

BOOK YD

# **WORKING TIMETABLE**

**SATURDAY 08 JUNE 2024 to SATURDAY 14 DECEMBER 2024**

**PASSENGER TRAIN SERVICES**

**BISHOP AUCKLAND & NORTHALLERTON TO  
MIDDLESBROUGH & SALTBURN**

**MIDDLESBROUGH TO WHITBY**

**CARLISLE TO BOWESFIELD 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 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.

## 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.

BISHOP AUCKLAND & NORTHALLERTON TO MIDDLESBROUGH & SALTBURN	YD01
SALTBURN & MIDDLESBROUGH TO NORTHALLERTON & BISHOP AUC	
MIDDLESBROUGH TO WHITBY	YD02
WHITBY TO MIDDLESBROUGH	
CARLISLE TO BOWESFIELD JN	YD03
BOWESFIELD JN TO CARLISLE	

---

## 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)**

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

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

<b>Letter</b>	<b>Destination Area</b>
<b>A</b>	Kings Cross Leeds/York – Middlesbrough
<b>E</b>	From Scotland via Carlisle/Berwick-upon-Tweed Liverpool Lime Street - Middlesbrough
<b>M</b>	Middlesbrough – Liverpool Lime Street
<b>P</b>	Manchester Piccadilly/Manchester Airport – Middlesbrough (Both Directions)
<b>N</b>	Sunderland
<b>S</b>	To Scotland via Carlisle/Berwick-upon-Tweed

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

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

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

<b>142</b>	Class 14x series DMU
<b>150</b>	Class 150, 155 or 156 DMU
<b>153</b>	Class 153 DMU
<b>158</b>	Class 158 DMU
<b>170</b>	Class 170 DMU
<b>185</b>	Class 185 DMU
<b>221</b>	Class 220 'Voyager' DMU or Class 221 'Voyager' DMU operating in non-tilt mode
<b>221T</b>	Class 221 'Voyager' DMU timed at tilt speed on sections of route where tilt is authorised
<b>222</b>	Midland Mainline Meridian
<b>222-9</b>	Midland Mainline Meridian 9 Car
<b>321</b>	Class 321 EMU
<b>321-C</b>	Class 321 EMU-C
<b>323</b>	Class 323 EMU
<b>325</b>	Class 325 EMU
<b>HST7-125</b>	High Speed Train (2+7) (125 mph)
<b>HST8-110</b>	High Speed Train (110 mph)
<b>HST9-125</b>	High Speed Train (2+9) (125 mph)
<b>TWM</b>	Tyne & Wear Metro
<b>@</b>	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

<b>M</b>	Monday	<b>F</b>	Friday
<b>T</b>	Tuesday	<b>S</b>	Saturday
<b>W</b>	Wednesday	<b>Sun</b>	Sunday
<b>Th</b>	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:

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



**z**                      Advertised arrival time 3¼ / 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**

<b>DL</b>	Down Line		
<b>FL</b>	Fast Line		
<b>UL</b>	Up Line	<b>SL</b>	Slow Line
<b>UPL</b>	Up Passenger Loop		

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 Jn., then Down Slow Line to King

Edward Bridge North Jn.

**NM**                      Up Slow Line from Newcastle platform 7 to Newcastle South Jn., then Up Fast Line to King Edward Bridge South Jn.

**NS**                      Up Slow Line from Newcastle platform 7 to King Edward Bridge North Jn.

***Other Commonly Used Abbreviations***

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

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