BOOK YH

WORKING

TIMETABLE

SUNDAY 15 DECEMBER 2024 to SATURDAY 07 JUNE 2025

FREIGHT AND DEPARTMENTAL TRAIN SERVICES

KINGS CROSS TO TALLINGTON JN

TALLINGTON JN TO COLTON JN

COLTON JN TO BERWICK-UPON-TWEED

SOUTH HUMBERSIDE TO DONCASTER

MICKLEFIELD/SELBY TO HULL

NORTHALLERTON TO NEWCASTLE VIA COAST

KING EDWARD BRIDGE SOUTH JN TO CARLISLE

BENTON NTH/MORPETH NTH TO BLYTH AND LYNEMOUTH

CHESTERFIELD TO DONCASTER VIA MASBOROUGH

HEBDEN BRIDGE TO COLTON JN

DONCASTER TO WHITEHALL JN

LEEDS TO PETTERIL BRIDGE JN

SHAFTHOLME JN TO GASCOIGNE WOOD SIDINGS

WEST BURTON POWER STATION TO KIRK SANDALL JN

THORESBY COLL. JN TO SHIREOAKS EAST JN

CHESTERFIELD TO MASBOROUGH JN

THORNABY EAST JN TO REDCAR AND BOULBY MINE

BESSACARR JN TO WRAWBY JN & BOTTESFORD WEST JN TO WERRINGTON JN

Network Rail

MILTON KEYNES

Produced and published by Network Rail, Planning Publication

Email: NRT-WTT@NetworkRail.Co.Uk.

Train Operating Companies and Infrastructure Company users should contact their own documentation control point

This WTT contains freight and departmental trains which are of stable and regular nature. There may, however, be occasions on which they will be subject to short notice cancellation on a day to day basis when insufficient traffic is available for movement. On these occasions, separate advice will be given.

INDEX

Note that the Index now contains the Filename references for those users who are referring to the online or Adobe version of this document.

INDEX – Continued

NOTES

1) The codes in columns immediately above the train titles are for train reporting. The first position indicates the classification, the second the destination as shown below, the third and fourth the identity number. In the case of light engines travelling before or after working trains, the code will be zero, followed by the destination indication and identity number applicable to the train or using the destination indicator below.

2) Where no separate time is shown for arrival and departure, the time indicated is the departure time. Small type with / (e.g. 02/00) indicates passing time.

3) Trains will normally be air-braked. In those cases where vacuum braking applies, the symbol 'B' will be shown against operating characteristics.

4) Trains that run on Sundays appear at the end of each table.

DESTINATION   INDICATION   LETTERS

Letter	Destination
A	Coal empties from Drax PS and coal to Ratcliffe
B	West Burton PS

C	Eggborough Power Station: Immingham-Scunthorpe Coal and v.v.
D	Former Doncaster/Leeds District
E	Former Eastern Region
F	Cottam Power Station: service to/from Boulby Branch
G	Ore movements South Humberside
H	Drax Power Station/Former Peterboro-Kings Cross Districts
J	Former Sheffield District: High Marnham Power Station
K	South Yorkshire & North Notts collieries
L	Former Anglia Region
M	Former London Midland Region
N	Former Ncle/Teesside/York Districts
O	Former Southern Region
R	Coal empties from Eggborough Power Station
S	Former Scottish Region
V	Former Western Region
W	Coal empties from Cottam & West Burton Power Stations
X	Indicates that the train conveys an exceptional load for which special conditions apply. Signallers must ensure that they are in possession of the special conditions relevant to the train(s).
Y	Ferrybridge Power Station

NB :   B.C,F and H apply to intrazonal trains only.

EXPLANATION OF OPERATING CHARACTERS

Days run

M	Monday	**F**	Friday
T	Tuesday	**S**	Saturday
W	Wednesday	**Sun**	Sunday
Th	Thursday		

O   The addition of the letter 'O' indicates that the train will run on that day or those days only

X   The addition of the letter 'X' indicates that the train will not run on that day or those days

EWD   Runs every week day (Monday to Saturday)

Where * * appear in the column heading either side of the day(s) run, this indicates that the train starts its journey on the previous day, as indicated in the "Orig. Dep. Time" heading. The days shown in the "Dates of Operation" heading indicate the actual days of operation applicable to that station bank.

Running Line and Platform Indications

AL	Avoiding Line	**SL**	Slow Line
ESL	East Slow Line	**SL1**	Slow Line No 1
FL	Fast Line	**SL2**	Slow Line No 2
DGL	Down Goods Line	**2WG**	Two Way Goods
GL	Goods Line	**DG**	Two Way Goods No 2
LSL	Leeds Line	**NNL**	Normanton Line
TL	Through Line	**UDS**	Up / Down Slow
WSL	West Slow Line		

Timing Differentials

a	Arrives 1 minute earlier	**c**	Arrives 2 minutes earlier
e	Arrives 3 minutes earlier	**g**	Arrives 4 minutes earlier
j	Arrives 5 minutes earlier		

Margins and allowances

[4]   Indicates the number of minutes allowed for temporary speed restrictions and other engineering work.

(2)   Extra time for pathing requirements

*   In arrival or departure time - stops or shunts for other trains to pass only

Other Commonly Used Abbreviations

B   Vacuum braked train

C   Stops to change traincrew

D   Stops to detach only

E   Stops for examination

G   Train (wo)man required for train consisting of other than coaching stock   vehicles

L   Stops to change loco

OP   Stops for operational reasons

PR   Propelling between points shown

Q   Runs when required

RM   Stops for reversing movement or driver to change ends

RR   Stops for reversing movement by running round

S   Stops for railway personnel only

t   Stops only for tablet, staff and token purposes

T   Stops to detach and attach

U   Stops to attach only

X   Points at which trains run from one running line to another

Y   Runs to and from terminals/yards as determined by traffic demand

Z   May convey traffic to Channel tunnel gauge

         Not to be diverted from booked route without authority.

| Light engine

@   Commercial or operating changes at this location

k/kk   Stops for operational requirements and TOPS Stops where required

TS   TOPS stops requirement

$ or # See Explanatory column note

TIMING LOAD DESCRIPTIONS

The timing load description depicts the trailing weight and traction type used on a train. The timing load adopted for any particular train does <u>not</u> override the maximum load applicable for the route and traction concerned as published by Network Rail. In order to avoid very large numbers of different timing loads, a banded approach is adopted, with steps approximately every 200 tonnes. In some cases, the Sectional Running Times (SRTs) may be common to two or more timing load bands pending review of the data used to determine the timings.

One of two different formats is used for freight timing load descriptions.

1   Used for diesel hauled class 6, 7, and 8 trains without specifying a particular traction class. The maximum trailing weight on which the timing is based can be determined by reference to the Timing Reference Matrix.

45	-	TR70
Max speed of the train	Indicates whether the timings incorporate BR 29973 (RT3793) speed restrictions	Timing Reference number
	B = Both (i.e. a Heavy Axle Weight Container train) **C** = Container **H** = Heavy Axle weight **-** = Standard SRTs	

2   Used for all other freight services.

75	C	47	S	12
Max speed of the train	Indicates whether the timings incorporate BR	Loco class	Indicates whether the train is single or double headed	trailing weight in hundreds of tonnes. (i.e. 12 indicates a weight

	29973 (RT3793) speed restrictions			between 1200 and 1299)
	B = Both (i.e. a Heavy Axle Weight Container train) **C** = Container **H** = Heavy Axle weight **-** = Standard SRTs	Loco class number.	**S** = single headed **D** = Double headed	For less than 1000 tonnes a leading zero is used, i.e. 08 indicates 800 tonnes

TIMING REFERENCE MATRIX

TIMING REF No.	Class 37 tonnes	Class 47 tonnes	Class 59 tonnes	Class 60 tonnes	Class 66 tonnes
TR40	300	535	695	655	695
TR55	430	735	955	900	950
TR70	555	940	1210	1145	1210
TR85	685	1145	1465	1390	1465
TR100	810	1345	1725	1630	1720
TR115	940	1550	1980	1875	1975
TR130	1065	1755	2235	2120	2235
TR145	1190	1955	2490	2365	2490
TR160	1320	2160	2750	2610	2745
TR175	1445	2360	3005	2865	3000
TR190	1575	2565	3260	3095	3260
TR200	1660	2700	3430	3260	3430

TIMING LOADS USED FOR CONTAINER OR HEAVY AXLE WEIGHT TRAINS

A separate series of timing loads will be used for trains conveying containers or heavy axle weight vehicles and therefore subject to specific restrictions. It is the intention that such restrictions will in future be incorporated in the SRTs for these trains although this may not universally be the case at present.

DOUBLE-HEADED TRAINS

There is no exact formula for the increase in haulage capacity of a double-headed train as this will depend upon both the traction and route characteristics. Where possible, specific double-headed timing loads are shown.

ALLOCATION OF TRAIN HEADCODES

SCOTS-ANGLO POWER STATION COAL SERVICES

The allocation of train headcodes on the Scots-Anglo coal services has been simplified. Trains will carry a single headcode throughout their journey from their loading point to the collecting power station. **It should be noted that this will apply to Scots-Anglo coal trains and their associated empties only; the allocation of train headcodes for other coal services remains unchanged.**

Under this procedure, all such coal trains will carry either the letter **U or J** as the second digit in the train headcode. The third and fourth digits will be allocated in bands of ten numbers to identify the specific power station. There will be a further split in these bands of ten numbers to differentiate between Short Term Planning (STP) and Very Short Term Planning (VSTP) trains. The same procedure will apply for empties from England to Scottish loading points; the letter **O or K** will be the second digit in the train headcode, with the third and fourth digits determined by the Scottish loading point.

Where "standby" paths identified in the Working Timetable are to be used for part of a journey, EWS will identify them in its bid to Network Rail, in order that Network Rail's Operational Planning and Control offices are aware of which "standby" paths remain available for use.

This procedure will apply to STP and VSTP trains only; trains shown in the WTT will continue to carry the headcode shown therein. Exceptionally, where a train shown in the WTT runs to another power station, the WTT headcode will be replaced by an STP or VSTP number, with a second digit of **U or J**.

ALLOCATION OF TRAIN HEADCODES

SCOTS-ANGLO POWER STATION COAL SERVICES:
SOUTHBOUND LOADED SERVICES

The arrangements outlined below will apply to all empty Short Term Planning (STP) and Very Short Term Planning (VSTP) coal trains departing from Scottish loading points after 0001 Sunday 28th March 1999, until further notice.

All loaded STP and VSTP coal trains departing from Scottish loading points to collecting power stations will carry the letter **U** as the second digit in the train headcode.

The range of numbers that will apply to each individual loading point is detailed below. These numbers are further split to differentiate between STP and VSTP trains.

LETTER	NO.	RANGE	POWER STATION
U	01-06	STP	Cottam
U	07-09	VSTP	Cottam
U	60-66	STP	Drax
U	67-69	VSTP	Drax
U	20-26	STP	Eggborough / Ferrybridge
U	27-29	VSTP	Eggborough / Ferrybridge
U	30-36	STP	High Marnham
U	37-39	VSTP	High Marnham
U	40-46	STP	West Burton
U	47-49	VSTP	West Burton
U	50-56	STP	Fiddlers Ferry
U	57-59	VSTP	Fiddlers Ferry

ALLOCATION OF TRAIN HEADCODES

SCOTS-ANGLO POWER STATION COAL SERVICES:
NORTHBOUND EMPTY SERVICES

The arrangements outlined below will apply to all empty STP and VSTP coal trains departing for Scottish loading points after 0001 Sunday 28th March 1999, until further notice.

All empty STP and VSTP coal trains will be worked from power stations to collecting yards under existing train headcode numbering systems. Trains will then be forwarded from these locations to Scottish loading points carrying the letter **0** as the 2nd digit in the train headcode.

The range of numbers that will apply to each individual loading point is detailed below. The numbers are further split to differentiate between STP and VSTP trains.

LETTER NO.		RANGE	POWER STATION
O or K	01-09	STP	Falkland Yard *
O or K	10-14	VSTP	Falkland Yard *
O or K	15-18	STP	Hunterston Low Level
O or K	19	VSTP	Hunterston Low Level
O or K	20-25	STP	Killoch
O or K	26-29	VSTP	Killoch
O or K	30-34	STP	Knochshinnoch
O or K	35-39	VSTP	Knochshinnoch
O or K	40-59	STP	Hunterston High Level
O or K	60-69	VSTP	Hunterston High Level
O or K	70-74	STP	Ravenstruther
O or K	75-79	VSTP	Ravenstruther

Note specifically 6O77 not to be used

O or K	80-85	STP	Mossend

O or K   86-89   VSTP   Mossend

Note specifically 6O81 not to be used

O or K   90-92   STP   Millerhill
O or K   93-94   VSTP   Millerhill

O or K   95-97   STP   Thornton / Westfield
O or K   98-99   VSTP   Thornton / Westfield

* Includes Ayr, Broomhill & Chalmerston