

BOOK YA

WORKING TIMETABLE

SUNDAY 15 DECEMBER 2024 to SATURDAY 07 JUNE 2025

PASSENGER TRAIN SERVICES

**KINGS CROSS AND MOORGATE TO HERTFORD NORTH
AND WELWYN GARDEN CITY**

**WELWYN GARDEN CITY & HERTFORD TO ROYSTON &
GRANTHAM**

GRANTHAM TO NORTHALLERTON

NORTHALLERTON TO BERWICK-UPON-TWEED

**NEWARK & LINCOLN TO WRAWBY JN &
PETERBOROUGH, BOTTESFORD WEST JN TO SKEGNESS**

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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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 YA 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)
C	Kings Cross – Cambridge (Both Directions)
D	Kings Cross to Leeds/Bradford/Skipton Birmingham New Street – 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) Birmingham New Street – Stansted Airport Liverpool Lime Street – Norwich
N	Kings Cross – York/Newcastle/Sunderland Stansted Airport – Birmingham New Street

P	Manchester Piccadilly/Manchester Airport – York/Middlesbrough/Newcastle/Scarborough (Both Directions) Kings Cross – Peterborough (Both Directions)
R	Cleethorpes – Doncaster – Sheffield Royston – Kings Cross
T	Kings Lynn – Royston/Kings Cross (Both Directions)
W	Sheffield – Bridlington – Scarborough

**DESTINATION INDICATIONS FOR CLASS 2 SERVICES
OPERATING IN SECTION YA WORKING TIMETABLE**

Letter	Destination Area
A	MetroCentre/Newcastle – Morpeth Saltburn – Newcastle
B	Doncaster – Leeds (Both Directions) Huddersfield – Sheffield (Both Directions) Kings Cross/Moorgate – Hertford North
C	Sheffield/Doncaster – Goole/Hull/Bridlington (Both Directions) Cambridge – Kings Cross (Both Directions)
D	Stevenage/Hertford North – Kings Cross
E	Leicester/Nottingham – Lincoln/Skegness
F	Leeds/Wakefield – Knottingley – Goole Knottingley – Wakefield/Leeds Kings Cross – Stevenage/Letchworth
H	Leeds – Skipton – Carlisle/Lancaster/Morecambe (Both Directions)
J	Doncaster – Selby (Both Directions) Letchworth/Stevenage/Hertford – Moorgate
K	Peterborough – Lincoln – Doncaster (Both Directions) Welwyn Garden City – Moorgate
M	Skegness/Lincoln – Nottingham/Leicester
N	Middlesbrough/Newcastle – Hexham/Carlisle (Both Directions)
P	Sheffield – Retford – Lincoln (Both Directions) Scunthorpe – Sheffield – Retford – Lincoln Kings Cross – Stevenage – Peterborough (Both Directions)
R	Sheffield – Doncaster – Scunthorpe (Both Directions) Sheffield – Cleethorpes (via Retford) (Both Directions) Sheffield – Doncaster – Adwick (Both Directions) York – Selby – Hull Kings Cross – Letchworth/Royston (Both Directions)
T	Cleethorpes/Grimsby – Lincoln/Newark (Both Directions)
V	Kings Cross/Moorgate – Welwyn Garden City
W	Sheffield/Hull – Scarborough (Both Directions) Middlesbrough/Sunderland – Newcastle – MetroCentre (Both Directions) Kings Cross – Alexandra Palace (Both Directions)
Y	Leeds/York – Moorthorpe – Sheffield

Welwyn Garden City – Kings Cross

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
313	Class 313 EMU
317	Class 317 EMU
321	Class 321 EMU
321-C	Class 321 EMU-C
323	Class 323 EMU
325	Class 325 EMU
365	Class 365 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 & Platform Indications

AD	Arrival/Departure Line
AL	Avoiding Line
CL	Carriage Line
DFL	Down Fast Line
DL	Down Line
DML	Down Main Line
DPV	Down Passenger Loop
DS	Down Sidings
DSL	Down Slow Line
ESL	East Slow Line
FL	Fast Line
GL	Goods Line
GSL	Goods and Slow Line
HS	Holding Siding
LSL	Leeds Line
ML	Main Line
NDS	See below
NLI	North London Incline
NM	See below
NNL	Normanton Line
NS	See below
RRL	Reversing Line
SL	Slow Line
TL	Through Line
UDS	Up and Down Slow Line
UFL	Up Fast Line
UGL	Up Goods Loop
UL	Up Line
UML	Up Main Line
UPL	Up Passenger Loop
USL	Up Slow Line
WSL	West Slow Line

The following Route Codes are shown for Automatic Route Setting purposes at Newcastle.

They should not be used for any communication purposes: the correct line description, as shown in the Sectional Appendix, should be used at all times.

NDS	Up Slow Line from Newcastle Platform 7 to Newcastle South Junction. Then Down Slow Line to King Edward Bridge North Junction.
NM	Up Slow Line from Newcastle Platform 7 to Newcastle South Junction. Then Up Fast Line to King Edward Bridge South Junction.
NS	Up Slow Line from Newcastle Platform 7 to King Edward Bridge North Junction.

Other Commonly Used Abbreviations

Car. M.D.	Carriage Maintenance Depot
C.E.T.	Controlled Emission Toilet
C.S.	Carriage Sidings
D	Driver only operation
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