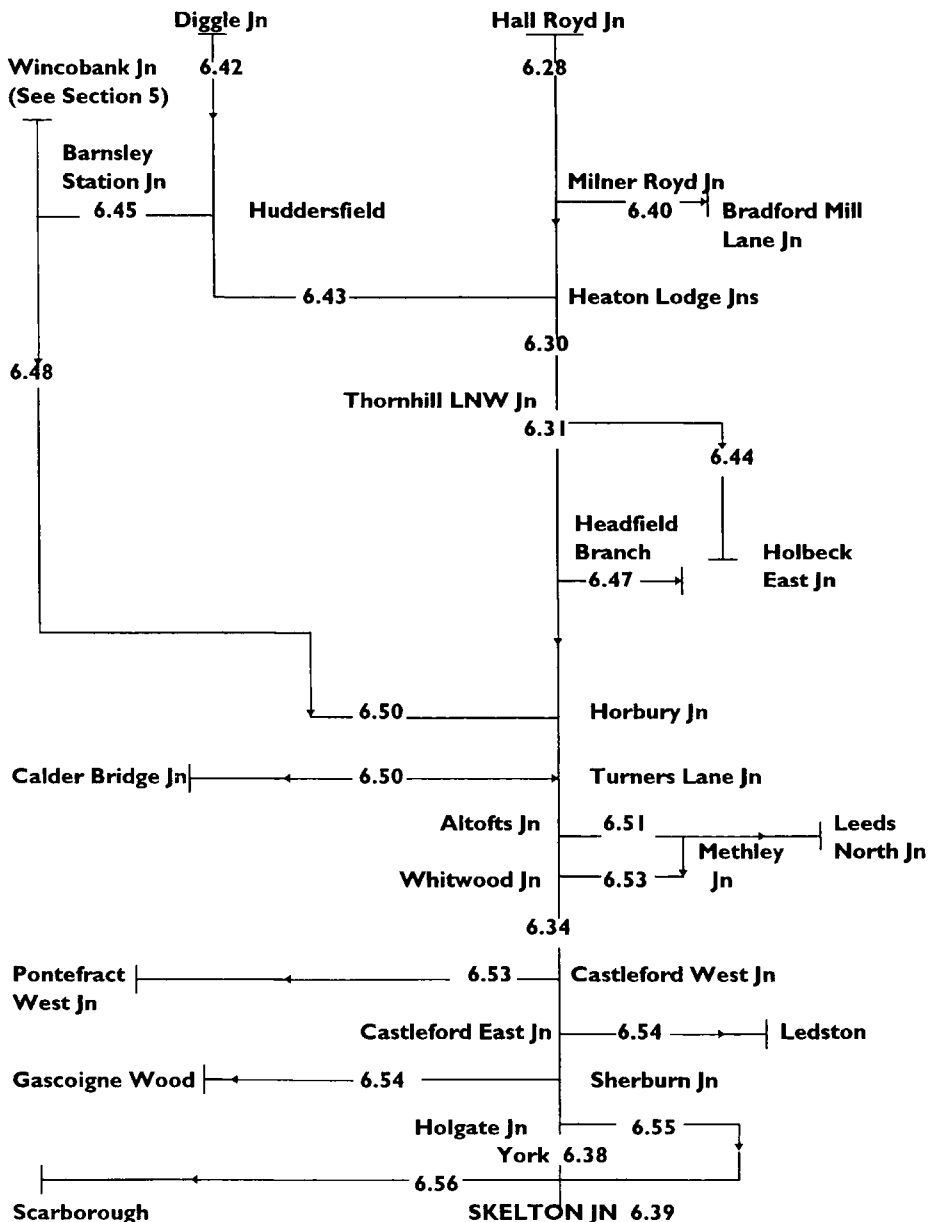
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LINES COVERED IN SECTION 6

DONCASTER, MARSHGATE JN TO WHITEHALL JN LEEDS AND BRANCHES

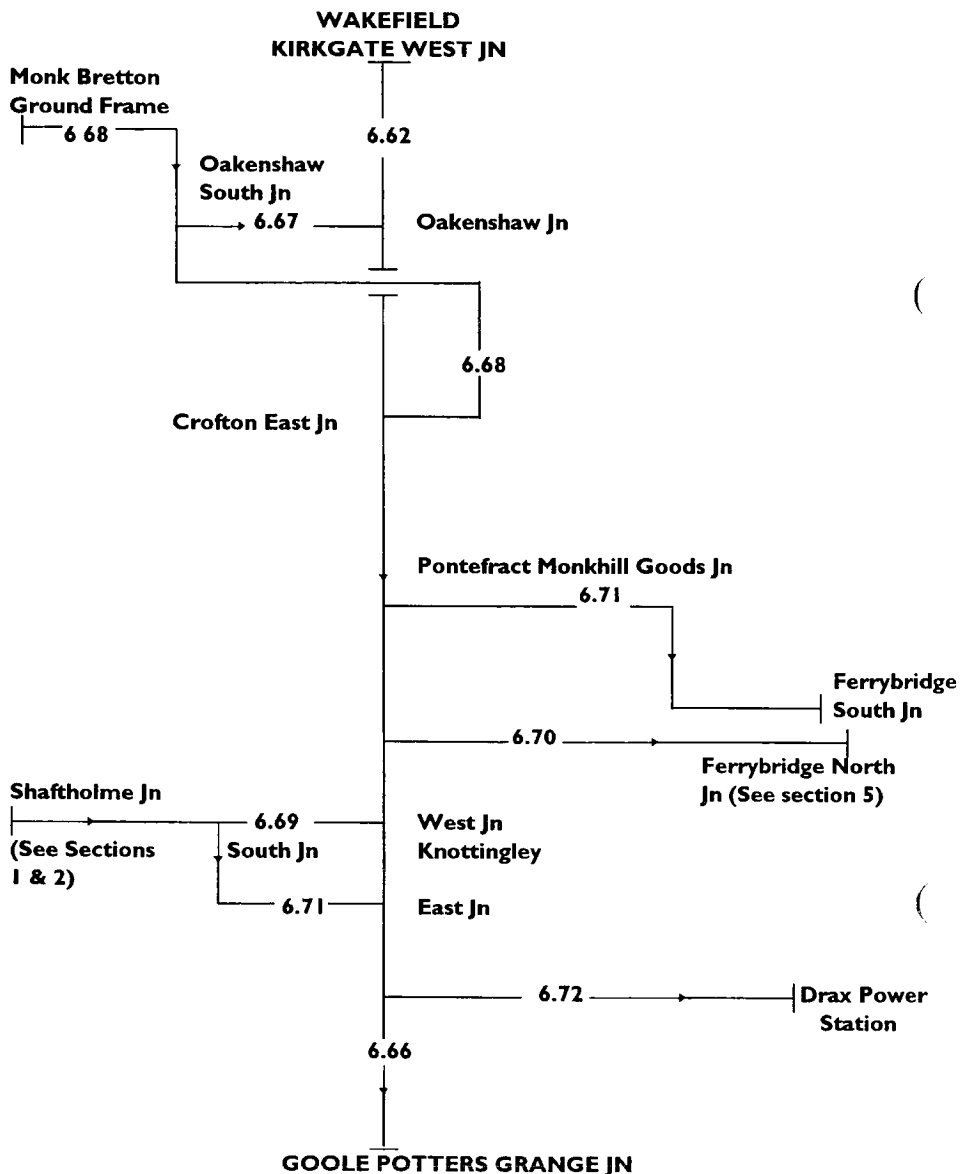


LINES COVERED IN SECTION 6 - Continued
HALL ROYD JN TO SKELTON JN AND BRANCHES



Scarborough
 (Arrow denotes Down direction)
 BR30018/6 JUNE 1998

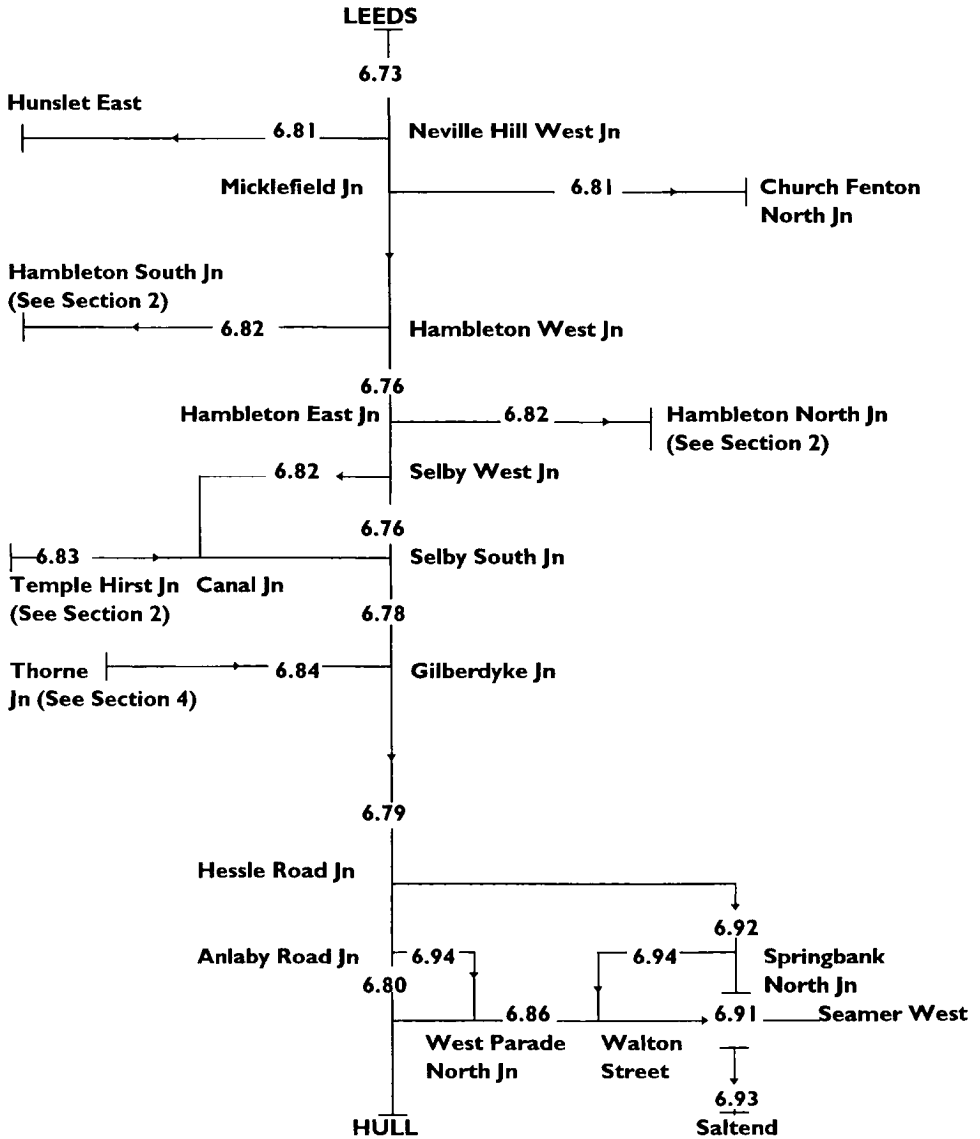
LINES COVERED IN SECTION 6 - Continued
WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE



(Arrow denotes Down direction)

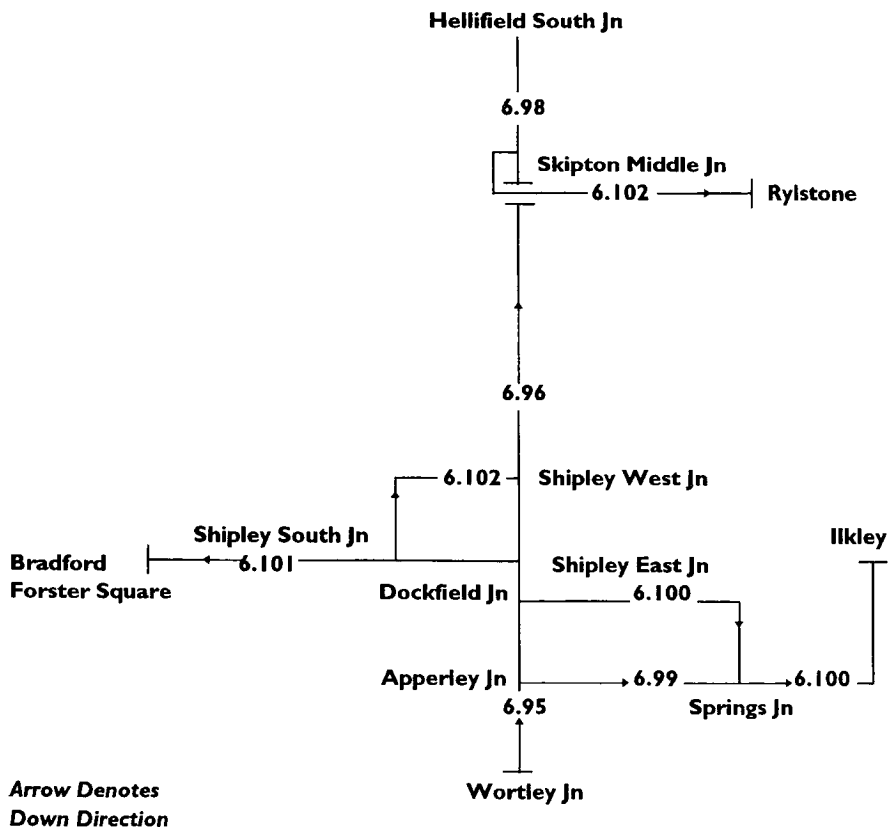
LINES COVERED IN SECTION 6 - Continued

LEEDS TO HULL AND BRANCHES



(Arrow denotes Down direction)

LINES COVERED IN SECTION 6 - Continued
WORTLEY JN TO HELLIFIELD SOUTH JN AND BRANCHES



List of Lines in the sequence used throughout the section	Page in Table A
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York Holgate Jn to Skelton Jn	6.55
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WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN AND BRANCHES

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**List of Lines in the sequence used
throughout the section**

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Hambleton South Jn to Hambleton West Jn	6.82
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WORTLEY JN TO HELLIFIELD SOUTH JN AND BRANCHES

Wortley Jn to Hellifield South Jn	6.95
Apperley Jn to Ilkley	6.99
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Shipley East Jn to Bradford Forster Square	6.101
Shipley Middle Jn to Rylstone	6.102
Shipley South Jn to Shipley West Jn	6.102

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p style="text-align: center;">DONCASTER, MARSHGATE JN TO WHITEHALL JN</p>	<p>NRN 031</p> <p># To/From Doncaster see Sections 1 & 4</p> <p>Marshgate Jn to Adwick Jn controlled by Doncaster (D) Signal box.</p> <p>Hot Axle Box Detector on the Up Main Line at 158 60</p> <p>T = Atkinsons UWC at 159 10</p> <p>## To/From Skellow Jn see page 6 23</p> <p>### To/From Stainforth Jn see page 6 22</p>
Marshgate Jn	156 28		
Doncaster F.S.	156 40		
OHNS	156 50		
Dock Hills LC CCTV	156 63		
	156 72*		
BENTLEY	157 47		
Bentley LC CCTV	157 52		
ADWICK	159 72		
Carcroft Jn	160 09		
Adwick Jn	160 65		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Winterset	171 07		NRN 031
	171 19		# To/From Winterset Opencast
Hare Park Jn	171 73		CW Up at 171 58 (126 yards before reaching signal L264)
SANDAL AND AGBRIGG	174 05		## To/From Crofton West Jn see page 6 24
	174 28*		
	174 58*		
	175 34*		
Wakefield Westgate South Jn	175 38		### To/From Wakefield Kirkgate West Jn see page 6 24

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
WAKEFIELD WESTGATE	175 60* 175 62* 175 65 175 76*		NRN 031 DPL = 45 PP is authorised on the Down Platform Loop and Up Platform line. # To/From Wrenthorpe Sidings
Balne Lane	176 02* 176 12 176 75* 177 09*		
OUTWOOD	177 11* 177 21* 178 26 180 43*		
Ardsley Tunnel (297 yards)	180 61 to 180 75		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN 031</p> <p>C Up at 183 66 (963 yards before reaching signal L200)</p> <p>C Up at 184 74 (secured out of use)</p> <p># To/From Bradford Interchange see page 6 25</p> <p>## To/From Dewsbury see page 6 44</p> <p>C Up at 185 19 (352 yards before reaching signal L196)</p> <p>### To/From Leeds Station see page 6 15</p>
Leeds TSL OHNS	184 16*		
	184 66		
Holbeck West Jn	185 01		
Holbeck East Jn	185 03		
	185 08*		
	185 16*		
Whitehall Jn	185 21*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
LEEDS E. JN TO YORK (SKELTON JN) VIA HARROGATE			NRN 031
Leeds East Jn	20 26		<p>PF is Authorised on the Down Goods Line, Up Goods Line and Through Road for Class 0 and 5 trains only</p>
LEEDS (L)	20 47*		<p>PP is Authorised in Platforms 5,6,8,9 and 12. Line Direction changes in Leeds Station at 20 47 except DG and UG. Leeds (L) Signal box area between Leeds and Horsforth (excl.)</p>
Leeds West Jn	20 70 0 00		<p>SPEED RESTRICTIONS LEEDS STATION AREA ARE:- LEEDS EAST JN 20 25 TO 20 47 10 MPH. LEEDS WEST 0 07 TO 20 47 15 MPH. These apply over all lines and and crossovers. USH = Up Shipley DSH = Down Shipley # To/From Viaduct line</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Leeds North Jn	0 05		NRN 031 USH = Up Shipley DSH = Down Shipley 15 mph ALL lines and crossovers 20 47 to 0 07 Leeds Station
	0 07*		# To/From Allofts Jn see page 6.52
			## To/From Engine Shed Jn see page 6.21
Whitehall Jn	0 25* 195 54*		### To/From Wakefield see page 6.13
	195 63*		#### To/From Apperley Jn see page 6.95
Armley TSL OHNS	196 13 196 18*		USS = Up Shipley Slow DSS = Down Shipley Slow USF = Up Shipley Fast DSF = Down Shipley Fast USM = Up Shipley Main DSM = Down Shipley Main
Wortley Jn	196 19		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN 031 Controlled by Leeds (L) Signal box Leeds to Horsforth (exclusive). C Down at 0 41 (630 yards before reaching signal L7)</p> <p>C Down at 1 65 (1211 yards before reaching signal D2)</p> <p>C Down at 3 53 (secured out of use)</p> <p>AB Horsforth to Rilton LC</p> <p>NRN Channel Change Down - 069 7m 09ch Up - 031 5m60ch</p> <p>T = Low Moor Farm UWC at 11 68</p> <p>AB Rilton to Harrogate + Unworked trailing crossover secured out of use for Civil Engineers use only.</p>
BURLEY PARK	0 20* 0 40* 0 44* 1 27		
Headingley Tunnel (70 yards)	1 72 to 1 75		
HEADINGLEY	2 11		
HORSFORTH	4 61 4 65*		
Horsforth	4 70*		
Bramhope Tunnel (2m 241yards)	5 65 to 7 76		
Wescoehill Tunnel (100 yards)	10 14 to 10 18		
	10 47* 10 54*		
WEETON	10 62		
Rilton LC	12 15		

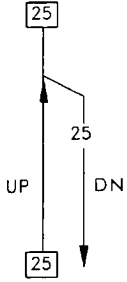
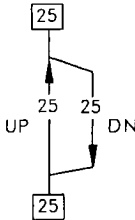
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
PANNAL	14 03		NRN 069 T = New York Farm UWC at 12 55 AB Rilton to Harrogate
	15 09*		
	15 28*		
HORNBEAM PARK	16 25*		
	16 26		
	16 29*		
	16 41*		PF is authorised on the Through Line in Harrogate Station for stabling purposes only
	17 16*		
HARROGATE	17 24		PP is authorised on the Down and Up Main lines in Harrogate Station. The line direction from Harrogate to Skelton Jn is UP
	20 38		AB Harrogate to Starbeck TL = Through Line + = secured out of use
	20 21*		AWS not provided at Harrogate Up direction Signals H24 (Platform 3), H25 (Through Line) and H26 (Platform 1)
			C Down at 19 72 (575 yards before reaching Harrogate Outer Home Signal).

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

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
KNARESBOROUGH LC	16 54		NRN 069 AB Starbeck to Knaresborough ET Knaresborough to Cattal
Knaresborough Tunnel (178yards)	16 48 to 16 42* 16 40		
	16 36*		
	16 27*		
	16 24*		
Oakwood Farm LC R/G	14 47		T = Flaxby Grange UWC at 12 68 T = Hopperton Old Station at 12 16 T = Hopperton Grange UWC at 11 70
Whixley LC	11 08		
CATTAL LC	10 23* 10 20* 10 16*		AB Cattal to Hammerton
Hammerton Road LC HAMMERTON LC	9 17 8 61 8 56* 8 53*		T = Rothmall Lane UWC at 9 02 ET Hammerton to Poppleton
Wilstop LC	7 45		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
<p>Nether Poppleton LC AHB</p> <p>Skellon Jn</p>	<p>2 34 2 33*</p> <p>1 65*</p> <p>0 08 0 00</p>		<p>NRN 069</p> <p>To/From York see page 6 39 Controlled by York (Y) Signal box</p>
<p>Engine Shed Jn</p> <p>Whitehall Jn</p>	<p>195 20</p> <p>195 52</p>	<p>LEEDS ENGINE SHED JN TO WHITEHALL JN</p>	<p>NRN 031</p> <p>Line controlled by Leeds (L) Signal box see page 6 52</p> <p>see page 6 15</p>

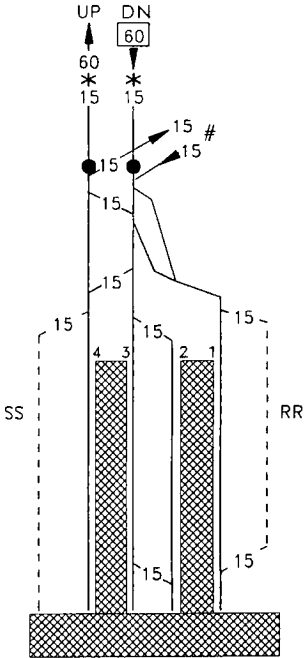
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
STAINFORTH JN TO ADWICK JN			NRN 031 Line controlled by Doncaster (D) Signal box See Section 4
Stainforth Jn	166 70	UP 25 DN 25	
Stainforth Road LC	166 66*	* *	
AHB	165 42	-----	
Bramwith Road LC	164 72	-----	
AHB		-----	
Thorpe Road LC	164 48	-----	
AHB		50 50	
Thorpe Marsh	163 46*	* 15 15 * 15 20	# To/From Thorpe Marsh Power Station
Applehurst Jn	163 27	25 25	## To/From Joan Croft Jn see page 6 23
	163 20*	25 ##	
	162 40*	* 50	T= Booths No.1 UWC at 162 46 T= Booths No.3 UWC at 162 32 C Up at 162 30
Skellow Jn	160 59 0 61	25 25	### To/From Carcroft Jn see page 6 23
	0 21	50 ###	
Adwick Jn	0 00	50	see page 6 9

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Applehurst Jn	0 49	<p>APPLEHURST LOOP</p> 	<p>NRN 031 Line controlled by Doncaster (D) Signal box See page 6 22</p>
Joan Croft Jn	0 44 0 00		<p>CW Down at 0 44 (555 yards before reaching signal D 851). T = South Farm No.2 UWC at 0 35 T = South Farm No.1 UWC at 0 15 CW Up at 0 03 (584 yards before reaching signal D 732). See Section 2</p>
Carcroft Jn	160 09	<p>CARCROFT JN TO SKELLOW JN</p> 	<p>NRN 031 Line controlled by Doncaster (D) Signal box see page 6 9</p>
Skellow Jn	160 59		<p>C Down at 160 19 (404 yards before reaching signal D 742). C Up at 160 30 (540 yards before reaching signal DS 108). see page 6 22</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hare Park Jn	171 73*	HARE PARK JN TO CROFTON WEST JN	
		<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> UP ↑ 20 * </div> <div style="text-align: center;"> DN ↓ 20 * 55 * 25 ↓ 25 * </div> </div>	NRN 031 see page 6 11 Controlled by Leeds (L) Signal box CW Up at 173 18 (690 yards before reaching signal 0 302). see page 6 63 Controlled by Oakenshaw (O) Signal box
Crofton West Jn	173 22*		
Wakefield Westgate South Jn	0 00*	WAKEFIELD WESTGATE SOUTH JN TO WAKEFIELD KIRKGATE WEST JN	
		<div style="text-align: center;"> 15 * ↑ 30 ↓ * 25 ↓ </div>	NRN 031 Controlled by Leeds (L) Signal box see page 6 11 CW at 0 19 Facing in DOWN direction Controlled by Wakefield Kirkgate (K) Signal box see page 6 32
Wakefield Kirkgate West Jn	0 26*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HOLBECK WEST JN TO BRADFORD INTERCHANGE	NRN 031
Holbeck West Jn	185 01 0 02*		see page 6 13
	0 08*		# To/From Wakefield Westgate see page 6 13
	0 55*		
Wortley West Crossover	0 57		
Armley Tunnel (80 yards)	1 02 to 1 06		
BRAMLEY	3 15		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
NEW PIDSEY	4 77		NRN 031
Stanningley Tunnel (455 yards)	5 22 to 5 43		
Ducketts LC R/G	5 68 6 49 190 24		
Hammerlon Street	191 18 191 19*		
	191 35*		
Wakefield Road Tunnel (132 yards)	191 36 to 191 42		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
<p>Mill Lane Jn (M)</p> <p>BRADFORD INTERCHANGE</p>	<p>191 52*</p> <p>191 78 40 03</p> <p>40 27</p>	 <p>The diagram illustrates the track layout at Mill Lane Junction and Bradford Interchange. At the top, two main lines are shown: 'UP' (upward arrow) and 'DN' (downward arrow). The 'UP' line has a speed restriction of 60 mph, while the 'DN' line has a speed restriction of 15 mph. A box labeled '60' is positioned above the 'DN' line. Below these, two points are marked with dots and labeled '15'. Arrows indicate a crossing or junction between these points. Further down, the tracks are labeled 'SS' (Stabling Siding) on the left and 'RR' (Run Round) on the right. The tracks are numbered 1, 2, 3, and 4 from right to left. Speed restrictions of 15 mph are indicated at various points along the tracks. The bottom of the diagram shows a cross-hatched area representing the ground or a platform.</p>	<p>NRN 031</p> <p># To/From Halifax see page 6 41</p> <p>SS = Stabling Siding RR = Run Round</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HALL ROYD JN TO SKELTON JN	NRN 017
Hall Royd Jn	19 61		
Millwood Tunnel (225 yards)	19 63* to 19 73		
Castle Hill Tunnel (194 yards)	20 07 to 20 16		
Horsfall Tunnel (274 yards)	20 44 to 20 56		
	22 20*		
	22 40*		
Railtrack North West / LNE Boundary	22 62*		
Weasel Hall Tunnel (109 yards)	23 12 to 23 17		
HEBDEN BRIDGE	23 50		
Hebden Bridge (HB)	23 55		
		URS	NRN Channel Change Down - 031 23m 17ch Up - 017 23m 12ch URS = 47 AB Hebden Bridge to Milner Royd Jn

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN 031 AB Hebden Bridge to Milner Royd Jn</p> <p>UL&Y = Up Lancashire & Yorkshire DL&Y = Down Lancashire & Yorkshire</p> <p>AB Milner Royd Jn to Greetland (When Greetland is closed AB applies between Milner Royd Jn and Elland)</p> <p># To/From Halifax see page 6 40</p> <p>AB Milner Royd Jn to Elland when Greetland signal box is closed. The Rule Book Section M Clause X.1.2.2(b) exception (a) does not apply between Greetland and Elland. Traincrew must regard the lines in this Section as worked by Absolute Block at all times. Healey Mills (HM) Signal box area between Bradley Wood Jn and Horbury Station Jn.</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Thornhill Jn Crossover	40 60		NRN 031 Healey Mills (HM) signal box area between Bradley Wood Jn and Horbury Station Jn
Dewsbury East Jn	41 43		# To/From Dewsbury Railway St Depot (Headfield Branch) see page 6 47
Healey Mills A Jn	42 00		
	42 30		RR = Run Round Line
	42 57		
Healey Mills (HM)	42 64		
	42 70		## To/From Healey Mills Yard
Healey Mills B Jn	43 31		
	43 40*		
	43 60*		
	43 63		### To/From Marcroft Sidings
Horbury Station Jn	44 02		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Horbury Jn GF	45 00	<p>UL&Y DL&Y</p> <p># 15 # 15</p> <p>20 ## 30</p> <p>20 20</p> <p>20 DS DF</p> <p>40 40 60</p> <p>60 60 60</p> <p>* * *</p> <p>UF US</p> <p>40 40</p> <p>* 25</p> <p>25 25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 25</p> <p>25 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Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
WAKEFIELD KIRKGATE	47 62		NRN 031 Controlled by Wakefield Kirkgate (K) Signal Box between Wakefield Kirkgate West Jn and Welbeck (Goose Hill) Discharge Bunker inclusive.
Wakefield Kirkgate East	47 68		DGO = Down Goole UGO = Up Goole
Wakefield Kirkgate (K)	47 76		# To/From Calder Bridge Jn see page 6 62
	47 78		
	48 05*		DGL = 70 UGL = 70
Turners Lane Jn	48 33		# To/From Calder Bridge Jn see page 6 50
	49 63		## To/From Welbeck (Goose Hill) Discharge Bunker

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Footpath LC (R/G) NORMANTON	50.31 184.56 184.63 185.00* 185.11		<p>NRN 031 Controlled by Wakefield Kirkgate (K) Signal Box between Wakefield Kirkgate West Jn and Welbeck (Goose Hill) Discharge Bunker inclusive. # To/From Welbeck Discharge Bunker</p> <p>Footpath LC crosses UP line only</p>
Altofts Jn	185.30* 185.73 186.00 23.57		<p>Controlled by Castleford (CD) Signal box ## To/From Leeds see page 6 51 DN = Down Normanton</p>
Whitwood Jn	22.04 21.69* 21.58* 21.30*		<p>Controlled by Castleford (CD) Signal box ### To/From Methley Jn and Leeds see page 6 53</p>
Castleford (CD) LC	21.22 21.18* 21.06* 21.04* 21.02		<p>Controlled by Castleford (CD) Signal box #### To/From Cutsyke see page 6 53</p>
Castleford West Jn	20.76 20.70*		<p>PP is authorised at the Down Normanton Platform for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised by the Signaller when this is required at signal CD667 or signal CD1022 UN = Up Normanton</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
<p>Castleford East Jn</p> <p>20 39</p> <p>20 21*</p> <p>19 60*</p> <p>19 40*</p> <p>Fairburn Tunnel (65 yards)</p> <p>17 52 to 17 49</p> <p>17 24*</p> <p>Hillam Gates LC CCTV</p> <p>15 57</p> <p>Milford Jn</p> <p>15 10</p> <p>15 07</p> <p>15 06</p> <p>15 00</p> <p>14 74</p> <p>Milford (M)</p> <p>14 71</p> <p>Sherburn Jn</p> <p>13 21</p> <p>SHERBURN IN ELMET LC CCTV</p> <p>12 69</p>		<p>NRN 031 DN = Down Normanton UN = Up Normanton Controlled by Castleford (CD) Signal box</p> <p># To/From Ledston Branch see page 6 54</p> <p>Milford (M) Signal Box area between Hillam Gates LC and Sherburn-in-Elmet</p> <p>## See Section 5</p> <p>DPL = 87 UPL = 96 1L1S = Cutsyke Branch 3S1L = Melhley Jn direction at Whitwood T = Bramleys (Holme Farm) UWC at 13 52 ### To/From Gascoigne Wood see page 6 54</p>	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN 031</p> <p># To/From Mickiefield see page 6 81</p> <p>UN = Up Norman DN = Down Norman UL = Up Leeds DL = Down Leeds</p> <p>UPL 45, also available for Down trains (24 SLUs)</p> <p>TOWS 11 42 to 10 30</p> <p>NRN Channel Change Bolton Percy 7m 60ch Down Leeds - 069 Up Leeds - 031 Down Norman - 069 Up Norman - 031</p> <p>Colton South Jn to Skelton Bridge controlled by York (Y) Signal box</p> <p>## To/From Doncaster see Section 2</p> <p>Hot Axle Box Detector on the Down Main line and Down Leeds line at 184m 04ch</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
YORK (Y)	188 28* 188 40 0 00 0 20* 0 42*		NRN 069 PP is authorised over platform lines for Class 1, 2, 5 and 0 trains. booked to call only. ## To/From Scarborough see page 6 56 # = Loco Line

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Skelton Jn	1 09*	<p>The diagram illustrates the running lines and speed restrictions between Skelton Jn and OHNS. It features four vertical tracks. The leftmost track has a downward arrow labeled 'UF' and a speed limit of 60. The second track from the left has an upward arrow labeled 'DF' with a boxed '60' and a speed limit of 125. The third track from the left has a downward arrow labeled 'US' and a speed limit of 50. The rightmost track has an upward arrow labeled 'DS' and a speed limit of 20. Various other speed limits (60, 50, 30, 25) and directional markers (asterisks, arrows) are shown along the tracks. A diagonal arrow points from the third track towards the right, labeled with a '#'.</p>	NRN 069
	1 29*		## = To/From Holgate via Slow lines see page 6 55 and Section 2
	1 50*		# To/From Harrogate see page 6 20
	1 60*		
OHNS	2 04	<p>The diagram shows the end of the running lines at OHNS. There are four black squares representing signals. Below the first two squares are speed limits of 125 and 50 respectively. Below the last two squares are speed limits of 50 and 50 respectively.</p>	To/From Newcastle see Section 2

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		MILNER ROYD JN TO BRADFORD, MILL LANE JN	NRN 031
Milner Royd Jn	29 20		# To/From Sowerby Bridge see page 6 29
	29 21		C Down at 29 25 (396 yards before reaching signal MR 14).
	29 34*		
	30 44*		
Bank House Tunnel (214 yards).	30 57 to 30 67		
	30 76*		
Dryclough Jn	31 36		Class 37 locomotives with roof mounted warning horns not to exceed 5mph when passing in Down direction through Bridge No.10 at 31 70.
	31 67*		DRS 48
HALIFAX (H)	32 28		AB Halifax (H) Signal box to Mill Lane Jn signals M1563 Down and M1564 Up.
	32 31*		
Beacon Hill Tunnel (1105 yards)	32 40 to 32 41* 33 10		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
<p>Hipperholme Tunnel (388 yards)</p> <p>Lightcliffe Tunnel (70 yards)</p> <p>Wyke Tunnel (1365 yards)</p> <p>New Furnace Tunnel (69 yards)</p> <p>Bowling Tunnel (1648 yards)</p> <p>Bowling Jn</p> <p>Mill Lane Jn</p>	<p>34 05 to 34 22</p> <p>34 20*</p> <p>34 46*</p> <p>34 67 to 34 70</p> <p>36 12 to 36 74</p> <p>37 07 to 37 10</p> <p>38 18* to 39 13</p> <p>39 20</p> <p>39 79*</p>	<p>UM DM</p> <p>55</p> <p>50</p> <p>55</p> <p>15</p> <p>15</p> <p>#</p>	<p>NRN 031</p> <p>AB Halifax (H) Signal box to Mill Lane Jn signals M1563 Down and M1564 Up (at 36 00)</p> <p>Controlled by Mill Lane Jn Signal box from signals M1563 Down and M1564 Up (at 36 00)</p> <p>Mill Lane Jn Signal box at 40 03</p> <p># To/From Bradford see page 6 27</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		DIGGLE JN TO HOLBECK EAST JN	NRN 017
Diggle Jn	14 59		DPL = 53
Railtrack North West / LNE Boundary	15 00*		TOWS 16 68 to 20 02 Down Main
Standedge Tunnel (3m 66yds)	15 11 15 16*		Controlled by Huddersfield (HU) Signal Box from 17 30
	15 11 to 18 14 18 07*		NRN Channel Change 15m 11ch Down - 031 Up - 017
	18 37*		
MARSDEN	18 59		UPL = 109
	18 76*		
	19 20*		
SLAITHWAITE	21 19		TOWS 20 43 to 17 59 Up Main (inc. U.P.L.)
	24 28*		
	24 48*		
	24 62*		TOWS from 24 44 Down Main
Gledholt North and South Tunnels (243 yards)	25 04 to 25 15		TOWS to 24 17 Up Main

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Springwood Jn	25 20		NRN 031 Controlled by Huddersfield (HU) Signal box # To/From Barnsley see page 6 47 30 mph Up Main line in Down direction between Springwood Jn and 25 49 25 mph Up Branch between (Platform 2) 25 52 and 25 49 TOWS 25 52 Up Main to Springwood Jn TOWS 25 51 Branch to Springwood Jn Up & Down
Huddersfield North and South Tunnels (696 yards)	25 20 to 25 51 25 49* 25 52*		PP is authorised in both directions in No4 platform line, in the Down direction in No8 platform and in the Up direction in No1 platform. DM (platform 8) = 38 SLU DM (platform 4, Down) = 34 SLU DM (platform 4, Up) = 32 SLU UH = Up Huddersfield DH = Down Huddersfield TOWS to 25 74 Down Main (inc. platforms 4 & 8) TOWS from 26 02 Up Main
HUDDERSFIELD (HU)	25 56* 25 60		
	25 64*		
	25 71*		
	26 03*		
DEIGHTON	27 60		
Bradley Jn	28 39		
Heaton Lodge Jn (Up lines Only).	29 54*		Bradley Jn to Ravensthorpe controlled by Healey Mills Signal box ## To/From Milner Royd Jn see page 6 30
Heaton Lodge East Jn (Down lines Only)	29 63* 29 74*		
MIRFIELD	30 57		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p>US 60 UF 60 DF 60 60 US 40 UF 60 60 UL&Y 60 # DL&Y 60 40 40 60 75 * 55 * 55 * 60 * 65 * 60 * 75 60 75 * 40 40</p>	<p>NRN 031</p> <p>Bradley Jn to Ravensthorpe controlled by Healey Mills (HM) Signal box</p> <p># To/from Healey Mills see page 6.30</p> <p>DPL = 25</p> <p>T = Howley Park UWC at 36 04</p> <p>Leeds (L) Signal box area of control from 39m 04ch Down / 40m 70ch Up</p> <p>## To/From Leeds see page 6 13</p>
Mirfield East Jn	31 51		
Thornhill LNW Jn	32 17		
RAVENSTHORPE	32 28 32 31*		
DEWSBURY	33 62		
BATLEY	35 09		
Batley (B) LC	35 57		
Morley Tunnel (1m 1609 yards)	36 25 10 38 19		
	38 22*		
MORLEY	38 24 38 30*		
	38 55*		
COTTINGLEY	40 02		
	42 01*		
Holbeck East Jn	42 05*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BARNLEY STATION JN TO HUDDERSFIELD	
Barnsley Station Jn	6 43	UH DH 20 20 #	NRN 031 # To/From Wincobank Jn see page 6 49 Controlled by Barnsley (BY) Signal box to 8 40 (on page 6 46)
	6 40*	* 40	CW Down at 6 36 (602 yards before reaching signal BY1039)
Summer Lane Jn	5 75*	* 40	DH = Down Huddersfield UH = Up Huddersfield
	5 70*	* 25	
	4 58*	50 * 50	
	4 10*	35 * 50	T = Pogmoor UWC at 4 38
	4 07*	50 * 25	
	3 75*	* 40	
		50	
Dodworth LC CCTV DODWORTH	3 67	-----	
	3 63	D/UH	D/UH = Down/Up Huddersfield
SILKSTONE COMMON	2 21		
Oxspring Tunnel (558 yards)	0 63 to		
	0 38		
	0 00		
	29 13	50 * 30	
	28 54*	50 * 50	
	28 44*	* 15	
	28 37	UPL DPL	DPL = Down Penistone Loop UPL = Up Penistone Loop
PENISTONE	13 42	15	
	13 36	D/UH	
	13 32*	35 50	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Springwood Jn Huddersfield South Tunnel (695 yards) HUDDERSFIELD	0 48* 0 40 0 40 to 0 11* 0 09 0 08* 0 00		NRN 031 TOWS from Up Main TOWS Up & Down from & to 0 07 # To/From Up Main Line see page 6 43 25 mph Up Branch between (Platform 2) 00 08 and 00 11
End Of Branch Dewsbury Railway Street Goods Yard Notice Board 200 yards North of APCM Sidings Dewsbury East Jn	0 76 0 49 0 00 0 27 0 06* 0 00	<p style="text-align: center;">HEADFIELD BRANCH</p>	NRN 031 AWS not provided # To/From Railway Street Sidings OTNS ## To/From APCM Sidings All movements 10mph over Bridge No.1. Controlled by Healey Mills (HM) Signal box see page 6 31

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		WINCOBANK JN TO HORBURY JN	NRN 031
Wincobank Jn	161 52		# To/From Sheffield see Section 5 Controlled by Sheffield (S) Signal box
MEADOWHALL	161 65*		
	161 70		Note: Meadowhall also appears in Section 5
	162 02		Controlled by Sheffield (S) Signal box
	162 35*		C Down at 162 35 (Secured out of use)
	162 78*		
	163 46*		
	163 48*		Controlled by Barnsley (BY) Signal box
Ecclesfield West	164 09		T = Butterthwaite Lane UWC at 164 12
CHAPELTOWN	165 68		
	165 70*		
	166 10*		

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

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Woolley Coal Siding (W)	48 42		NRN 031 AB Woolley Coal Siding to Horbury Jn # To/From Woolley Sidings
Woolley New Tunnel Down, and Old Tunnel Up (1745 yards)	48 00 47 33 to 46 34		
Flockton Sidings GF	45 56 1 53		⊗ = Secured out of use
	0 64		
Horbury Jn (HJ)	0 08* 0 00		## To/From Wakefield Kirkgate see page 6 32
		WAKEFIELD TURNERS LANE TO CALDER BRIDGE JN	
Turners Lane Jn	0 50*		NRN 031 Line controlled by Wakefield Kirkgate (K) Signal box # To/From Normanton see page 6 33
Calder Bridge Jn	0 00*		## To/From Goole, Potters Grange Jn see page 6 62

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		ALTOFTS JN TO LEEDS NORTH JN	NRN 031
Altofts Jn	185 73		DM = Down Midland UM = Up Midland Controlled by Castleford (CD) Signal box Ø = Switch Diamonds # To/From Castleford see page 6 34
	186 01*		Controlled by Castleford (CD) Signal box
	186 05		## Wakefield Europort
Methley Jn	187 39		### To/From Whitwood Jn see page 6 53
Methley North	188 30		Controlled by Castleford (CD) Signal box
LC R/G			
WOODLESFORD	190 02		
Footpath LC R/G			

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Stourton Jn	192 40 192 42		NRN 031
Stourton (S)	193 17		AD = Arrival / Departure #1 To/From Stourton Freightliner Terminal
Hunslet South Jn	193 26* 193 40		#2 To/From Hunslet Down Sidings #3 To/From Balm Road Sidings #4 To/From RMC Stone Discharge Terminal
Hunslet Station Jn	193 68* 194 10		#5 To/From Middleton Light Railway (Private) Hunslet Station Jn to Leeds North Jn controlled by Leeds (L) Signal box
	194 37*		
Engine Shed Jn	195 18* 195 20		#6 To/From Holbeck Depot #7 To/From Whitehall Road Freight Depot #8 To/From Whitehall Jn see page 6 21 #9 To/From Leeds see page 6 15
Leeds North Jn	195 47* 195 53		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Methley Jn	1 12	<p>METHLEY JN TO WHITWOOD JN</p>	<p>NRN 031</p> <p>Line controlled by Castleford (CD) Signal box</p> <p># To/From Leads see page 6 51</p> <p>DM = Down Methley</p> <p>UM = Up Methley</p>
Whitwood Jn	0 01		## To/From Castleford see page 6 34
Castleford West Jn	0 00	<p>CASTLEFORD WEST JN TO PONTEFRACT WEST JN</p>	<p>NRN 031</p> <p>DC = Down Cutsyke</p> <p>UC = Up Cutsyke</p> <p># To/From Castleford see page 6 34</p> <p>Controlled by Castleford (CD) Signal box</p>
Cutsyke Jn (CJ) LC	0 61 59 02		
	59 00		
	58 79*		
Prince of Wales (P) LC	56 65*		<p>T = Parkside Farm UWC at 57 35</p> <p>## To/From Prince of Wales Colliery</p>
Pontefract West Jn	56 42		<p>DG = Down Goods</p> <p>DSG = Down Siding</p> <p>Controlled by Prince of Wales (P) Signal box</p> <p>### To/From Goole, Potters Grange Jn see page 6 63</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Castleford East Jn	6 17	<p>CASTLEFORD EAST JN TO LEDSTON</p>	<p>NRN 031 AWS not provided # To/From Castleford see page 6 35 Controlled by Castleford (CD) Signal box OTNS Castleford East Jn to BC LC</p> <p>= Stop await instructions</p> <p>Line not normally in use. Trains may only run when authorised by the Production Manager, Railtrack LNE Zone</p>
BC LC (Open)	4 70		
Ledston	4 43		
Sherburn Jn	13 22	<p>SHERBURN JN TO GASCOIGNE WOOD</p>	<p>NRN 031 Controlled by Milford (M) Signal box # To/From Church Fenton see page 6 35</p> <p>DS = Down Sherburn US = Up Sherburn</p>
Gascoigne Wood	14 30		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		YORK, HOLGATE TO SKELTON JN	NRN 031 To/From Colton Jn see page 6 37 Controlled by York (Y) Signal box # From/To Up and Down Leeds see page 6 37
Holgate Jn	188 07 0 00		
Yard South	0 21		
Yard North	1 09*		
	1 38*		
Skelton Jn	1 50*		To/From Skelton see page 6 39

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		YORK TO SCARBOROUGH	
YORK (Y)	0 00		NRN 069 PP is authorised in platform 4 # To/From York see Section 2 and page 6 38
Bootham LC (AHB-X)	1 51		
	1 52*		
	2 60*		T = Bootham Stray UWC at 1 70 T = Kettlestring Farm UWC at 2 54 T = New Earswick UWC at 3 00
Haxby Road LC (CCTV)	3 27		
	3 37*		T = Hall Farm UWC at 3 19
Haxby LC Station (CCTV)	4 18		T = Farmstead Rise UWC at 3 45
	4 28*		

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

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

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

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN 069 AB Malton to Weaverthorpe</p> <p>T = Elm Tree Farm UWC at 27 75 T = Wilkinsons UWC at 28 17</p> <p>T = Sand Lane UWC at 29 74</p> <p>T = Cousins UWC at 31 56 T = Grange Farm UWC at 32 09</p> <p>AB Weaverthorpe to Seamer West</p> <p>T = Jacksons UWC at 33 03 T = Ganton Hall UWC at 33 62</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Ganton LC AHB-X	34 24 38 32*		NRN 069 AB Weaverthorpe to Seamer West T = Potter Brompton UWC at 33 76 T = Long Plantation UWC at 34 08 T = Binnington UWC at 35 22 T = Willerby Carr UWC at 35 69 T = Robin's Bottom Plantation UWC at 36 40 T = Pasture Lane FPC at 38 20 T = Meads Lane UWC at 38 45 # To/From Hull see page 6 91 URS = 63 AB Seamer West to Seamer East Classes 4, 6 & 7 trains are restricted to 40 mph in the Down direction between Seamer East and Scarborough AB Seamer East to Falsgrave
Seamer West	38 63*		## To Carriage Sidings ### To Sidings and Turntable Falsgrave to Scarborough is Station limits. 15 MPH All lines and crossovers 41 68 to Scarborough Station PP is authorised on all platform lines in Scarborough Station
SEAMER	39 05*		
Seamer East	39 14 39 17		
	40 00*		
	41 20*		
	41 58		
Falsgrave	41 63*		
	41 68*		
SCARBOROUGH	42 06		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Pontefract Monkhill Goods Jn	56 66* 57 43 58 16*	UP DN 30 50 15 15 50 30 20 30 25 25 25 15 15 20 15 40 10 UGL 40 15	NRN 031 Knottingley (K) signal box area between Pontefract Monkhill Goods Jn and Knottingley C Up at 57 03 # To/From Ferrybridge South Jn see page 6 71 CW Up at 58 17 (755 yards before reaching signal K 376) ## To/From Ferrybridge North Jn see page 6 70
Knottingley West Jn	58 20	25 25 15 20 15 40 15 15	### To/From Knottingley South Jn and Shaftholme see page 6 70
KNOTTINGLEY	58 27* 58 37	15 40 15 15	#### To/From Knottingley South Jn see page 6 71
Knottingley East Jn	58 70 59 04*	15 15	
England Lane LC	59 05	50 50	T = Rampart Lane UWC at 60 40
Knottingley (K) LC	59 26 60 40*	25 15	##### To/From Kellingley Colliery
Sudforth Lane (S) LC	60 52* 61 08	15 15 15 15 15 15 URS 50 DTS DL AL	URS = 340 DTS = Down Through Siding DL = Departure Line AL = Arrival Line

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Oakenshaw South Jn	49 41	<div>OAKENSHAW SOUTH JN TO OAKENSHAW JN</div> <div> <div>20</div> <div>↑</div> <div>20</div> <div>↓</div> <div>*</div> <div>↓</div> <div>30</div> <div>↓</div> <div>*</div> <div>↓</div> <div>15</div> </div> <div>#</div>	NRN 031 Controlled by Oakenshaw (0) Signal box # To/From Monk Bretton Ground Frame see page 6 68
	49 15*		
Oakenshaw Jn	48 76*	<div>##</div>	## To/From Wakefield Kirkgate see page 6 62

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
MONK BRETTON GROUND FRAME TO CROFTON EAST JN			NRN 031
Monk Bretton Ground Frame	175 75		<p># To/From PLM Redfearn Glass. Line worked by Pilotman between Oakenshaw South Jn and Monk Bretton Ground Frame See page 6.129</p> <p>+ = Secured out of use</p> <p>Line between Monk Bretton Ground Frame and Oakenshaw South Jn temporarily not in use. Trains may only run when authorised by the Production Manager Railtrack LNE Zone</p> <p>Controlled by Oakenshaw (O) Signal box ## To/From Oakenshaw Jn see page 6.67</p> <p>Controlled by Oakenshaw (O) signal box ### See page 6 63</p>
Former Royston Jn	178 19		
	178 36*		
Oakenshaw South Jn	181 77*		
	182 33*		
Oakenshaw (O)	182 35		
	182 36*		
Crofton East Jn	183 04*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Womersley LC AHB	62 49		NRN 031 Knottingley (K) Signal box area between Womersley LC and Knottingley West Jn
Post Office Lane LC AHB	62 14		
Spring Lodge LC AHB	61 21		
Cridling Stubbs LC AHB	60 45		
	59 75*		T = Waterfield No.1 UWC at 59 06
	59 60*		
Knottingley South Jn	58 66		#1 To/From Knottingley East Jn see page 6 71
	58 48*		
			#2 To/From Knottingley Depot and Up Goods Loop
Knottingley West Jn	58 20*		#3 To/From Goole see page 6 64
	2 71*		#4 To/From Pontefract Monkhill see page 6 64
	2 65*		
	2 43*		
Ferrybridge North Jn	2 27*		Controlled by Ferrybridge (F) Signal box
			#5 To/From Section 5

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Pontefract Monkhill Goods Jn	3 06	<div> <div>FERRYBRIDGE BRANCH</div> <div> <div>15</div> <div>↑</div> </div> <div> <div>↓</div> <div>15</div> </div> </div>	NRN 031 Controlled by Knottingley (K) Signal box See page 6 64
Ferrybridge South Jn	2 38		Controlled by Ferrybridge (F) Signal box See Section 5
Knottingley South Jn	0 00	<div> <div>KNOTTINGLEY SOUTH JN TO KNOTTINGLEY EAST JN</div> <div> <div>10</div> <div>↑</div> </div> <div> <div>↓</div> <div>10</div> </div> </div>	NRN 031 Line controlled by Knottingley (K) Signal box See page 6 70
Knottingley East Jn	0 20		See page 6 64

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Leeds West Jn	0 00 20 70	<p>LEEDS W.JN. TO HULL</p> <p>#</p> <p>DM U M D S H U S H</p> <p>12 10 9 8 7 6 5 4 3 2 1</p> <p>10 10</p> <p>UP DN</p>	<p>NRN 031</p> <p>PF is Authorised on the Down Goods Line, Up Goods line and Through Road for Class 0 and 5 trains only # To/From Viaduct Line.</p> <p>PP Authorised in Platforms 5,6,8,9 and 12</p> <p>Leeds (L) Signal box area between Leeds and Manston LC</p> <p>SPEED RESTRICTIONS LEEDS STATION AREA ARE:-</p> <p>20 47 TO LEEDS EAST JN 20 25 10 M.P.H.</p> <p>0 07 TO LEEDS WEST JN 20 47 15 M.P.H.</p> <p>These apply over ALL lines and crossovers.</p> <p>Line direction changes in Leeds station at 20 47 except DG and UG</p>
LEEDS (L)	20 47*		
Leeds East Jn	20 26		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN 031</p> <p>Leeds (L) Signal box area Leeds to Manston LC</p> <p># Marsh Lane Sidings</p> <p>PF is authorised on the Down Goods Loop and Up Goods Line between Neville Hill West Jn and Marsh Lane Jn for Class 5 and 0 trains only.</p> <p>## To/From Neville Hill Depot</p> <p>### To/From Hunslet East Shell and Leeds ORT see page 6 81</p> <p>#### To/From Neville Hill Up Sidings</p> <p>C Down at 18 45 (920 yards before reaching signal L.789)</p> <p>⊠ = Ground Frame</p>
	20 25*		
	20 02*		
	19 51*		
Marsh Lane Jn	19 48		
Richmond Hill Tunnel (118 yards)	19 44 to 19 39		
	19 06		
Neville Hill West Jn	18 74		
	18 67*		
	18 60*		
	18 28*		
Neville Hill East Jn	18 25		
	18 20*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN 031</p> <p># To/From Selby Mine Sidings</p> <p>T = Owlett Hall UWC at 5 07 T = Ruddings Farm UWC at 4 67</p> <p>Controlled by York (Y) Signal box</p> <p>## To/From Hambleton South Jn see page 6 B2</p> <p>NRN Channel Change 3m 60ch Down - 069 Up - 031</p> <p>### To/From Hambleton North Jn see page 6 B2</p> <p>Hot Axle Box Detector on the Down Main line at 2 78</p> <p>T = Campey's Farm UWC at 1 78</p> <p>#### To/From Canal Jn see pages 6.82 & 6.83</p>
Hagg Lane LC R/G	5 58 5 40* 5 34		
Philip Lane LC R/G	4 47		
Hambleton West Jn	4 43		
Hambleton East Jn	3 34		
Harry Moor Lane LC R/G	2 78		
Thorpe Hall LC RC	2 41		
Thorpe Gates LC	2 27		
Sandhill Lane LC	1 42		
Doncaster Road LC	0 42*		
Selby (S)	0 40		
Selby West Jn	0 36		
	0 05*		
Selby South Jn	0 00* 31 12*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Rowland Hall LC AHB-X	24 06		NRN 069 Controlled by Selby (S) Signal box to Howden Station Down/21m 10ch Up DH = Down Hull UH = Up Hull T = Thorpe Farm UWC at 21 56 T = Thorpe Common UWC at 21 42 T = Filbert Grove UWC at 20 26 T = Bennetland UWC at 17 39 T = Bellasize UWC at 17 23 # To/From Thorne Jn see page 6 85 AB Gilberdyke Jn to Broomfleet
HOWDEN LC CCTV	22 27		
EASTINGTON LC AHB-X	19 23		
	17 14*		
Gilberdyke Jn	17 07		
GILBERDYKE	16 76		
Oxmardyke LC	16 22		
	16 10*		
	15 20*		T = Marr House Farm UWC at 15 32
	15 10*		
BROOMFLEET LC	14 33		AB Broomfleet to Crabley Creek Unworked trailing crossover secured out of use for Engineers use only. T = Church Farm UWC at 13 69
Cave LC	13 60		
Crabley Creek LC	12 57		AB Crabley Creek to Brough East
BROUGH	10 38		
Brough East LC	10 24		AB Brough East to Melton Lane

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Welton LC	9 35	UM DM 70 75s	NRN 069 AB Brough East to Melton Lane
	8 60		
	8 53*	# 40	# To/From Blue Circle Sidings
	8 48	15	
Melton Lane LC	8 41	US UF	
FERRIBY	7 42	60	
	7 36*	30	
	7 32	30	
HESSLE	4 64	70	
	4 40*	15 15	Hessle Road (HR) Signal box area between Hessle East Jn and Anlaby Road Jn.
Hessle East Jn	3 20	15 15 ##	## To/From Hull Freight Yards and Depot
	2 20*	70 75s	
Hessle Road (HR)	1 77	50 55s	
	1 73	20 20 ###	### To/From Springbank North Jn see page 6 92
	1 54*	50 55s	
Chalk Lane LC CCTV	1 49	45 50s	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
St.Georges Road LC CCTV	1 24		NRN 069
Anlaby Road Jn	1 00*		
	0 73		Controlled by Hessle Road (HR) Signal box # To/From West Parade North Jn see page 6 94
	0 30*		## To/From Botanic Gardens Depot, Walton Street , Bridlington and Scarborough see page 6 86
	0 25		Controlled by Hull Paragon (HP) Signal box
	0 21*		### Station Sidings 15mph leaving and entering platforms 0 00 to 0 21
Hull Paragon (HP)	0 18		
HULL	0 00		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Neville Hill West Jn	0 00	<div style="text-align: center;"> NEVILLE HILL WEST JN TO HUNSLET EAST </div>	NRN 031 Controlled by Leeds (L) Signal box
Hunslet East Notice Board	0 04* 0 51		# To/From Neville Hill see page 6 74
	0 55		To Leeds ORT, Shell and Civil Engineers Sidings
Micklefield Jn	15 62 15 43* 11 12*	<div style="text-align: center;"> MICKLEFIELD JN TO CHURCH FENTON NORTH JN </div>	NRN 031 Line controlled by Church Fenton (CF) Signal box
CHURCH FENTON	10 58* 10 52*		# To/From Leeds see page 6 75 C Up at 14 78 (616 yards before reaching signal CF702) (secured out of use) T = Adamsons UWC at 11 36 T = Poulters UWC at 11 14 C Up at 11 44 (220 yards after passing signal CF.714) (secured out of use) ## To/From Milford see page 6 36 T = Rose Lane UWC at 10 79
Church Fenton (CF)	10 43		UPL = 45
Church Fenton North Jn	10 31*		### To/From Normanton lines see page 6 36 #### To/From York see page 6 36

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hambleton South Jn Scalm Lane LC R/G Hambleton West Jn	174 10 174 56 175 33	<p>HAMBLETON SOUTH JN TO HAMBLETON WEST JN</p>	<p>NRN 069</p> <p>Line controlled by York (Y) Signal box</p> <p># To/From Section 2</p> <p>## To/From Leeds see page 6 76</p>
Hambleton East Jn Hambleton North Jn	3 34 4 00	<p>HAMBLETON EAST JN TO HAMBLETON NORTH JN</p>	<p>NRN 069</p> <p>Line controlled by York (Y) Signal box</p> <p># To/From Selby see page 6 76</p> <p>## See Section 2</p>
Selby West Jn Canal Jn	0 00 0 32	<p>SELBY WEST JN TO CANAL JN</p>	<p>NRN 069</p> <p>Line controlled by Selby (S) Signal box</p> <p># see page 6 76</p> <p>## To/From Temple Hirst Jn see page 6 83</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		TEMPLE HIRST JN TO SELBY SOUTH JN	NRN 031
Temple Hirst Jn	169 16		# See Section 2 Controlled by York (Y) Signal box
	169 46*		
	169 55*		
Burn Lane LC	170 70		NRN Channel Change 170m 60ch Down - 069 Up - 031
Henwick Hall LC	172 20		
	172 75		# To/From Engineers Siding
Brayton LC CCTV	173 02		Controlled by Selby (S) Signal box
		UM DM	
Canal Jn	173 59		Controlled by Selby (S) Signal box ## To/From Selby West Jn see page 6 82
Selby South Jn	174 11*		### To/From Selby see page 6 76

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN 031</p> <p>C Down at 5 65 (754 yards before reaching signal GB.3) X10 5 00 to 5 25 when making a wrong direction movement</p> <p>C Up at 4 42 (757 yards before reaching signal GB.2) NRN Channel Change 4mp Down - 069 Up - 031 AB Saltmarshe to Gilberdyke Jn</p> <p>T = Balkmore Lane UWC at 2 79</p> <p>T = Mill Lane UWC at 0 75</p> <p>T = Gilberdyke UWC at 0 15</p> <p># To/From Hull see page 6 78</p>
Goole Bridge (GB)	X5 25* 5 15* 5 06 5 02* X5 00*		
SALTMARSHES LC	3 49		
Green Oak Goit LC	1 42		
	0 40*		
	0 17*		
	0 10*		
Gilberdyke Jn	0 00		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HULL (PARAGON) TO SEAMER WEST	NRN 069
Hull Paragon	0 25 0 26 0 30 0 48*		# To/From Hull see page 6.80 ## To/From Botanic Gardens Depot ### To/From Anlaby Road Jn see page 6 94 West Parade North Jn to Walton Street controlled by Hessele Road (HR) Signal box #### To/From Springbank North Jn see page 6 94
West Parade North Jn	0 72 0 73*		
Walton Street LC CCTV	1 25 1 29 1 55*		
Thwaite Gates LC CCTV	3 63 3 67*		
COTTINGHAM	3 77 4 00* 4 04*		
Cottingham North LC CCTV	4 17		
Beverley Parks LC AHB-X	6 51 7 24*		
			T = Pillwood Farm UWC at 5 00 T = Ashworths UWC at 7 01 T = England Springs UWC at 7 57

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

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN 069</p> <p>AB Drifffield to Bridlington</p> <p>AWS not provided</p> <p>PP is authorised on Platform 6 for Class 1, 2 or 5 trains. + = Secured out of use</p> <p>PP is authorised on Platforms 4 and 5 for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised by the Signaller when this is required at signal BN65 (Platform 4) or BN108 (Platform 5)</p> <p>Controlled by Bridlington (BN) Signalbox</p> <p>Light locomotives and Classes 4, 6, 7 & 8 trains are restricted to 40 mph in both directions between Bridlington and Seamer West</p> <p>T = Newsham UWC at 34 10 T = Sands Lane UWC at 34 19</p>
Bridlington (BN)	30 49*		
	30 58		
BRIDLINGTON	30 72		
	30 77*		
	31 00		
Bridlington Quay LC	31 06		
CCTV	31 10*		
	32 01*		
Sewerby LC AHB	32 35		
Flamborough LC AHB	33 31		
	34 30*		
BEMPTON LC AHB	34 43		
Buckton Lane LC	35 16*		
AHB			

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Speeton LC AHB	37 34		NRN 069 AWS not provided Light locomotives and Classes 4, 6, 7 & 8 trains are restricted to 40 mph in both directions T = Barf Farm UWC at 39 63
HUNMANBY LC	41 01*		
	41 41*		
	41 47		
	41 49*		
	41 51		AB Hunmanby to Filey
	41 59*		
Hunmanby Depot LC AOCL-X	41 72*		T = Royal Oak Farm UWC at 42 49
Royal Oak LC AHB-X	43 04		T = Lowfield No.1 UWC 43 16 T = Lowfield No.2 UWC 43 28
	43 40*		T = Seadale UWC at 43 79
	44 20*		
FILEY Filey LC	44 30		
	44 35		
	44 49		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN 069</p> <p>AWS not provided</p> <p>Light locomotives and Classes 4, 6, 7 & 8 trains are restricted to 40 mph in both directions</p> <p>T = East Lea UWC at 45 07</p> <p>T = Grange Farm UWC at 45 26</p> <p>T = Town Farm No.1 UWC at 46 08</p> <p>T = Town Farm No.2 UWC at 46 23</p> <p>T = Grove Farm UWC at 49 06</p> <p>T = Carr House Farm UWC at 49 18</p> <p># To/From Scarborough see page 6 61</p>
Muston LC AHB	44 50*		
Gristhorpe LC	45 41		
	46 39		
	46 40*		
Lebberston Road LC	46 72		
Cayton LC	48 19		
	49 77		
	50 02*		
	50 36*		
Seamer West	50 43		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HESSLE ROAD TO SALTEND	NRN 069
Hessle Road (HR)	0 00		AWS not provided # To/From Hull see page 6 79 Hessle Road to Sculcoates is controlled by Hessle Road (HR) Signal box
BOOTHFERRY PARK	0 08*		
	0 40		
	0 57		+ = Not in use
Springbank South Jn	0 77*		
	0 78		
	4 59		
	4 37*		
Springbank North Jn	4 19		## To/From Walton Street see page 6 94

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

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Springbank North Jn	1 54	<div> <div>SPRINGBANK NORTH JN TO WALTON STREET</div> <div> <div>25</div> <div>#</div> </div> </div>	NRN 069 AWS not provided Line controlled by Hessle Road (HR) Signal box # To/From Hessle Road see page 6 92
Walton Street	1 29	<div> <div>25</div> <div>##</div> </div>	## To/From Hull see page 6 86
Anlaby Road Jn	0 00	<div> <div>ANLABY ROAD JN TO WEST PARADE NORTH JN</div> <div> <div>UP</div> <div>DN</div> <div>20</div> <div>#</div> </div> </div>	NRN 069 Line controlled by Hessle Road (HR) Signal box # To/From Hull see page 6 80
West Parade North Jn	0 24	<div> <div>20</div> <div>##</div> </div>	## To/From Hull see page 6 86

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		WORTLEY JN TO HELLIFIELD SOUTH JN	NRN 031 Controlled by Leeds (L) Signal box # To/from Leeds see page 6.15 TOWS from 196 34 to 221 13 USM = Up Shipley Main DSM = Down Shipley Main
Wortley Jn	196 19 196 25* 196 34* 196 60*	USM DSM # 65 65 75 75 25 25	
OHNS (Kirkstall FS)	197 21 197 31	UPL 80 DPL 80 25 25	UPL = 81 DPL = 81
Kirkstall Loops	198 00	25 15	T Bridge 28A at 199 69 T Bridge 32 at 201 19 Hot Axle Box Detector on Up Shipley Main line at 201 40
	200 24*	90 90	## To/From Ilkley see page 6.99 ^ applies only to Class 1, 2 & 5 trains.
Apperley Jn	201 75* 202 00	80 50	Maximum speed for all other trains is
OHNS (Apperley TSL)	202 05* 202 15	## 50 90	35 mph. between Apperley Jn and Ilkley.
Thackley Tunnel (1496 yards)	203 42* 203 43 to 204 31	### 75 75 30 65	T Bridge 38 (Apperley Viaduct) at 203 00 and 203 10 T Bridge 39 at 203 15 T Bridge 40 at 203 29
Dockfield Jn	205 00* 205 47	40+ 30 30	NOTE Bridge telephones are at both ends of Bridge on Down Side. ### To/From Esholt Jn see page 6.100 + applies only to Class 1, 2 & 5 trains. Maximum speed for all other trains is 35 mph between Dockfield Jn and Esholt Jn
Shipley East Jn	205 54	30 30 30	#### To/From Bradford Forster Square see page 6.101
SHIPLEY	205 72	1 2 30	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Shipley West Jn	206 00	USM 30 DSM 30 10' #	NRN 031
	206 01*	* 60	Controlled by Leeds (L) Signal box
			TOWS throughout
			# To/From Shipley South Jn see page 6.102
			USM = Up Shipley Main
			DSM = Down Shipley Main
Shipley Tunnel (55 yards)	206 06 to 206 09	40	
	206 25	50 * 40 *	
		90	
	206 49*	65 *	
SALTAIRE	206 51		
		90 *	
Bingley Tunnel (151 yards)	208 56* 208 56 to 208 63		
	208 63*	80 *	
BINGLEY	208 68	80 *	
	209 11*	90 *	
OHNS (Bingley FS)	209 21		
		90 *	
CROSSFLATTS	209 45		
	211 13*	85 *	
	211 52*	85 *	
		60	

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

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Skipton South Jn	221 00		NRN 031 Controlled by Leeds (L) Signal box to 225 04 Down / 225 72 Up
SKIPTON	221 16*		TOWS provided south of 221 13
	221 21		PP is authorised in both directions in Platforms 2 and 3, and in the Down direction in Platform 4 for Class 1, 2, 5 and 0 trains
	221 30*		+ = Electric trains 25 mph. maximum speed # = To/From Rylstone Branch see page 6.102
Skipton Middle Jn	221 33		USM = Up Shipley Main DSM = Down Shipley Main DSF = Down Shipley Fast DSS = Down Shipley Slow
	221 58*		W = Washer
Skipton North Jn	221 60		NRN Channel Change 230mp Down - 088 Up - 031
	222 18*		T = Marshalls UWC at 222 18 T = Niffany UWC at 222 50
GARGRAVE	224 79		Hot Axle Box Detector on Up Shipley Main line at 226 59 (connected to Leeds Signal box)
Railtrack LNE/ North West Boundary	230 00		T = Switches UWC at 230 06 T = Haw Lane UWC at 230 68
Hellifield (South Junction)	231 14		## To/From Blackburn see Railtrack North West Sectional Appendix ### To/From Carlisle / Carnforth see Railtrack North West Sectional Appendix

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		APPERLEY JN TO ILKLEY	NRN 031 Controlled by Leeds (L) Signal box # To/From Leeds see page 6.95 + applies only to Class 1,2 & 5 trains. 35 mph Maximum speed all other trains between Apperley Jn and Ilkley. ## To/From Dockfield Jn see page 6.100 TOWS throughout.
Apperley Jn	202 03	50+ #	
Apperley Lane	202 07*	* 70+	
Tunnel (75 yards)	202 61 to 202 64		
Springs Jn	204 00* 204 01	* 50+	
Springs Tunnel	204 07 to (77 yards)	40+ ##	
Esholt Jn	204 11 204 32	40+	
Greenbottom Tunnel	204 61 to (134 yards)	40+	
		50+	
GUISELEY	205 22	50+	
	205 23*	* 60+	
MENSTON	206 53	* 70+	
	206 70*		
BURLEY IN WHARFEDALE	208 02	60+	
		40	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SHIPLEY EAST JN TO BRADFORD FORSTER SQUARE			NRN 031
Shipley East Jn	205 54		Controlled by Leeds (L) Signal box # To/From Leeds see page 6.95
SHIPLEY	205 73 205 79*		## To/From Shipley West Jn see page 6.102
Shipley South Jn	206 01		### Crossley Evans Siding
	206 05*		TOWS throughout except between 206 53 and 207 19 and in Bradford Forster Square Station Platforms.
FRIZINGHALL	206 67		DFS = Down Forster Square Main UFS = Up Forster Square Main
	208 08		
	208 26*		
	208 39*		+ Permissible speed leaving Platform 1 along Down and Platform 2 along Up is 35mph.
BRADFORD FORSTER SQUARE	208 50		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SKIPTON MIDDLE JN TO RYLSTONE			
Skipton Middle Jn	221 33 ----- 222 68 222 60*		NRN 031 Controlled by Leeds (L) Signal box # To/From Skipton see page 6.98 OTNS Skipton Middle Jn to Rylstone
Haw Bank Tunnel (220 yards)	221 07 to 220 77		
Former Embsay Jn	220 64 0 00 0 24*		
Rylstone LC (TMO)	5 17		
Railtrack Limit Tilcon Siding (End of Line)	6 50 7 09		
SHIPLEY SOUTH JN TO SHIPLEY WEST JN			
Shipley South Jn	0 00		NRN 031 Controlled by Leeds (L) Signal box # To/From Bradford Forster Square see page 6.101
SHIPLEY	0 08		
Shipley West Jn	0 17		
			## To/From Bingley see page 6.96

TABLE B - SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with the Rule Book, Section J, Clause X.8 where shown below as denoted by the letter "F".
2. Working in the Wrong Direction over lines worked by Absolute Block is authorised where shown below as denoted by the letter "G".
3. Trains not fitted throughout with the continuous brake may be worked where shown below as denoted by the letter "Z" and in accordance with the instructions shown in the Frontispiece.

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

Between		Lines	Authorities	Restrictions
LEEDS TO YORK (SKELTON JN) VIA HARROGATE				
Leeds North Jn	Leeds East Jn	All	F	-
HALL ROYD JN TO SKELTON JN				
Kirkgate West Jn signal 1217 or 1219	Turners Lane Jn signal 1254	Down L & Y Kirkgate Through in down direction only, Up L & Y (in up direction only through Platform 2). Up Kirkgate Goods Loop	F	

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

Section of Line	Token or Staff Section	Person authorised to receive or deliver token or staff
HESSLE ROAD TO SALTEND		
Sculcoates Signal HR.49 to Hull Docks Security Gates	Locked Box (Drivers No. 1 key) at HR.49 signal	Driver
Hull Docks Security Gates to Sculcoates Signal HR.49	EWS Person in Charge's office at the Hull Docks Security Gates	EWS Person in Charge at Hull Docks Security Gates.

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

TCOD's may be used in accordance with Rule Book Section TII Protection Procedure T(ii) A on the sections of line listed below subject to the following restrictions:-

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

Table A Pages	Section of line on which TCOD's can be used	Remarks
9 - 13	Marshgate Jn. to Whitehall Jn	Not to be used between signal CD 1268 & K1266 on Up line at Normanton
14 - 16	Leeds East Jn. to Horsforth	
21	Engine Shed Jn. to Whitehall Jn.	
22	Applehurst Jn to Adwick Jn	
23	Applehurst Jn to Joan Croft Jn.	
23	Carcroft Jn to Skellow Jn	
24	Hare Park Jn to Crofton West Jn.	
24	Wakefield Westgate South Jn to Wakefield Kirkgate West Jn.	
25 - 27	Holbeck West Jn to Bradford Interchange	
29 - 39	Elland to Skelton Jn..	
40	Milner Royd Jn to Halifax signal H719 Down/H718 Up	Not to be used on Up Peniston Loop, between signal HU742 and Clayton West Jn on Up Stocks Moor Loop, between signal HU743 and Stocks Moor Jn on Down Stocks Moor Loop Not to be used between signals S198 and Wincobank Jn.
41	Mill Lane signal M1563 Down/M1564 Up at 36 mp to Mill Lane Jn	
42 - 44	Marsden to Holbeck East Jn.	
45 - 47	Barnsley Station Jn to Huddersfield	
48 - 49	Wincobank Jn to Barnsley Station Jn	
50	Turners Lane Jn to Calder Bridge Jn	

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

Table A Pages	Section of line on which TCOD's can be used	Remarks
51 - 52	Altofts Jn to Leeds North Jn	Not to be used between sig CD961 & Woodlesford Stn on Down line or between sig S5944 and Methley North R/G LC on Up line.
53	Methley Jn. to Whitwood Jn	
53	Castleford West Jn to Pontefract West Jn	
54	Sherburn Jn to Gascoigne Wood	
55	Holgate Jn to Skelton Jn.	
56	York to signal Y272 on Up Scarborough and signal S1 on Down Scarborough	
62 - 65	Wakefield Kirkgate West Jn to Whitley Bridge Jn	
70	Knottingley South Jn to Ferrybridge North Jn	
71	Pontefract Monkhill Goods Jn to Ferrybridge South Jn	
71	Knottingley South Jn to Knottingley East Jn	
73 - 77	Leeds West Jn to Cliffe CCTV LC exclusive	Not to be used between signal CF1821 and South Milford Footpath R/G LC on Down line and signal GW1818 and South Milford Footpath R/G LC on Up line
79 - 80	Melton Lane to Hull	
81	Micklefield Jn to Church Fenton North Jn	
82	Hambleton East Jn to Hambleton North Jn	
82	Selby West Jn. to Canal Jn.	
83	Temple Hirst Jn. to Selby South Jn.	
84-85	Thorne Jn. to Saltmarshes	
86	Hull to Cottingham	
92	Hessle Road to Springbank North Jn	
94	Springbank North Jn to Walton Street	
94	Anlaby Road Jn to West Parade North Jn	Not to be used between signal L3971 and Shipley West Jn. on Down line Not to be used between signals L3951 and L3953 on Down line Not to be used between signal L3966 and Shipley East Jn. on Up line
95 - 98	Wortley Jn to Gargrave	
99 - 100	Apperley Jn to Ilkley	
100	Dockfield Jn to Esholt Jn	
101	Shipley East Jn to Bradford Forster Square	
102	Shipley South Jn to Shipley West Jn	

TABLE J - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

1. Trains may be assisted in rear between places listed below.
2. The assisting locomotive must be coupled to the train except where denoted in the table by the letter "N".
3. Any type of train may be assisted in rear, except where denoted below by:-
F freight trains only
ECS empty coaching stock trains only
P passenger trains only
4. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where denoted in the table the letter "D"
5. The locomotive attached in rear of the train must not apply power where denoted in the table by the letter "R".

From	To	Type of Train	Conditions	Remarks
YORK HOLGATE JN TO SKELTON JN				
York Station	Holgate Jn	P	R	Trains diverted via York Yard in emergency owing to obstruction between York Station and Skelton Jn.
Holgate Jn	York Station	P	R	Trains diverted via York Yard in emergency owing to obstruction between York Station and Skelton Jn.

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LOCAL INSTRUCTIONS

DONCASTER, MARSHGATE JN TO WHITEHALL JN

BETWEEN LEEDS AND SITE OF FORMER GELDERD ROAD JN

G.N.E.R. Control will advise Railtrack LNE Control of an InterCity 225 train with reduced power or a Class 253/254 train, with one power car shut down and unassisted, or assisted by a locomotive of less than 1470 h.p. which is to proceed towards Wakefield Westgate Railtrack LNE Control must advise the Signaller at Leeds box of the circumstances.

On receipt of such advice, the Signaller at Leeds must not clear the signal at the end of the platform concerned until a clear route can be set to signal L208.

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

LEEDS TO YORK (SKELTON) VIA HARROGATE

LEEDS

Empty Diesel Multiple Unit Trains. On arrival of trains at Leeds Station, the traincrew must not leave until they have first ascertained from the Station Supervisor if the empty DMU has to be shunted, and whether they will be required to work away.

Leeds Station : Through Road, Platforms 8 and 9 East End "Lock-out" facility

The undermentioned instructions are supplementary to the Rule Book Section B, Part iv and are to be applied whenever it is necessary to examine a train on the Through Road:-

1. The person in charge of the work to be performed must telephone the Signaller from the "Lock-out" control unit and advise him the approximate amount of time he requires to carry out the work.
2. When the Signaller gives permission for the work to start, the person in charge must press the "Request Lock-out" button and when the "Safe to work when lit" indicator is illuminated, he may, commence work.
3. Upon the work being completed, the person in charge must telephone the Signaller, then press and hold in the "Cancel Lock-out" button until the "Safe to work when lit" indicator becomes extinguished.
4. Should the "Request Lock-out" have been pressed but the Signaller be unable to grant a request the person in charge of the work must press the "Cancel Lock-out" button and make a further request later.

Traincrew relief must not take place on the Through Road between platforms 8 and 9. If a train requiring relief is routed towards the Through Road the Driver must stop and advise the Signaller who must then arrange an alternative route.

Traincrew or other staff requiring to join a train standing on the Through Road must first obtain permission from the Station Co-ordinating Supervisor. Before giving such permission the Station Co-ordinating Supervisor must arrange with the Signaller for platform 8 or 9, as appropriate, to be blocked and also advise the Signaller when normal working can be resumed.

LEEDS AND SHIPLEY

Signal Passed At Danger (Spad) Indicators

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

SPAD indicators are provided beyond the following signals.

<u>Signal Number</u>	<u>Location</u>
L.134	Leeds platform 7
L.137) One Indicator	Leeds platform 9 (West end)
L.138) for both lines	Leeds platform 10
L.139	Leeds platform 12
L.3966	Shipley platform 3 Up Forster SQ. Main
L.3971	Shipley platform 2 Down Shipley Main

STABLING OF TRAINS ON THE DOWN GOODS LINE AT LEEDS STATION

In exceptional circumstances, when no other alternative is available, the Signaller may agree to trains being stabled on the East end of the Down Goods line at Leeds station.

In order to obtain protection, the Driver of a train to be stabled on the Down Goods line must, on arrival at L154, contact the Signaller by radio and request that movements on the adjacent Up Goods line be stopped. When an assurance has been received from the Signaller, the Driver may alight from the Up Goods side of the train and proceed to platform 12 being aware that **at all times platform 12 remains open to traffic.**

If, in exceptional circumstances, the NRN radio has failed in all accessible driving cabs, Drivers should use their Personal Track Safety ability to obtain a position of safety and immediately contact the Signaller.

On arrival at platform 12, the Drivers must report that they are clear to the Signaller from L153 SPT.

Drivers proceeding to work a train stabled on the Down Goods line must contact the Signaller from signal 153 S.P.T. and request that trains on the Up Goods line be stopped. If the Up Goods line can be stopped the Driver will be so advised and asked to report to the Signaller by radio when they are clear. **Platform 12 will remain open to traffic.**

STABLING OF TRAINS ON THE DOCK SIDING LINE AT LEEDS STATION

In order to obtain protection, the Driver of a train to be stabled on the Dock Siding must, on arrival in the siding, contact the Signalman by radio and request that movements on the adjacent Platform 4 line be stopped. When an assurance has been received from the Signalman, the Driver may alight from the train.

If, in exceptional circumstances, the NRN radio has failed in all accessible driving cabs, Drivers should use their Personal Track Safety ability to obtain a position of safety and immediately contact the Signalman.

On arrival at platform 4, Drivers must report that they are clear to the Signalman from L.162 signal post telephone.

Drivers proceeding to work a train stabled on the Dock Siding line must contact the Signalman from L162 S.P.T. and request that trains on Platform 4 line be stopped. If Platform 4 line can be stopped the Driver will be so advised and asked to report to the Signalman by radio when the Driver has boarded the train.

HORSFORTH AND RIGTON

Bramhope Tunnel

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

Telephones are provided at Nos. 1, 2, 3 and 4 shafts (Nos. 1 and 2 telephones being 634 yards and 1,348 yards respectively, from the Weeton end, and Nos. 3 and 4, 1,747 yards and 1,080 yards respectively, from the Horsforth end). Nos. 1, 2 and 4 telephones are actually in the shafts, but No.3 telephone is 75 Yards on the Weeton side of No.3 shaft, on the Up side of the line.

Telephones are also provided at each end of the tunnel providing communication with Horsforth box. They are located as follows :-

Horsforth end outside tunnel on Down side Weeton end inside tunnel at first Up side recess.

HARROGATE

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

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

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

Stabling of Trains or vehicles on the Through Road.

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed:-
 - (a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - (b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented.

No.1 Platform - Signal H26

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

WHITE LINING OF PLATFORM EDGES

1. These instructions provide a safe method of protection by blocking a line to trains whilst staff are working and it is not therefore necessary for a Person in Charge of Work (PICOW) to be appointed.
2. When it is necessary to white line a platform edge, the platform line concerned must be blocked in accordance with the following procedure:-
 - (a) The person requesting protection must go to the Signalbox advise the Signaller of his name, grade and Employer and request the appropriate platform line(s) be protected by signals and indicate for how long protection will be required.
 - (b) When the Signaller agrees to the work commencing and confirms that signal protection has been given, the person requesting the protection must countersign the entry in the Train Register. The person requiring protection must then place a Red banner board/flag in the four foot at the Ramp end(s) of the Platform line together with one detonator on one rail of the line.
 - (c) When the work has been completed and everyone is clear the person who requested the protection must first remove the protecting detonator(s) and Red banner board/flag(s) and advise the Signaller accordingly, repeating his name, grade and Employer.
 - (d) The person requesting signal protection in the first instance must, except in exceptional circumstances, be the same individual who completes the work and gives up the protection.

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

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

HORNBEAM PARK

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

KNARESBOROUGH

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

HOLBECK WEST JN TO BRADFORD INTERCHANGE BETWEEN LEEDS AND BRADFORD INTERCHANGE

No Class 253/254 train with one power car shut down and unassisted, or assisted by locomotive of less than 1470 h.p., must be permitted to work over this route in either direction.

BRADFORD INTERCHANGE

Loco-hauled train running round

The maximum acceptable number of coaching stock vehicles running round is 10.

Platform 1 and 3 lines

If the Driver of a train standing at signal M1578 on Platform line or signal M1576 on No.3 Platform line needs to speak to the Signalman, he should do so from the telephone on the end of the respective platform.

Platform 1, 2 and 3 lines.

The AWS magnets provided on these lines and immediately on the Mill Lane Junction side of signals M1578 / M1574 / M1576 will only give a warning indication if a train proceeds towards or passes one of these signals at danger. No AWS indication will be received when a proceed aspect is exhibited. If a warning indication is received the Driver must stop immediately unless authority has been given for the signal to be passed at Danger.

HALL ROYD JN TO SKELTON JN

CASTLEFORD

Down Platform

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

WAKEFIELD KIRKGATE

Wakefield Kirkgate (EWS) Traincrew Relief point, Traincrew of freight/parcels trains using Kirkgate Station for relieving purposes must report to the Traincrew Supervisor at Immingham on 018 3277. A telephone is provided in the EWS Staff room on Wakefield Kirkgate Station.

CHURCH FENTON

Staff requiring to cross the line on foot from the Down Leeds side parking area to the Signalbox must first telephone the Signaller from the telephone provided in order to establish that it is safe to do so.

DIGGLE JN TO HOLBECK EAST JN

MARSDEN

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

HUDDERSFIELD

Propelling movements from DMU Stabling Sidings

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

Staff crossing the line between Platform 8 and the Down sidings

Staff requiring to cross the line on foot between the Leeds end of Platform 8 and the Down Sidings must request permission from the Signaller before doing so from the signal post telephones on HU757 signal when going to the Down Sidings and HU765 signal when coming from the Down Sidings, or, in the event of a telephone failure, by alternative means.

HUDDERSFIELD SOUTH TUNNEL

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

The switch controlling the lock out system is operated by an Annetts key.

One key only is provided in a cubicle situated at the bottom of the ramp to Huddersfield Number 2 Platform adjacent to the mouth of the Up Tunnel.

ALL staff must enter and leave the tunnel by the Huddersfield end of the tunnel except under the following circumstances which are as shown on a notice board worded "NO ENTRY TO SOUTH TUNNEL unless you are working under the Supervision of a PICOW or Rule Book Section T or are protecting a train in accordance with the Rule Book Section M or are protected by the Signaller in an emergency".

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

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

HUDDERSFIELD 761 SIGNAL

This Down Main Line signal situated inside Huddersfield North Tunnel is positioned on the right hand of the line.

The signal post telephone associated with this signal has been removed from the signal post and relocated to a position on the right hand tunnel wall situated behind the adjacent relay case.

Drivers using this S.P.T. must take special care due to the underfoot conditions existing in this area.

BARNSELY STATION JN TO HUDDERSFIELD

STOCKSMOOR LOOP AND PENISTONE STATION.

SIGNAL PASSED AT DANGER (SPAD) INDICATORS

SPAD indicators as described in Rule Book Sections C and D are provided beyond the following signals.

<u>Signal Number</u>	<u>Location</u>
HU. 742	Up Stocksmoor Loop
HU. 743	Down Stocksmoor Loop
BY. 1052	Penistone Up Platform.

PENISTONE

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

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

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

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

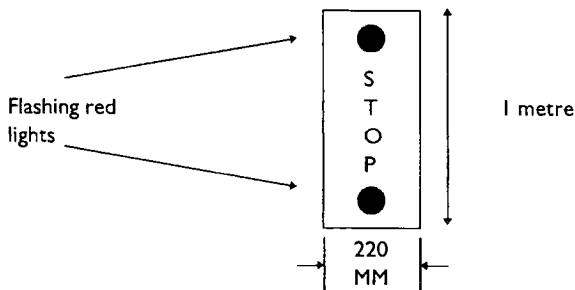
Cottingley	- Down and Up (Both 60 metres)
Deighton	- Down and Up (Both 60 metres)
Slaithwaite	- Down and Up (Both 60 metres)
Marsden	- Up Passenger Loop (51 metres)
Marsden	- Down (65 metres)

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

WINCOBANK JN AND HORBURY JN

MEADOWHALL

A SPAD indicator, consisting of an illuminated sign as below (and not as described in Rule Book, Section C, clause X.4.7.3.), is provided between S198 signal (at the Sheffield end of Meadowhall Up platform) and the junction points. An AWS inductor, normally suppressed (i.e., no indication will normally be received) is also provided between S198 signal and the SPAD indicator.



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

ALTOFTS JN TO LEEDS NORTH JN

STOURTON TRADING ESTATE

Line not normally in use. Trains may only run when authorised by the Production Manager Railtrack LNE Zone.

BSC Secondary Level Crossing

1. The Instructions in the Rule Book Section L Clause X.4 headed "Open Crossings (non-automatic)" apply at this crossing where trains are required to stop.
2. No warning boards are provided on either side of the crossing.
3. The undermentioned arrangements apply at this crossing:-
 - 3.1 The Trainman must obtain permission from D F Steels staff for the train to enter Steel's sidings and ascertain into which siding the loaded wagons are to be placed.
 - 3.2 The Driver will receive the authority of the Trainman to pass the Stop boards on either side of the crossing.

STOURTON FREIGHTLINER TERMINAL

1. The Terminal Overseer is responsible for all rail movements within the terminal.
2. Arriving Trains
 - 2.1 Thirty minutes before a train is due to arrive, the Terminal Overseer must ascertain its whereabouts from the Operations Centre and estimate the arrival time. Ten minutes before the estimated arrival time he must again consult the Operations Centre about the trains approach and confirm his estimate.
 - 2.2 After a train has entered the terminal and been stabled, the Guard must report to the Terminal Overseer.
3. Departing Trains
 - 3.1 Traincrews must report to the Terminal Overseer immediately on arrival within the terminal.
 - 3.2 The Guard must advise the Terminal Overseer when the train is ready to depart.
 - 3.3 Authority for departure will be given by the Terminal Overseer.

HOLBECK DEPOT

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

Movements from the depot, including shunting movements, must not proceed beyond the exit STOP Await Instructions board until the Signaller's permission has been obtained.

YORK HOLGATE JN TO SKELTON JN

YORK YARD SOUTH

"Triangle Access" Level Crossing-The provisions of Rule Book Section L Clause X.6 headed "Traincrew operated crossings", (TMO) apply at this crossing, except that no white lights at the stop boards either side of the crossing are provided.

The person in charge of the movement must obtain the Key for the gates from the Chargehand's Office, York Yard North and return it thereto when operations are completed.

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

YORK TO SCARBOROUGH

MALTON

Down trains terminating or delayed at Malton Station.

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

SCARBOROUGH

Propelling of Empty Coaching Stock Trains from Station.

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

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

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

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

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

Train Despatch at Scarborough Station

Despatch of all Regional Railways North East Trains is the responsibility of the Conductor. Conductors must press the "ready to start" plunger at least two minutes before the booked departure time. in the event of poor visibility when signal / "off" indicators are not clearly visible, the Station Supervisor will assist the Conductor.

Scarborough Station : Platforms 3/4 and 5 "Lock Out" Facility

The following instructions are additional to the requirements of Rule Book, Section B.

1. When a "Not to be Moved" board needs to be used it must be securely fitted to the Drivers cab in such a position that it is clearly visible to the Driver of the train as well as being visible along the platform.
2. These instructions provide a safe method of protection by blocking lines to trains whilst staff are working and it is not therefore necessary for a Person in charge of work (PICOW) to be appointed.
3. Watering of coaching vehicles at track level
The platform line on which the train is standing and the adjacent platform line from which the watering will take place must be blocked and the work protected in accordance with clause 7.
4. Clearing of Track
When staff are to clear litter etc. from the track, both lines between two platforms on which they are to work must be protected in accordance with Clause 7.
5. M. E.E. Staff Working on the Outside of Train at Track Level
The M. E.E. Designated Person must block the line on which the train is standing and the adjacent platform line in accordance with Clause 7. The provisions of Rule Book, Section B(iv) Clause X.6 and X.7 are modified accordingly.
6. White Lining of Platform Edges
Platform edges must only be whitelined when the platform line has been protected in accordance with Clause 7.
7. Method of Protection
When it is necessary to block a line to protect staff in accordance with any of the above requirements, the following procedure must be observed:-

- (a) The person requiring the "Lock out" protection must telephone the Signalman giving his Name, Grade, Employer, Duration of protection required and which platform(s) line requires protecting.
- (b) When the Signalman agrees to the work and confirms that signal protection has been given and the relevant "Lock out" two way switch has been placed to the "Lock out" position, the person requesting "Lock out" protection may, on the Signalman's authority operate the relative "Lock out" unit and withdraw the key.
- (c) When the person requesting "Lock out" protection has withdrawn the key he must advise the Signalman, the Signalman will then repeat the entry made in the Train Register and, when satisfied that this is correct, the person requesting protection must repeat his Name, Grade and Employer. When the Signalman confirms that "Lock out" protection has been given the work may start.
- (d) When the work has been completed and everyone is clear the person who requested the "Lock out" protection must advise the Signalman of his Name, Grade, Employer and the number of the relevant platform(s) affected. When advised to do so you must replace the key and turn it to the lock position.
- (e) The person requesting the "Lock out" protection in the first instance must, except in exceptional circumstances, be the same individual who completes the work and gives up the "Lock out" protection.

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

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

WAKEFIELD KIRKGATE WEST JN TO GOOLE, POTTERS GRANGE JN PONTEFRAC T MONKHILL

Passenger trains from the Wakefield direction terminating at Pontefract Monkhill must run, empty, onto the line towards Ferrybridge and reverse at K377 signal.

The Driver must apply the parking brake before leaving the cab to change ends and the Guard must remain in this cab until the Driver has changed ends; the Driver must then instruct the Guard to release the parking brake. If the train is not to depart from K377 signal immediately, the Driver must apply the parking brake before so instructing the Guard.

HENSALL

When a Driver is authorised to pass signal 4 or 6 at danger, he must, before passing the signal concerned, operate the special plunger below the telephone box, or if a Handsignalman is in attendance ensure that this has been done.

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

SNAITH STATION, FIELD LANE AND GOWDALL AOCL LEVEL CROSSINGS

The above level crossings must be worked in accordance with Rule Book Section L Clause X.3, Instructions for AOCL crossings, except that in the event of the flashing white light not being automatically initiated or ceasing to flash, or the red light continuing to flash prior to departure of an Up train from Snaith or on approach of a Down train at Snaith, or in both directions at Field Lane and Gowdall, the Driver must press the plunger located in the locked cabinet, unlocked by the Driver's key, situated on the appropriate white light post, to activate the road signals.

When the white light is flashing, the Driver may proceed as normal. If, after operation of the plunger the white light still does not flash, the Driver must proceed in accordance with Rule Book Section L Clause X.3.

RAWCLIFFE STATION AHB LEVEL CROSSING

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

LEEDS WEST. JN. TO HULL

LEEDS

For Local Instructions see page 6.113.

BETWEEN LEEDS STATION AND NEVILLE HILL

Up to 6 parcels vans may be worked without a brakevan between Leeds Station and Neville Hill. The automatic brake must be operative and in use on all vehicles, and at least two wheel scotches must be carried by the hauling locomotive for use in emergency.

NEVILLE HILL

Coaching Stock Depot - Loud Speakers

The talk - back equipment at each Stop for orders Board is track circuit activated except at the two boards for each group of the Departure Sidings, which will be activated by the person in charge of the West End Console, when the illuminated sign reading "SPEAK" will be displayed at the board applicable.

For movements from the Shunt Neck adjacent to the Depot Arrival Line, an over - ride button is provided on the Arrival Line Talk - Back Equipment to enable staff to communicate with the person in charge of the Console. The button must be depressed continuously until an answer is received.

When speaking the person must talk towards the loud speaker and be within 10 yards of it. The loud speakers are sensitive to all sounds over a wide range and Drivers must keep locomotive noise to a minimum to assist in the efficient working of the apparatus.

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

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

Movements along the Up Sidings Arrival Line from East to West, are prohibited unless permission of the person in charge of the sidings or the Signalman has been obtained.

NEVILLE HILL DEPOT

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

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

Internal depot movements must be accompanied by a shunter unless:-

- (a) the movement being made has a Driver at each end, or
- (b) a Regional Railways unit is being moved from the tanking apron to the fuel shed.

To obtain permission for movements within the depot, the person in charge of a movement must contact the appropriate console operator.

Rail movements on the depot are not to exceed 5 mph except in the carriage cleaning plant, where the speed limit is 3 mph.

Except where a signal is provided, movements over power operated points within the depot must not be made without the permission of the respective Console Operator.

Fouling points within the depot will be indicated by white painted sleepers.

Preparation of trains may take place within the Maintenance Sheds, on the Holding Sidings, and on all Departure Sidings, except the Local Line and Siding No.1 in No.1 Group.

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

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

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

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

Depot Protection will be commissioned from 2nd July 1994 on Reception Sidings 1, 2, 3 and 4.

Equipment

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

Method of Working

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

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

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

NEVILLE HILL WEST JN

Up Arrival Line

Vehicles must not be stabled on the Up Arrival Line.

MANSTON LEVEL CROSSING

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

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

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

GARFORTH

Moor Foot Crossing - 13m 41ch

Drivers of Up stopping trains at Garforth need only sound the locomotive horn at the 2nd whistle board viz that situated on the Leeds (departure) side of the station.

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

SELBY

Rule Book, Section K, clause X.1.1, X.1.2. When a train is stopped at signals 1956 or 1958 the Driver must communicate with the signalman at Selby by means of the signal post telephone immediately.

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

SELBY SWING BRIDGE

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

HULL PARAGON

Working of trains between Hull Paragon Station and Botanic Gardens Sidings

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

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

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

Stock Siding and By-pass Line

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

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

Movements from Sidings A to E

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

THORNE JN TO GILBERDYKE JN

GOOLE

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

GOOLE STATION

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

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

GOOLE BRIDGE

Trains unable to start when signal G.B.2 or G.B.3 is cleared.

If a train is stopped at signal G.B.2 or G.B.3 at Danger and is unable to re-start when a proceed aspect is displayed, the Driver must telephone the Signaller immediately and advise him of the circumstances.

Persons requiring to visit Goole Bridge box, or pass over the bridge, or undertake an inspection of the track or bridge mechanism, or inspect the navigation lights must telephone the Signaller to obtain permission and seek assurance that traffic movements on the line(s) concerned have been stopped.

The person(s) requesting protection must give his/her name, grade and company and indicate how long protection will be required. The Signaller must be advised when the person(s) is clear of the bridge.

Telephones are provided at the East end and West end of the bridge and at the Hook Road Access (Western Walking Route)

Men working at rail level on Goole Bridge. Rule Book, Section B.

When work is being carried out on the moveable section, or the fixed ends adjacent to the moveable section of Goole Bridge, the Lookout must be positioned on the signal box gantry provided he can maintain visual and audible contact with the men for whom he is acting as a lookout.

Should the weather conditions be such that the Person in charge of work considers that sufficient warning cannot be given to men working on the line of the approach of trains and it is essential for the safety of the line or the working of the bridge for the work to be carried out the provisions of the Rule Book, Section T.III must be applied.

HULL TO SEAMER WEST

DRIFFIELD

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

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

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

BRIDLINGTON

Loaded passenger trains must not be routed to or started from Platforms 7 and 8 during the hours of darkness.

An Engineers On Track Machine may be admitted to platforms 7 or 8 when that platform is already occupied by such a machine; a machine may not be admitted to the platform if it is already occupied by any other type of train nor may any other type of train be admitted to the platform when it is already occupied by a machine.

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

An Engineers On Track Machine must be stabled close to the buffers and must not be moved except in accordance with Rule Book Section H Clause X.15.3.

HESSLE ROAD TO SALTEND

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

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

The Divisible Train Staff is housed in a locked box affixed to HR. 49 signal. The box may be opened by a Driver's No. 1 key.

The Train Staff consists of 4 components namely :

- The Train Staff itself which is engraved " Hull Docks Branch between HR .49 Signal and Dock Gates - Train Staff."
- Three screw on segments each engraved "Hull Docks Branch 1 (2 and 3)." "With the Signalman's permission, Drivers may proceed on to the Single Line with one segment only provided the Train Staff is present."

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

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

Trains from Signal HR. 49 to Hull Docks.

2. Train arrives at HR. 49 signal / "Stop - Start of Train Staff Working Contact Signalman - Obtain Train Staff Before Proceeding" board where Driver contacts Signalman and requests permission to obtain the Train Staff or segment and proceed.
3. Provided the line is clear between Signal HR. 49 and the Dock Security Gates the Signalman may give permission for the Driver to obtain the Train Staff or the lowest numbered segment as agreed with the EWS Person in Charge.
4. If the Driver is authorised to proceed with the lowest numbered segment present he must unscrew it from the Train Staff and return the Train Staff to the box before proceeding
5. When the Train Staff, or lowest numbered segment present has been obtained, the Signalman may clear HR. 49 signal.
6. On arrival at the Dock Security Gates / "Stop - End of Train Staff Working Surrender Train Staff To Chargeman" board, the Train Staff or segment must be handed to the EWS Person in Charge who will, when there is more than one segment available, re assemble the segments of the Train Staff and place it in the receptacle provided.
7. The EWS Person in Charge must confirm to the Signalman at Hessle Road that train, Reporting No. "WXYZ" has arrived complete, is clear of the Train Staff Single Line and that the Train Staff or segment No. has been surrendered.

Trains returning from the Dock Security Gates to HR 49 signal

8. Train arrives at the board worded "Stop - Start of Train Staff Working. Obtain Train Staff From Chargeman and Permission Before Proceeding"
9. The EWS Person in Charge must agree with the Signalman in accordance with clause 1 that train, Reporting No. "WXYZ" is ready to depart and whether the Driver should be issued with the Train Staff or the lowest numbered segment. The Signalman must request the EWS. Person in Charge to convey any necessary instructions to the Driver. If a train is to proceed with a segment of the Train Staff, the EWS Person in Charge must hand the Train Staff to the Driver and instruct him to unscrew and take the lowest numbered segment before handing back the Train Staff.
10. The Signalman may give permission for the train to proceed provided the Train Staff Single Line is clear to track circuit 325 clear.
11. On arrival at the "Stop - End of Train Staff Working Replace Train Staff. Speak to Signalman." board at HR.49 signal the Driver must return the Train Staff or segment to the locked container and if in possession of segment 2, 3 and/or the train staff must:-
 - screw the segments of the Train Staff carried to the Train Staff segment(s) in the container.
 - Confirm to the Signalman at Hessle Road that train reporting Number "WXYZ" has arrived complete and that the Train Staff or segment No. (1,2 or 3) has been returned to the locked container.

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

FAILURE OF A TRAIN ON THE TRAIN STAFF SINGLE LINE

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

CONVEYANCE OF THE TRAIN STAFF BY ROAD

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

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

RECORDING ON THE MODIFIED OTS WORKING FORM

The Signalman at Hesse Road and the EWS Person in Charge must record:-

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

RULE BOOK SECTION T III. X.2.2

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

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

WORKING BY PILOTMAN

Working by Pilotman must be introduced if:-

- a, the train staff or a segment is lost and cannot be found after a thorough search
- b, it is necessary to work to and from a point of obstruction

HULL DOCKS

Working of Trains. On lines which are crossed by or which run alongside, a Pedestrian or Vehicular roadway, the maximum permissible speed is 5 m.p.h. unless otherwise shown. All locomotives and trains proceeding along any dock line forming part of or adjacent to a road must not exceed 4 mph and must be preceded by the Guard or Shunter.

Level Crossings. The Leading Railman in charge of a locomotive must, when approaching any point at which road vehicles cross the line, send the Railman well in advance of the locomotive to stand at the crossing place and warn approaching persons or vehicles.

King George Dock Eastern Access Level Crossing.

The instructions in Appendix 9 to the Rule Book, headed "Automatic Barrier Crossings, Locally monitored (ABCL) and Automatic Open Crossings, Locally Monitored (AOCL) - 2, Instructions at crossings where trains are not required to stop" apply. No advance warning boards are provided and speed over the crossing must not exceed 3 m.p.h.

WORTLEY JN TO HELLIFIELD SOUTH JN

TRAIN OPERATED WARNING SYSTEM

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

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

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

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

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

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

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

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

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



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

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

BRIDGE LOCKOUTS BETWEEN LEEDS AND SHIPLEY AND PLATFORM LOCKOUTS AT SHIPLEY AND KEIGHLEY STATIONS

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

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

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

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

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

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

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

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

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

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

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

SHIPLEY STATION - PLATFORM 5

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

KEIGHLEY STATION

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

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

KEIGHLEY DOWN SIDINGS

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

KEIGHLEY AND WORTH VALLEY RAILWAY

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

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

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

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

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

SKIPTON

Detaching of Cripples: A Down train which activates the Hot Axle Box Detector will be stopped at L4031 signal for initial examination. If it has to detach cripples, it will be routed via the Down Shipley Fast line and detached vehicles must be placed in the Shunt Spur of the Up Sidings. If there are too many vehicles in front of the cripple, and it is necessary to place vehicles on the Up Shipley Main, such vehicles must be secured by the application of a sufficient number of handbrakes. It may be necessary, after vehicles have been placed in the Shunt Spur, to obtain the Signalman's permission to pass 4553 signal in accordance with Personalised Rule Book, Section D, Clause X.1.1.

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

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

TRAIN DESPATCH - SKIPTON

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

SKIPTON - PLATFORM LOCKOUTS

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

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

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

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

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

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

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

The operation of the lockout is as follows:-

The person taking the lockout must telephone the Signaller, identify himself by name and employing organisation, say what is to be done and ask for the lockout to be given.

When the Signaller is able to give the lockout, the light on the instrument will light; the button must then be pressed and the key turned and withdrawn. The Signaller must be advised when the key has been withdrawn.

The key must be retained by the person removing it and not left in the instrument cupboard, as long as it is out of the instrument the platforms are protected from train movements by the signalling system.

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

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

ALWAYS ENSURE THAT YOU KNOW EXACTLY WHAT IS PROTECTED

SKIPTON UP SIDINGS - CARRIAGE WASHING MACHINE

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

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

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

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

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

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

APPERLEY JN TO ILKLEY

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

Entry into the above bridge and tunnel on foot is forbidden unless protection is provided in accordance with Personalised Rule Book, X.T.II. or the line is under a T.III possession, or unless it is absolutely necessary in accordance with the Rules and Regulations.

BURLEY IN WHARFEDALE AND ILKLEY

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

SHIPLEY, EAST JN TO BRADFORD FORSTER SQUARE

SHIPLEY

Goods Yard. The Guard or person in charge must not authorise a train to pass the "Stop" board on the Siding until an assurance has been received from Crossley's Shunter that the private locomotive has ceased work and is clear of the movement about to be made. Before leaving the Yard, the Guard or person in charge must advise Crossley's Shunter that BR shunting operations in the Yard have terminated. Trains being propelled into Crossleys Siding must not exceed 15 SLU.

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

Provided signal 3966 has cleared to permit this, a Mark IV train from Bradford must draw right down to the platform end so that all coaches are platformed.

BRADFORD FORSTER SQUARE

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

Platform 1 Line

The AWS magnet on this line and immediately on the Shipley side of L.3996 signal will only give a warning indication if a train proceeds towards or passes L.3996 signal at danger.

No AWS indication will be received when a proceed aspect is exhibited. If a warning is received the Driver must stop immediately unless authority has been given for the signal to be passed at Danger.

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