

BOOK YE

WORKING TIMETABLE

SUNDAY 15 DECEMBER 2024 to SATURDAY 07 JUNE 2025

PASSENGER TRAIN SERVICES

CHESTERFIELD TO MILFORD JN & DONCASTER

DONCASTER TO LEEDS

**WINCOBANK JN TO HUDDERSFIELD, WAKEFIELD &
MILFORD JN and LEEDS TO CASTLEFORD**

WAKEFIELD KIRKGATE AND CASTLEFORD TO GOOLE

**DONCASTER TO GILBERDYKE & CLEETHORPES,
BARTON-ON-HUMBER BRANCH**

**SHEFFIELD & MANSFIELD WOODHOUSE TO LINCOLN &
WRAWBY JN**

Network Rail
MILTON KEYNES

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

This timetable contains passenger and parcels train services, together with associated stock and any light engine movements. The importance of these services dictates that the planned working of these trains must always be maintained.

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

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NOTES

- I. The four digit codes shown in columns above train titles are for train reporting. The first position indicates the classification, the second the destination indication (see below), the third and fourth positions the identity number of the train.
- II. Where no separate time is shown for arrival and departure the time indicated is the departure time. Figures in *italics* indicate passing times.
- III. Trains must leave at the advertised time whenever practicable but, when booked to set down only, may depart as soon as station duties have been completed. Where the advertised departure times of passenger trains are slightly earlier than those shown on the Working Timetable, the former must be used in all quotations to the public.
- IV. A half minute is allowed for station duties, unless separate arrival and departure times are provided or more time is specified by letter indications.
- V. All dates shown herein are inclusive.

INTER-REGIONAL CODES**(Except Class 2 trains)**

Letter	Destination Area
E	Former Eastern Region
L	Former Anglia Region
M	Former London Midland Region
O	Former Southern Region
S	Former Scottish Region
V	Former Western Region
G, Z	Special Services

**DESTINATION INDICATIONS FOR CLASS 1 SERVICES
OPERATING IN SECTION YE WORKING TIMETABLE**

Letter	Destination Area
A	Kings Cross
B	Cleethorpes/Doncaster/Sheffield - Manchester Piccadilly/Manchester Airport (Both Directions) Sheffield – Cleethorpes (Both Directions) Blackpool North/Preston – York (Both Directions) Sheffield – St Pancras (via Nottingham)
C	Sheffield – St Pancras (via Derby)
D	Kings Cross to Leeds/Bradford/Skipton St. Pancras – Sheffield (via Nottingham)
F	St Pancras – Sheffield/Leeds (via Derby) Newcastle/Scarborough/Hull/Middlesbrough/Leeds – Liverpool Lime Street
H	Kings Cross – Hull
J	Sheffield – Hull Scarborough/Bridlington/Hull – Sheffield
K	Scarborough/Hull/Middlesbrough – Manchester Piccadilly Manchester Piccadilly – Hull
L	Leeds – Sheffield (Both Directions)
N	Kings Cross – York/Newcastle/Sunderland
P	Manchester Piccadilly/Manchester Airport – York/Middlesbrough/Newcastle/Scarborough

(Both Directions)

- R** Cleethorpes – Doncaster – Sheffield
Hull – York (Both Directions)
- T** Leeds – York/Scarborough
Scarborough – York
- W** Sheffield – Bridlington – Scarborough

**DESTINATION INDICATIONS FOR CLASS 2 SERVICES
OPERATING IN SECTION YD, YE and YG WORKING TIMETABLES**

Letter Destination Area

- A** MetroCentre/Newcastle – Morpeth
Saltburn – Newcastle
- B** Doncaster – Leeds (Both Directions)
Huddersfield – Sheffield (Both Directions)
- C** Leeds – Harrogate – York (Both Directions)
Sheffield/Doncaster – Goole/Hull/Bridlington (Both Directions)
- D** Bishop Auckland – Darlington – Middlesbrough – Saltburn/Whitby (Both Directions)
Bradford Forster Square – Ilkley (Both Directions)
Worksop – Nottingham
- E** Manchester Victoria – Leeds (via Hebden Bridge)
Liverpool Lime Street/Manchester Victoria – Huddersfield (via Diggle Jn)
- F** Leeds/Wakefield – Knottingley – Goole
Knottingley – Wakefield/Leeds
Cleethorpes – Barton-on-Humber (Both Directions)
- H** Leeds – Skipton – Carlisle/Lancaster/Morecambe (Both Directions)
- J** Leeds – Huddersfield – Marsden (Both Directions)
Doncaster – Selby (Both Directions)
- K** Leeds – Selby (Both Directions)
Peterborough – Lincoln – Doncaster (Both Directions)
Hartlepool – Darlington (Both Directions)
- L** Sheffield – Barnsley – Leeds (Both Directions)
- M** Leeds – Manchester Victoria (via Hebden Bridge)
Huddersfield – Manchester Victoria (via Diggle Jn)
- N** Middlesbrough/Newcastle – Hexham/Carlisle (Both Directions)
Leeds – Hebden Bridge (via Brighouse) (Both Directions)
- P** Sheffield – Retford – Lincoln (Both Directions)
Scunthorpe – Sheffield – Retford – Lincoln
Bradford Forster Square – Shipley/Leeds (Both Directions)
- R** Sheffield – Doncaster – Scunthorpe (Both Directions)
Sheffield – Cleethorpes (via Retford) (Both Directions)
Sheffield – Doncaster – Adwick (Both Directions)
York – Selby – Hull
- S** Bradford Forster Square – Skipton (Both Directions)

- Sheffield – Manchester Victoria (via New Mills) (Both Directions)
- T** York – Leeds - Bradford Interchange – Halifax – Hebden Bridge/Huddersfield (Both Directions)
- Cleethorpes/Grimsby – Lincoln/Newark (Both Directions)
- V** Leeds – Ilkley
- W** Sheffield/Hull – Scarborough (Both Directions)
- Middlesbrough/Sunderland – Newcastle – MetroCentre (Both Directions)
- Nottingham – Worksop
- Huddersfield/ Wakefield – Leeds/Selby (Both Directions)
- Y** Leeds/York – Moorthorpe – Sheffield

TIMING LOADS IN WORKING TIMETABLES

The timing load at the head of a unit operated train indicates the class of unit on which the timing of the train is based, and will be one of the following:

142	Class 14x series DMU
150	Class 150, 155 or 156 DMU
153	Class 153 DMU
158	Class 158 DMU
170	Class 170 DMU
185	Class 185 DMU
221	Class 220 'Voyager' DMU or Class 221 'Voyager' DMU operating in non-tilt mode
221T	Class 221 'Voyager' DMU timed at tilt speed on sections of route where tilt is authorised
222	Midland Mainline Meridian
222-9	Midland Mainline Meridian 9 Car
321	Class 321 EMU
321-C	Class 321 EMU-C
323	Class 323 EMU
325	Class 325 EMU
HST7-125	High Speed Train (2+7) (125 mph)
HST8-110	High Speed Train (110 mph)
HST9-125	High Speed Train (2+9) (125 mph)
@	Indicates change of timing load at location en-route – refer to column note

The timing load for locomotive hauled trains is shown in the following format:

- Maximum speed of the train, *followed by*
- The class of locomotive, *followed by*
- The tonnage on which the timings are based

For example, **80-86595** indicates a train timed at a maximum speed of 80mph, hauled by one (or more) Class 86 locomotive, with a maximum tonnage of 595 tonnes.

Where the tonnage is not a relevant factor, e.g. light movements, the letters **LD** ('Light Diesel') or **LE** ('Light Electric') appear followed by the maximum speed.

EXPLANATION OF REFERENCES

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.

Timing Differentials

Differences between arrival and departure times, or differences between Working and Advertised (Public) arrival or departure times are indicated by one or more of the following codes:

a	Arrives 1 minute earlier	f	Arrives 3½ minutes earlier
b	Arrives 1½ minutes earlier	g	Arrives 4 minutes earlier
c	Arrives 2 minutes earlier	h	Arrives 4½ minutes earlier
d	Arrives 2½ minutes earlier	j	Arrives 5 minutes earlier
e	Arrives 3 minutes earlier		
p	Advertised departure time 1 / 1½ minutes earlier		
q	Advertised departure time 2 / 2½ minutes earlier		
r	Advertised departure time 3 / 3½ minutes earlier		
v	Advertised arrival time 1 minute later		
w	Advertised arrival time 1½ / 2 minutes later		

- y Advertised arrival time 2½ / 3 minutes later
- z Advertised arrival time 3½ / 4 minutes later

Margins and Allowances

- [4] Extra time, shown in minutes, for temporary speed restrictions and other engineering work
- (2) Extra time, shown in minutes, for pathing requirements
- <1> Extra time, shown in minutes, for performance requirements

Running Line and Platform Indications

- A-F Line designations for Whitehall Jn. – Leeds
- DL Down Line
- FL Fast Line
- UL Up Line
- SL Slow Line
- UPL Up Passenger Loop

Other Commonly-used Abbreviations

Car. M.D.	Carriage Maintenance Depot
C.E.T.	Controlled Emission Toilet
C.S.	Carriage Sidings
D.M.U.D.	Diesel Multiple Unit Depot
E.M.U.D.	Electric Multiple Unit Depot
H.S.	Holding Sidings
IC	Inter City
Jn.	Junction
MAIL	Train may convey Royal Mail couriers
mgn	Margin (i.e. the provision of an allowance for either engineering, pathing or performance requirements – see above)
NA	Train not advertised
P	Push and pull train
P.D.C.	Parcel Distribution Centre
Plat	Platform
P.R.D.C.	Princess Royal Distribution Centre (former Stonebridge Park Royal Mail Terminal at Willesden)
P.S.B.	Power Signal Box
Q	Runs when required
Rev. Sdg.	Reversing Siding
R.M.T.	Former Royal Mail Terminal
S.B.	Signal box
S.S.	Sorting Sidings
Sig.	Signal
T.C.	Train Care
T.M.D.	Traction Maintenance Depot
TMD(E)	Traction Maintenance Depot (Electric)
\$ or #	See explanatory column note
AE	Stops to attach OR detach assisting locomotive
C	Stops to change train crew only
D	Stops to set down only (shown 's' in National Rail Timetable) OR to detach a unit
N	Stop not advertised
OP	Stops for other operating reason(s)

Q	Runs when required
R	Stops when required (shown 'x' in National Rail Timetable)
RM	Stops for reversing movement or for driver to change ends
RR	Stops to run round
S	Stops for railway personnel only
t	Stops only for tablet, staff and token purposes
U	Stops to pick up only (shown 'u' in National Rail Timetable) OR to attach a unit
X	Point at which trains cross on single lines
*	Non-traffic stop (times not generated in National Rail Timetable)
→	Continued in subsequent column(s)
←	Continued from previous column