

**BOOK YE**

# **WORKING TIMETABLE**

**SUNDAY 21 MAY 2017 to SATURDAY 09 DECEMBER 2017**

**PASSENGER TRAIN SERVICES**

**Section YE04  
LEEDS TO CASTLEFORD**

## YE04 - LEEDS TO CASTLEFORD

### Mondays to Fridays

22 May to 8 December

|                           |          |    | 1             | 2                          | 3                       | 4                       | 5                  | 6                  | 7                           | 8                  | 9                  | 10            | 11                                      | 12                         | 13            | 14            | 15            | 16            |
|---------------------------|----------|----|---------------|----------------------------|-------------------------|-------------------------|--------------------|--------------------|-----------------------------|--------------------|--------------------|---------------|---|----------------------------|---------------|---------------|---------------|---------------|
| Signal ID                 |          |    | <b>5E75</b>   | <b>1E96</b>                | <b>1P68</b>             | <b>1P02</b>             | <b>1P01</b>        | <b>1P03</b>        | <b>3A12</b>                 | <b>1P05</b>        | <b>1P05</b>        | <b>2F03</b>   | <b>3F59</b>                             | <b>5F06</b>                | <b>1Y05</b>   | <b>2L09</b>   | <b>2F05</b>   | <b>1Y09</b>   |
| Orig. Dep. Time           |          |    |               | 22.30                      | 23.20                   | 00.38                   | 01.38              | 02.52              | 04.20                       | 04.00              | 04.20              |               | 05.50                                   | 05.54                      |               |               |               |               |
| Orig. Loc. Name           |          |    |               | Liverpool Lime Street York | Manchester Airport York | Manchester Airport York | York               | York               | Neville Hill T&R.S.M.D Hull | York               | York               |               | Holbeck Loco Sidings Wakefield Westgate | Holbeck Loco Sidings Goole |               |               |               |               |
| Dest. Loc. Name           |          |    | Crofton Depot |                            |                         |                         | Manchester Airport | Manchester Airport |                             | Manchester Airport | Manchester Airport | Knottingley   |   |                            | Nottingham    | Sheffield     | Knottingley   | Nottingham    |
| Timing Load               |          |    | <b>221</b>    | <b>185</b>                 | <b>185</b>              | <b>185</b>              | <b>185</b>         | <b>185</b>         | <b>HST9-125</b>             | <b>185</b>         | <b>185</b>         | <b>153</b>    | <b>142</b>                              | <b>142</b>                 | <b>158</b>    | <b>142</b>    | <b>153</b>    | <b>158</b>    |
| Operating Characteristics |          |    | <b>Q</b>      |                            |                         |                         |                    |                    |                             |                    |                    |               |   |                            |               |               |               |               |
| Dates Of Operation        |          |    | <b>MO</b>     | <b>MSX</b>                 | <b>MSX</b>              | <b>MSX</b>              | <b>MO</b>          | <b>MO</b>          | <b>SX</b>                   | <b>MSX</b>         | <b>MO</b>          | <b>SX</b>     | <b>SX</b>                               | <b>SX</b>                  | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     |
| <b>Leeds</b>              | arr      | 1  | ...           | <b>00RM31</b>              | <b>01RM15</b>           | <b>01.58½</b>           | <b>02.04</b>       | <b>03.18</b>       | <b>04S30</b>                | <b>04RM41</b>      | <b>04.46</b>       | ...           | ...                                     | ...                        | ...           | ...           | ...           | ...           |
|                           | plt      | 2  | <b>15</b>     | <b>8B</b>                  | <b>9B</b>               | <b>15B</b>              | <b>12A</b>         | <b>9B</b>          | <b>9</b>                    | <b>16A</b>         | <b>16A</b>         | <b>16A</b>    | ...                                     | ...                        | <b>16A</b>    | <b>13B</b>    | <b>17B</b>    | <b>15A</b>    |
| Leeds West Junction       | dep      | 3  | <b>00.26</b>  | <b>00.34</b>               | <b>01.23</b>            | <b>02.05</b>            | <b>02p06½</b>      | <b>03.20½</b>      | <b>04.42</b>                | <b>04.49½</b>      | <b>04.49½</b>      | <b>05.46</b>  | ...                                     | ...                        | <b>06.05</b>  | <b>06.38</b>  | <b>07.00</b>  | <b>07.05</b>  |
|                           | dep-line | 4  | <b>F</b>      | <b>E</b>                   | <b>E</b>                | <b>F</b>                | <b>F</b>           | <b>E</b>           | <b>E</b>                    | <b>F</b>           | <b>F</b>           | <b>F</b>      | ...                                     | ...                        | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      |
| Engine Shed Jn.           | dep      | 5  | <i>00/27</i>  | <i>00/35</i>               | <i>01/24</i>            | <i>02/06</i>            | <i>02/07½</i>      | <i>03/21½</i>      | <i>04/43</i>                | <i>04/50½</i>      | <i>04/50½</i>      | <i>05/47</i>  | ...                                     | ...                        | <i>06/06</i>  | <i>06/39</i>  | <i>07/01</i>  | <i>07/07</i>  |
|                           | dep-line | 6  | <b>UM</b>     | <b>DM</b>                  | <b>DM</b>               | <b>UM</b>               | <b>UM</b>          | <b>DM</b>          | <b>DM</b>                   | <b>UM</b>          | <b>UM</b>          | <b>UM</b>     | ...                                     | ...                        | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     |
| Woodlesford               | mgn      | 7  | ...           | ...                        | ...                     | ...                     | ...                | ...                | (1½)                        | ...                | ...                | ...           | ...                                     | ...                        | ...           | ...           | ...           | ...           |
|                           | dep      | 8  | <i>00/28</i>  | <i>00/36</i>               | <i>01/25</i>            | <i>02/07</i>            | <i>02/08½</i>      | <i>03/22½</i>      | <i>04/45½</i>               | <i>04/51½</i>      | <i>04/51½</i>      | <i>05/48</i>  | <i>05/54</i>                            | <i>05/58</i>               | <i>06/07</i>  | <i>06/40</i>  | <i>07/02</i>  | <i>07/08</i>  |
| Methley Jn                | mgn      | 9  | ...           | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                | ...           | ...                                     | ...                        | ...           | ...           | ...           | ...           |
|                           | dep      | 10 | ...           | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                | <b>05.55</b>  | ...                                     | ...                        | ...           | <b>06.47</b>  | <b>07.09</b>  | ...           |
| Altofts Jn                | mgn      | 11 | ...           | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                | ...           | ...                                     | ...                        | ...           | ...           | ...           | ...           |
|                           | dep      | 12 | <i>00/35</i>  | <i>00/44</i>               | <i>01/36</i>            | <i>02/15</i>            | <i>02/15½</i>      | <i>03/29½</i>      | <i>04/52½</i>               | <i>04/58½</i>      | <i>04/58½</i>      | <i>05/59</i>  | <i>06/01½</i>                           | <i>06/05½</i>              | <i>06/14</i>  | <i>06/50½</i> | <i>07/13</i>  | <i>07/17</i>  |
| Whitwood Jn               | mgn      | 13 | ...           | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                | ...           | ...                                     | ...                        | ...           | ...           | ...           | ...           |
|                           | dep      | 14 | <i>00/36½</i> | ...                        | ...                     | ...                     | <i>02/16½</i>      | <i>03/30½</i>      | <i>04/53½</i>               | <i>04/59½</i>      | <i>04/59½</i>      | ...           | <i>06/03</i>                            | <i>06/07</i>               | <i>06/15½</i> | ...           | ...           | <i>07/18½</i> |
| <b>Castleford</b>         | mgn      | 15 | ...           | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                | ...           | (1½)                                    | ...                        | ...           | ...           | ...           | ...           |
|                           | dep      | 16 | ...           | <i>00/46½</i>              | <i>01/38½</i>           | <i>02/17½</i>           | ...                | ...                | ...                         | ...                | ...                | <i>06/01½</i> | ...                                     | ...                        | ...           | <i>06/53</i>  | <i>07/15½</i> | ...           |
|                           | mgn      | 17 | ...           | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                | ...           | ...                                     | ...                        | ...           | ...           | ...           | ...           |
|                           | arr      | 18 | ...           | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                | ...           | ...                                     | ...                        | ...           | <b>06.55</b>  | <b>07.17½</b> | ...           |
| Castleford                | dep      | 19 | ...           | <i>00/48</i>               | <i>01/40</i>            | <i>02/19</i>            | ...                | ...                | ...                         | ...                | ...                | <b>06.03½</b> | ...                                     | ...                        | <b>06.58</b>  | <b>07.20½</b> | ...           | ...           |
|                           | mgn      | 20 | ...           | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                | ...           | ...                                     | ...                        | ...           | ...           | ...           | ...           |

## YE04 - LEEDS TO CASTLEFORD

### Mondays to Fridays

22 May to 8 December

|                           |          |    | 17            | 18            | 19            | 20            | 21            | 22            | 23            | 24            | 25            | 26            | 27  | 28            | 29            | 30            | 31            | 32            |
|---------------------------|----------|----|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|---------------|---------------|---------------|---------------|---------------|
| Signal ID                 |          |    | <b>3F04</b>   | <b>2L13</b>   | <b>1L75</b>   | <b>2F07</b>   | <b>1Y13</b>   | <b>5L99</b>   | <b>2L19</b>   | <b>1L77</b>   | <b>2F09</b>   | <b>1Y17</b>   | <b>5Z40</b>                                       | <b>2L23</b>   | <b>1L79</b>   | <b>2F11</b>   | <b>1Y21</b>   | <b>2L27</b>   |
| Orig. Dep. Time           |          |    |               |               |               |               |               |               |               |               |               |               | 08.31   |               |               |               |               |               |
| Orig. Loc. Name           |          |    |               |               |               |               |               |               |               |               |               |               | Neville Hill<br>T&R.S.M.D<br>Monk Bretton<br>Loop |               |               |               |               |               |
| Dest. Loc. Name           |          |    |               | Sheffield     | Sheffield     | Knottingley   | Nottingham    | Leeds         | Sheffield     | Sheffield     | Knottingley   | Nottingham    | Sheffield   | Sheffield     | Knottingley   | Nottingham    | Sheffield     |               |
| Timing Load               |          |    | <b>142</b>    | <b>142</b>    | <b>158</b>    | <b>153</b>    | <b>158</b>    | <b>158</b>    | <b>142</b>    | <b>158</b>    | <b>153</b>    | <b>158</b>    | <b>142</b>  | <b>142</b>    | <b>158</b>    | <b>153</b>    | <b>158</b>    | <b>142</b>    |
| Operating Characteristics |          |    |               |               |               |               |               |               |               |               |               |               |   |               |               |               |               |               |
| Dates Of Operation        |          |    | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>FSX</b>  | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     |
| <b>Leeds</b>              | arr      | 1  | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | <b>08OP57</b>                                     | ...           | ...           | ...           | ...           | ...           |
|                           | plt      | 2  | <b>10B</b>    | <b>17B</b>    | <b>12C</b>    | <b>17B</b>    | <b>12D</b>    | <b>15A</b>    | <b>17A</b>    | <b>17B</b>    | <b>17A</b>    | <b>17B</b>    | <b>15</b>   | <b>17A</b>    | <b>17B</b>    | <b>12B</b>    | <b>17B</b>    | <b>17A</b>    |
|                           | dep      | 3  | <b>07.13</b>  | <b>07.29</b>  | <b>07.40</b>  | <b>08.00</b>  | <b>08.05</b>  | <b>08.27</b>  | <b>08.33</b>  | <b>08.40</b>  | <b>09.00</b>  | <b>09.06</b>  | <b>09.07</b>                                      | <b>09.33</b>  | <b>09.40</b>  | <b>10.00</b>  | <b>10.06</b>  | <b>10.33</b>  |
|                           | dep-line | 4  | <b>E</b>      | <b>F</b>      | <b>FS</b>     | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>  | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      |
| Leeds West Junction       | dep      | 5  | <i>07/14</i>  | <i>07/30</i>  | <i>07/41</i>  | <i>08/01</i>  | <i>08/06</i>  | <i>08/28</i>  | <i>08/34</i>  | <i>08/41</i>  | <i>09/01</i>  | <i>09/07</i>  | <i>09/08</i>                                      | <i>09/34</i>  | <i>09/41</i>  | <i>10/01</i>  | <i>10/07</i>  | <i>10/34</i>  |
|                           | dep-line | 6  | <b>DM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>   | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     |
|                           | mgn      | 7  | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | (5)   | ...           | ...           | ...           | ...           | ...           |
| Engine Shed Jn.           | dep      | 8  | <i>07/15</i>  | <i>07/31</i>  | <i>07/42</i>  | <i>08/02</i>  | <i>08/07</i>  | <i>08/29</i>  | <i>08/35</i>  | <i>08/42</i>  | <i>09/02</i>  | <i>09/08</i>  | <i>09/14</i>                                      | <i>09/35</i>  | <i>09/42</i>  | <i>10/02</i>  | <i>10/08</i>  | <i>10/35</i>  |
|                           | mgn      | 9  | (3)           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | (9½)  | ...           | ...           | ...           | ...           | ...           |
| Woodlesford               | dep      | 10 | ...           | <b>07.38</b>  | ...           | <b>08.09</b>  | ...           | ...           | <b>08.42</b>  | ...           | <b>09.09</b>  | ...           | ...   | <b>09.42</b>  | ...           | <b>10.09</b>  | ...           | <b>10.42</b>  |
|                           | mgn      | 11 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...   | ...           | ...           | ...           | ...           | ...           |
| Methley Jn                | dep      | 12 | <i>07/26½</i> | <i>07/41½</i> | <i>07/49</i>  | <i>08/13</i>  | <i>08/17</i>  | <i>08/39</i>  | <i>08/45½</i> | <i>08/49½</i> | <i>09/13</i>  | <i>09/17</i>  | <i>09/31</i>                                      | <i>09/45½</i> | <i>09/49½</i> | <i>10/13</i>  | <i>10/17</i>  | <i>10/45½</i> |
|                           | mgn      | 13 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | (1½)  | ...           | ...           | ...           | ...           | ...           |
| Altofts Jn                | dep      | 14 | ...           | ...           | <i>07/50½</i> | ...           | <i>08/18½</i> | <i>08/40½</i> | ...           | <i>08/51</i>  | ...           | <i>09/18½</i> | <i>09/34</i>                                      | ...           | <i>09/51</i>  | ...           | <i>10/18½</i> | ...           |
|                           | mgn      | 15 | ...           | ...           | ...           | ...           | ...           | (3)           | ...           | ...           | ...           | ...           | (2)   | ...           | ...           | ...           | ...           | ...           |
| Whitwood Jn               | dep      | 16 | <i>07/29</i>  | <i>07/44</i>  | ...           | <i>08/15½</i> | ...           | ...           | <i>08/48</i>  | ...           | <i>09/15½</i> | ...           | ...   | <i>09/48</i>  | ...           | <i>10/15½</i> | ...           | <i>10/48</i>  |
|                           | mgn      | 17 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...   | ...           | ...           | ...           | ...           | ...           |
| <b>Castleford</b>         | arr      | 18 | <b>07.31</b>  | <b>07.46</b>  | ...           | <b>08.17½</b> | ...           | ...           | <b>08.50</b>  | ...           | <b>09.17½</b> | ...           | ...   | <b>09.50</b>  | ...           | <b>10.17½</b> | ...           | <b>10.50</b>  |
|                           | dep      | 19 | ...           | <b>07.49</b>  | ...           | <b>08.20½</b> | ...           | ...           | <b>08.53</b>  | ...           | <b>09.20½</b> | ...           | ...   | <b>09.53</b>  | ...           | <b>10.20½</b> | ...           | <b>10.53</b>  |
|                           | mgn      | 20 | ...           | (2)           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...   | (1½)          | ...           | ...           | ...           | ...           |

## YE04 - LEEDS TO CASTLEFORD

### Mondays to Fridays

22 May to 8 December

|                     |          |    | 33        | 34          | 35         | 36        | 37        | 38          | 39         | 40        | 41        | 42          | 43         | 44        | 45        | 46          | 47         | 48        |
|---------------------|----------|----|-----------|-------------|------------|-----------|-----------|-------------|------------|-----------|-----------|-------------|------------|-----------|-----------|-------------|------------|-----------|
|                     |          |    | 1L81      | 2F13        | 1Y25       | 2L31      | 1L83      | 2F15        | 1Y29       | 2L35      | 1L85      | 2F17        | 1Y33       | 2L41      | 1L87      | 2F19        | 1Y37       | 2L45      |
|                     |          |    | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield | Knottingley | Nottingham | Sheffield |
|                     |          |    | 158       | 153         | 158        | 142       | 158       | 153         | 158        | 142       | 158       | 153         | 158        | 142       | 158       | 153         | 158        | 142       |
|                     |          |    | SX        | SX          | SX         | SX        | SX        | SX          | SX         | SX        | SX        | SX          | SX         | SX        | SX        | SX          | SX         | SX        |
| <b>Leeds</b>        | arr      | 1  | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       |
|                     | plt      | 2  | 17B       | 17A         | 17B        | 17A       | 17B       | 17A         | 17B        | 17A       | 17B       | 13B         | 17B        | 17A       | 17B       | 17A         | 17B        | 17A       |
|                     | dep      | 3  | 10.40     | 11.00       | 11.06      | 11.33     | 11.40     | 12.00       | 12.06      | 12.33     | 12.40     | 13.00       | 13.06      | 13.33     | 13.40     | 14.00       | 14.06      | 14.33     |
|                     | dep-line | 4  | F         | F           | F          | F         | F         | F           | F          | F         | F         | F           | F          | F         | F         | F           | F          | F         |
| Leeds West Junction | dep      | 5  | 10/41     | 11/01       | 11/07      | 11/34     | 11/41     | 12/01       | 12/07      | 12/34     | 12/41     | 13/01       | 13/07      | 13/34     | 13/41     | 14/01       | 14/07      | 14/34     |
|                     | dep-line | 6  | UM        | UM          | UM         | UM        | UM        | UM          | UM         | UM        | UM        | UM          | UM         | UM        | UM        | UM          | UM         | UM        |
|                     | mgn      | 7  | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       |
| Engine Shed Jn.     | dep      | 8  | 10/42     | 11/02       | 11/08      | 11/35     | 11/42     | 12/02       | 12/08      | 12/35     | 12/42     | 13/02       | 13/08      | 13/35     | 13/42     | 14/02       | 14/08      | 14/35     |
|                     | mgn      | 9  | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       |
| Woodlesford         | dep      | 10 | ...       | 11.09       | ...        | 11.42     | ...       | 12.09       | ...        | 12.42     | ...       | 13.09       | ...        | 13.42     | ...       | 14.09       | ...        | 14.42     |
|                     | mgn      | 11 | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       |
| Methley Jn          | dep      | 12 | 10/49½    | 11/13       | 11/17      | 11/45½    | 11/49½    | 12/13       | 12/17      | 12/45½    | 12/49½    | 13/13       | 13/17      | 13/45½    | 13/49½    | 14/13       | 14/17      | 14/45½    |
|                     | mgn      | 13 | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       |
| Altofts Jn          | dep      | 14 | 10/51     | ...         | 11/18½     | ...       | 11/51     | ...         | 12/18½     | ...       | 12/51     | ...         | 13/18½     | ...       | 13/51     | ...         | 14/18½     | ...       |
|                     | mgn      | 15 | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       |
| Whitwood Jn         | dep      | 16 | ...       | 11/15½      | ...        | 11/48     | ...       | 12/15½      | ...        | 12/48     | ...       | 13/15½      | ...        | 13/48     | ...       | 14/15½      | ...        | 14/48     |
|                     | mgn      | 17 | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       |
| <b>Castleford</b>   | arr      | 18 | ...       | 11.17½      | ...        | 11.50     | ...       | 12.17½      | ...        | 12.50     | ...       | 13.17½      | ...        | 13.50     | ...       | 14.17½      | ...        | 14.50     |
|                     | dep      | 19 | ...       | 11.20½      | ...        | 11.53     | ...       | 12.20½      | ...        | 12.53     | ...       | 13.20½      | ...        | 13.53     | ...       | 14.20½      | ...        | 14.53     |
|                     | mgn      | 20 | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       |

## YE04 - LEEDS TO CASTLEFORD

### Mondays to Fridays

22 May to 8 December

|                     |          |    | 49        | 50          | 51         | 52        | 53        | 54          | 55         | 56        | 57        | 58     | 59         | 60     | 61        | 62        | 63          | 64         |
|---------------------|----------|----|-----------|-------------|------------|-----------|-----------|-------------|------------|-----------|-----------|--------|------------|--------|-----------|-----------|-------------|------------|
|                     |          |    | 1L89      | 2F21        | 1Y41       | 2L49      | 1L91      | 2F23        | 1Y45       | 2L53      | 1L93      | 2L99   | 1Y49       | 2F25   | 2L57      | 1L71      | 2F27        | 1Y53       |
|                     |          |    | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield |        | Nottingham | Goole  | Sheffield | Sheffield | Knottingley | Nottingham |
|                     |          |    | 158       | 153         | 158        | 142       | 158       | 153         | 158        | 142       | 158       | 142    | 158        | 142    | 142       | 158       | 153         | 158        |
|                     |          |    | SX        | SX          | SX         | SX        | SX        | SX          | SX         | SX        | SX        | SX     | SX         | SX     | SX        | SX        | SX          | SX         |
| <b>Leeds</b>        | arr      | 1  | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...    | ...        | ...    | ...       | ...       | ...         | ...        |
|                     | plt      | 2  | 17B       | 17A         | 17B        | 17A       | 17B       | 17A         | 17B        | 17A       | 17B       | 15B    | 17B        | 13B    | 17A       | 17B       | 17A         | 17B        |
|                     | dep      | 3  | 14.40     | 15.00       | 15.06      | 15.33     | 15.40     | 16.00       | 16.06      | 16.33     | 16.40     | 16.59  | 17.06      | 17.16  | 17.33     | 17.40     | 18.00       | 18.06      |
|                     | dep-line | 4  | F         | F           | F          | F         | F         | F           | F          | F         | F         | E      | F          | E      | F         | F         | F           | F          |
| Leeds West Junction | dep      | 5  | 14/41     | 15/01       | 15/07      | 15/34     | 15/41     | 16/01       | 16/07      | 16/34     | 16/41     | 17/00  | 17/07      | 17/17  | 17/34     | 17/41     | 18/01       | 18/07      |
|                     | dep-line | 6  | UM        | UM          | UM         | UM        | UM        | UM          | UM         | UM        | UM        | DM     | UM         | DM     | UM        | UM        | UM          | UM         |
|                     | mgn      | 7  | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...    | ...        | ...    | ...       | ...       | ...         | ...        |
| Engine Shed Jn.     | dep      | 8  | 14/42     | 15/02       | 15/08      | 15/35     | 15/42     | 16/02       | 16/08      | 16/35     | 16/42     | 17/01  | 17/08      | 17/18  | 17/35     | 17/42     | 18/02       | 18/08      |
|                     | mgn      | 9  | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...    | ...        | ...    | ...       | ...       | ...         | ...        |
| Woodsford           | dep      | 10 | ...       | 15.09       | ...        | 15.42     | ...       | 16.09       | ...        | 16.42     | ...       | ...    | ...        | 17a25½ | 17.42     | ...       | 18.09       | ...        |
|                     | mgn      | 11 | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...    | ...        | ...    | ...       | ...       | ...         | ...        |
| Methley Jn          | dep      | 12 | 14/49½    | 15/13       | 15/17      | 15/45½    | 15/49½    | 16/13       | 16/17      | 16/45½    | 16/49½    | 17/09½ | 17/15      | 17/29  | 17/45½    | 17/49½    | 18/13       | 18/17      |
|                     | mgn      | 13 | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...    | ...        | ...    | ...       | ...       | ...         | ...        |
| Altofts Jn          | dep      | 14 | 14/51     | ...         | 15/18½     | ...       | 15/51     | ...         | 16/18½     | ...       | 16/51     | ...    | 17/16½     | ...    | ...       | 17/51     | ...         | 18/18½     |
|                     | mgn      | 15 | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...    | ...        | ...    | ...       | ...       | ...         | ...        |
| Whitwood Jn         | dep      | 16 | ...       | 15/15½      | ...        | 15/48     | ...       | 16/15½      | ...        | 16/48     | ...       | 17/12  | ...        | 17/31½ | 17/48     | ...       | 18/15½      | ...        |
|                     | mgn      | 17 | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...    | ...        | ...    | ...       | ...       | ...         | ...        |
| <b>Castleford</b>   | arr      | 18 | ...       | 15.17½      | ...        | 15.50     | ...       | 16.17½      | ...        | 16.50     | ...       | 17.15  | ...        | 17.34  | 17.50     | ...       | 18.17½      | ...        |
|                     | dep      | 19 | ...       | 15.20½      | ...        | 15.53     | ...       | 16.20½      | ...        | 16.53     | ...       | ...    | ...        | 17.37  | 17.53     | ...       | 18.20½      | ...        |
|                     | mgn      | 20 | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...    | ...        | ...    | ...       | ...       | ...         | ...        |

## YE04 - LEEDS TO CASTLEFORD

**Mondays to Fridays**  
22 May to 8 December

|                           |          |    | 65            | 66            | 67            | 68            | 69            | 70            | 71            | 72                               | 73            | 74            | 75            | 76            | 77                                       | 78            | 79            | 80            |
|---------------------------|----------|----|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------------------------|---------------|---------------|---------------|---------------|--|---------------|---------------|---------------|
| Signal ID                 |          |    | <b>2L61</b>   | <b>1L95</b>   | <b>1Y57</b>   | <b>2F29</b>   | <b>2L63</b>   | <b>1L97</b>   | <b>2F31</b>   | <b>1K28</b>                      | <b>1L99</b>   | <b>2L65</b>   | <b>2F33</b>   | <b>2F33</b>   | <b>5D81</b>                              | <b>2L69</b>   | <b>2F35</b>   | <b>5E67</b>   |
| Orig. Dep. Time           |          |    |               |               |               |               |               |               |               | 19.26                            |               |               |               |               | 20.40                                    |               |               |               |
| Orig. Loc. Name           |          |    |               |               |               |               |               |               |               | Manchester<br>Piccadilly<br>Hull |               |               |               |               | Bradford<br>Interchange<br>Crofton Depot |               |               |               |
| Dest. Loc. Name           |          |    | Sheffield     | Sheffield     | Nottingham    | Knottingley   | Sheffield     | Sheffield     | Knottingley   |                                  | Sheffield     | Sheffield     | Knottingley   | Knottingley   |  | Sheffield     | Knottingley   | Crofton Depot |
| Timing Load               |          |    | <b>142</b>    | <b>158</b>    | <b>158</b>    | <b>153</b>    | <b>142</b>    | <b>158</b>    | <b>153</b>    | <b>185</b>                       | <b>150</b>    | <b>142</b>    | <b>153</b>    | <b>153</b>    | <b>180</b>                               | <b>142</b>    | <b>153</b>    | <b>221</b>    |
| Operating Characteristics |          |    |               |               |               |               |               |               |               |                                  |               |               |               |               |  |               |               |               |
| Dates Of Operation        |          |    | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>                        | <b>SX</b>     | <b>SX</b>     | <b>FO</b>     | <b>FSX</b>    | <b>SX</b>                                | <b>SX</b>     | <b>SX</b>     | <b>FSX</b>    |
| <b>Leeds</b>              | arr      | 1  | ...           | ...           | ...           | ...           | ...           | ...           | ...           | <b>20RM17</b>                    | ...           | ...           | ...           | ...           | ...                                      | ...           | ...           | ...           |
|                           | plt      | 2  | <b>17A</b>    | <b>17B</b>    | <b>12D</b>    | <b>12A</b>    | <b>17A</b>    | <b>17B</b>    | <b>17A</b>    | <b>12A</b>                       | <b>17B</b>    | <b>13A</b>    | <b>17A</b>    | <b>17B</b>    | ...                                      | <b>11A</b>    | <b>17B</b>    | <b>12D</b>    |
|                           | dep      | 3  | <b>18.33</b>  | <b>18.40</b>  | <b>19.06</b>  | <b>19.12</b>  | <b>19.38</b>  | <b>19.45</b>  | <b>20.05</b>  | <b>20.20</b>                     | <b>20.30</b>  | <b>20.37</b>  | <b>21.05</b>  | <b>21.05</b>  | ...                                      | <b>21.37</b>  | <b>22.05</b>  | <b>22.14</b>  |
|                           | dep-line | 4  | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>                         | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | ...                                      | <b>E</b>      | <b>F</b>      | <b>F</b>      |
|                           | dep      | 5  | <b>18/34</b>  | <b>18/41</b>  | <b>19/07</b>  | <b>19/13</b>  | <b>19/39</b>  | <b>19/46</b>  | <b>20/06</b>  | <b>20/21</b>                     | <b>20/31</b>  | <b>20/38</b>  | <b>21/06</b>  | <b>21/06</b>  | ...                                      | <b>21/38</b>  | <b>22/06</b>  | <b>22/15</b>  |
|                           | dep-line | 6  | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>                        | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | ...                                      | <b>DM</b>     | <b>UM</b>     | <b>UM</b>     |
|                           | mgn      | 7  | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                              | ...           | ...           | ...           | ...           | ...                                      | ...           | ...           | <b>(1)</b>    |
|                           | dep      | 8  | <b>18/35</b>  | <b>18/42</b>  | <b>19/08</b>  | <b>19/14</b>  | <b>19/40</b>  | <b>19/47</b>  | <b>20/07</b>  | <b>20/22</b>                     | <b>20/32</b>  | <b>20/39</b>  | <b>21/07</b>  | <b>21/07</b>  | <b>21*k12</b>                            | <b>21/39</b>  | <b>22/07</b>  | <b>22/17</b>  |
|                           | mgn      | 9  | ...           | ...           | ...           | ...           | ...           | ...           | ...           | <b>(3)</b>                       | ...           | ...           | ...           | ...           | ...                                      | ...           | ...           | ...           |
|                           | dep      | 10 | <b>18.42</b>  | ...           | ...           | <b>19.21</b>  | <b>19.47</b>  | ...           | <b>20.14</b>  | ...                              | ...           | <b>20.46</b>  | <b>21.14</b>  | <b>21.14</b>  | ...                                      | <b>21.46</b>  | <b>22.14</b>  | ...           |
|                           | mgn      | 11 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                              | ...           | ...           | ...           | ...           | ...                                      | ...           | ...           | ...           |
|                           | dep      | 12 | <b>18/45½</b> | <b>18/49½</b> | <b>19/17</b>  | <b>19/25</b>  | <b>19/50½</b> | <b>19/54½</b> | <b>20/18</b>  | <b>20/32</b>                     | <b>20/41</b>  | <b>20/49½</b> | <b>21/18</b>  | <b>21/18</b>  | <b>21/29½</b>                            | <b>21/49½</b> | <b>22/18</b>  | <b>22/24</b>  |
|                           | mgn      | 13 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                              | ...           | ...           | ...           | ...           | ...                                      | ...           | ...           | ...           |
|                           | dep      | 14 | ...           | <b>18/51</b>  | <b>19/18½</b> | ...           | ...           | <b>19/56</b>  | ...           | ...                              | <b>20/42½</b> | ...           | ...           | ...           | <b>21/31</b>                             | ...           | ...           | <b>22/25½</b> |
|                           | mgn      | 15 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                              | ...           | ...           | ...           | ...           | <b>(3)</b>                               | ...           | ...           | ...           |
|                           | dep      | 16 | <b>18/48</b>  | ...           | ...           | <b>19/27½</b> | <b>19/53</b>  | ...           | <b>20/20½</b> | <b>20/34½</b>                    | ...           | <b>20/52</b>  | <b>21/20½</b> | <b>21/20½</b> | ...                                      | <b>21/52</b>  | <b>22/20½</b> | ...           |
|                           | mgn      | 17 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                              | ...           | ...           | ...           | ...           | ...                                      | ...           | ...           | ...           |
|                           | arr      | 18 | <b>18.50</b>  | ...           | ...           | <b>19.29½</b> | <b>19.55</b>  | ...           | <b>20.22½</b> | ...                              | ...           | <b>20.54</b>  | <b>21.22½</b> | <b>21.22½</b> | ...                                      | <b>21.54</b>  | <b>22.22½</b> | ...           |
|                           | dep      | 19 | <b>18.53</b>  | ...           | ...           | <b>19.32½</b> | <b>19.58</b>  | ...           | <b>20.25½</b> | <b>20/36</b>                     | ...           | <b>20.57</b>  | <b>21.25½</b> | <b>21.25½</b> | ...                                      | <b>21.57</b>  | <b>22.25½</b> | ...           |
|                           | mgn      | 20 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                              | ...           | ...           | ...           | ...           | ...                                      | ...           | ...           | ...           |

## YE04 - LEEDS TO CASTLEFORD

### Mondays to Fridays

22 May to 8 December

|                           |          |    | 81            | 82            | 83            | 84            |
|---------------------------|----------|----|---------------|---------------|---------------|---------------|
|                           |          |    | <b>5E67</b>   | <b>2L71</b>   | <b>2L71</b>   | <b>5E73</b>   |
| Signal ID                 |          |    |               |               |               |               |
| Orig. Dep. Time           |          |    |               |               |               |               |
| Orig. Loc. Name           |          |    |               |               |               |               |
| Dest. Loc. Name           |          |    | Crofton Depot | Sheffield     | Sheffield     | Crofton Depot |
| Timing Load               |          |    | <b>221</b>    | <b>142</b>    | <b>142</b>    | <b>221</b>    |
| Operating Characteristics |          |    | <b>Q</b>      |               |               |               |
| Dates Of Operation        |          |    | <b>FO</b>     | <b>FSX</b>    | <b>FO</b>     | <b>SX</b>     |
| <b>Leeds</b>              | arr      | 1  | ...           | ...           | ...           | ...           |
|                           | plt      | 2  | <b>15</b>     | <b>17B</b>    | <b>13B</b>    | <b>8</b>      |
| Leeds West Junction       | dep      | 3  | <b>22.14</b>  | <b>22.37</b>  | <b>22.37</b>  | <b>23.25</b>  |
|                           | dep-line | 4  | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>E</b>      |
|                           | dep      | 5  | <b>22/15</b>  | <b>22/38</b>  | <b>22/38</b>  | <b>23/26</b>  |
|                           | dep-line | 6  | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>DM</b>     |
| Engine Shed Jn.           | mgn      | 7  | <b>(1)</b>    | ...           | ...           | ...           |
|                           | dep      | 8  | <b>22/17</b>  | <b>22/39</b>  | <b>22/39</b>  | <b>23/27</b>  |
| Woodlesford               | mgn      | 9  | ...           | ...           | ...           | ...           |
|                           | dep      | 10 | ...           | <b>22.46</b>  | <b>22.46</b>  | ...           |
| Methley Jn                | mgn      | 11 | ...           | ...           | ...           | ...           |
|                           | dep      | 12 | <b>22/24</b>  | <b>22/49½</b> | <b>22/49½</b> | <b>23/34</b>  |
|                           | mgn      | 13 | ...           | ...           | ...           | ...           |
| Altofts Jn                | dep      | 14 | <b>22/25½</b> | ...           | ...           | <b>23/35½</b> |
|                           | mgn      | 15 | ...           | ...           | ...           | ...           |
| Whitwood Jn               | dep      | 16 | ...           | <b>22/52</b>  | <b>22/52</b>  | ...           |
|                           | mgn      | 17 | ...           | ...           | ...           | ...           |
| <b>Castleford</b>         | arr      | 18 | ...           | <b>22.54</b>  | <b>22.54</b>  | ...           |
|                           | dep      | 19 | ...           | <b>22.57</b>  | <b>22.57</b>  | ...           |
|                           | mgn      | 20 | ...           | ...           | ...           | ...           |

## YE04 - LEEDS TO CASTLEFORD

### Saturdays

27 May to 9 December

|                           |          |    | 1                          | 2                       | 3                       | 4                  | 5                  | 6                           | 7                  | 8                              | 9                                       | 10                         | 11                                       | 12                                     | 13            | 14                  | 15                 | 16           |
|---------------------------|----------|----|----------------------------|-------------------------|-------------------------|--------------------|--------------------|-----------------------------|--------------------|--------------------------------|---|----------------------------|--|--|---------------|---------------------|--------------------|--------------|
| Signal ID                 |          |    | <b>1E96</b>                | <b>1P68</b>             | <b>1P02</b>             | <b>1P01</b>        | <b>1P03</b>        | <b>3A10</b>                 | <b>1P05</b>        | <b>3A13</b>                    | <b>5F59</b>                             | <b>5F06</b>                | <b>5M60</b>                              | <b>5N40</b>                            | <b>2L09</b>   | <b>2F05</b>         | <b>2F05</b>        | <b>1Y09</b>  |
| Orig. Dep. Time           |          |    | 22.30                      | 23.20                   | 00.38                   | 01.38              | 02.52              | 04.20                       | 04.00              | 04.45                          | 05.47                                   | 06.01                      | 06.29                                    | 06.29                                  |               |                     |                    |              |
| Orig. Loc. Name           |          |    | Liverpool Lime Street York | Manchester Airport York | Manchester Airport York | York               | York               | Neville Hill T&R.S.M.D Hull | York               | Neville Hill T&R.S.M.D Skipton | Holbeck Loco Sidings Wakefield Westgate | Holbeck Loco Sidings Goole | Holbeck Loco Sidings Newton Heath T.M.D. | Holbeck Loco Sidings Heaton T&R.S.M.D. | Sheffield     | Knottingley         | Knottingley        | Nottingham   |
| Dest. Loc. Name           |          |    |                            |                         |                         | Manchester Airport | Manchester Airport |                             | Manchester Airport |                                |   |                            |  |  |               |                     |                    |              |
| Timing Load               |          |    | <b>185</b>                 | <b>185</b>              | <b>185</b>              | <b>185</b>         | <b>185</b>         | <b>HST9-125</b>             | <b>185</b>         | <b>HST9-125</b>                | <b>153</b>                              | <b>142</b>                 | <b>142</b>                               | <b>142</b>                             | <b>142</b>    | <b>153</b>          | <b>153</b>         | <b>158</b>   |
| Operating Characteristics |          |    |                            |                         |                         |                    |                    |                             |                    |                                |   | Y                          | Y  |  |               |                     |                    |              |
| Dates Of Operation        |          |    | SO                         | SO                      | SO                      | SO                 | SO                 | SO                          | SO                 | SO                             | SO                                      | SO                         | SO                                       | SO                                     | SO            | SO Until 21/10/2017 | SO From 28/10/2017 | SO           |
| Leeds                     | arr      | 1  | <b>00RM31</b>              | <b>00RM43½</b>          | <b>02RM01½</b>          | <b>02RMv18</b>     | <b>03RM32½</b>     | <b>04S30</b>                | <b>04RM41</b>      | ...                            | ...                                     | ...                        | ...                                      | ...                                    | ...           | ...                 | ...                | ...          |
|                           | plt      | 2  | <b>8B</b>                  | <b>9B</b>               | <b>8B</b>               | <b>8B</b>          | <b>8C</b>          | <b>9</b>                    | <b>16A</b>         | ...                            | ...                                     | ...                        | ...                                      | ...                                    | <b>15A</b>    | <b>17A</b>          | <b>15A</b>         | <b>15A</b>   |
| Leeds West Junction       | dep      | 3  | <b>00.34</b>               | <b>00.47½</b>           | <b>02.05</b>            | <b>02p21</b>       | <b>03.35½</b>      | <b>04.42</b>                | <b>04.49</b>       | <i>04/55</i>                   | ...                                     | ...                        | ...                                      | <b>06.38</b>                           | <b>07.00</b>  | <b>07.00</b>        | <b>07.05</b>       |              |
|                           | dep-line | 4  | <b>E</b>                   | <b>E</b>                | <b>E</b>                | <b>E</b>           | <b>E</b>           | <b>E</b>                    | <b>F</b>           | <b>F</b>                       | ...                                     | ...                        | ...                                      | <b>F</b>                               | <b>F</b>      | <b>F</b>            | <b>F</b>           |              |
| Engine Shed Jn.           | dep      | 5  | <i>00/35</i>               | <i>00/48½</i>           | <i>02/06</i>            | <i>02/22</i>       | <i>03/36½</i>      | <i>04/43</i>                | <i>04/50</i>       | <i>04/56</i>                   | ...                                     | ...                        | ...                                      | <i>06/39</i>                           | <i>07/01</i>  | <i>07/01</i>        | <i>07/06</i>       |              |
|                           | dep-line | 6  | <b>DM</b>                  | <b>DM</b>               | <b>DM</b>               | <b>DM</b>          | <b>DM</b>          | <b>DM</b>                   | <b>UM</b>          | <b>UM</b>                      | ...                                     | ...                        | ...                                      | <b>UM</b>                              | <b>UM</b>     | <b>UM</b>           | <b>UM</b>          |              |
| Woodlesford               | mgn      | 7  | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                            | ...                                     | ...                        | ...                                      | ...                                    | ...           | ...                 | ...                |              |
|                           | dep      | 8  | <i>00/36</i>               | <i>00/49½</i>           | <i>02/07</i>            | <i>02/23</i>       | <i>03/37½</i>      | <i>04/44</i>                | <i>04/51</i>       | <i>04/57</i>                   | <i>05/51</i>                            | <i>06/05</i>               | <i>06/33</i>                             | <i>06/33</i>                           | <i>06/40</i>  | <i>07/02</i>        | <i>07/02</i>       | <i>07/07</i> |
| Methley Jn                | mgn      | 9  | ...                        | ...                     | ...                     | ...                | ...                | ...                         | <b>(2)</b>         | ...                            | ...                                     | ...                        | ...                                      | ...                                    | ...           | ...                 | ...                |              |
|                           | dep      | 10 | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                            | ...                                     | ...                        | ...                                      | <b>06.47</b>                           | <b>07.09</b>  | <b>07.09</b>        | ...                |              |
| Altofts Jn                | mgn      | 11 | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                            | ...                                     | ...                        | ...                                      | ...                                    | ...           | ...                 | ...                |              |
|                           | dep      | 12 | <i>00/44</i>               | <i>00/57½</i>           | <i>02/15</i>            | <i>02/30</i>       | <i>03/44½</i>      | <i>04/51</i>                | <i>04/58</i>       | <i>05/06</i>                   | <i>06/00½</i>                           | <i>06/13½</i>              | <i>06/41</i>                             | <i>06/41</i>                           | <i>06/50½</i> | <i>07/13</i>        | <i>07/13</i>       | <i>07/17</i> |
| Whitwood Jn               | mgn      | 13 | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                            | ...                                     | ...                        | ...                                      | ...                                    | ...           | ...                 | ...                |              |
|                           | dep      | 14 | ...                        | ...                     | ...                     | <i>02/31</i>       | <i>03/45½</i>      | <i>04/52</i>                | <i>04/59</i>       | <i>05/07</i>                   | <i>06/02</i>                            | ...                        | <i>06/42½</i>                            | ...                                    | ...           | ...                 | <i>07/18½</i>      |              |
| Castleford                | mgn      | 15 | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | <b>(4)</b>                     | ...                                     | ...                        | ...                                      | ...                                    | ...           | ...                 | ...                |              |
|                           | dep      | 16 | <i>00/46½</i>              | <i>01/00</i>            | <i>02/17½</i>           | ...                | ...                | ...                         | ...                | ...                            | ...                                     | <i>06/16</i>               | ...                                      | <i>06/43½</i>                          | <i>06/53</i>  | <i>07/15½</i>       | <i>07/15½</i>      | ...          |
| Castleford                | mgn      | 17 | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                            | ...                                     | ...                        | ...                                      | ...                                    | ...           | ...                 | ...                |              |
|                           | arr      | 18 | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                            | ...                                     | ...                        | ...                                      | <b>06.55</b>                           | <b>07.17½</b> | <b>07.17½</b>       | ...                |              |
|                           | dep      | 19 | <i>00/48</i>               | <i>01/01½</i>           | <i>02/19</i>            | ...                | ...                | ...                         | ...                | ...                            | ...                                     | ...                        | <b>06.21</b>                             | <b>06.58</b>                           | <b>07.20½</b> | <b>07.20½</b>       | ...                |              |
|                           | mgn      | 20 | ...                        | ...                     | ...                     | ...                | ...                | ...                         | ...                | ...                            | ...                                     | ...                        | ...                                      | ...                                    | ...           | ...                 | ...                |              |

## YE04 - LEEDS TO CASTLEFORD

### Saturdays

27 May to 9 December

|                     |          |    | 17        | 18        | 19          | 20         | 21        | 22        | 23          | 24         | 25        | 26        | 27          | 28         | 29        | 30        | 31          | 32         |
|---------------------|----------|----|-----------|-----------|-------------|------------|-----------|-----------|-------------|------------|-----------|-----------|-------------|------------|-----------|-----------|-------------|------------|
|                     |          |    | 2L13      | 1L75      | 2F07        | 1Y13       | 2L19      | 1L77      | 2F09        | 1Y17       | 2L23      | 1L79      | 2F11        | 1Y21       | 2L27      | 1L81      | 2F13        | 1Y25       |
|                     |          |    | Sheffield | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield | Knottingley | Nottingham |
|                     |          |    | 142       | 158       | 153         | 158        | 142       | 158       | 153         | 158        | 142       | 158       | 153         | 158        | 142       | 158       | 153         | 158        |
|                     |          |    | SO        | SO        | SO          | SO         | SO        | SO        | SO          | SO         | SO        | SO        | SO          | SO         | SO        | SO        | SO          | SO         |
| <b>Leeds</b>        | arr      | 1  | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
|                     | plt      | 2  | 12A       | 13A       | 17A         | 13B        | 17A       | 17B       | 17A         | 17B        | 17A       | 17B       | 17A         | 17B        | 17A       | 17B       | 17A         | 17B        |
|                     | dep      | 3  | 07.28     | 07.40     | 08.00       | 08.05      | 08.33     | 08.40     | 09.00       | 09.06      | 09.33     | 09.40     | 10.00       | 10.06      | 10.33     | 10.40     | 11.00       | 11.06      |
|                     | dep-line | 4  | F         | F         | F           | F          | F         | F         | F           | F          | F         | F         | F           | F          | F         | F         | F           | F          |
| Leeds West Junction | dep      | 5  | 07/29     | 07/41     | 08/01       | 08/06      | 08/34     | 08/41     | 09/01       | 09/07      | 09/34     | 09/41     | 10/01       | 10/07      | 10/34     | 10/41     | 11/01       | 11/07      |
|                     | dep-line | 6  | UM        | UM        | UM          | UM         | UM        | UM        | UM          | UM         | UM        | UM        | UM          | UM         | UM        | UM        | UM          | UM         |
|                     | mgn      | 7  | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
| Engine Shed Jn.     | dep      | 8  | 07/30     | 07/42     | 08/02       | 08/07      | 08/35     | 08/42     | 09/02       | 09/08      | 09/35     | 09/42     | 10/02       | 10/08      | 10/35     | 10/42     | 11/02       | 11/08      |
|                     | mgn      | 9  | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
| Woodsford           | dep      | 10 | 07.37     | ...       | 08.09       | ...        | 08.42     | ...       | 09.09       | ...        | 09.42     | ...       | 10.09       | ...        | 10.42     | ...       | 11.09       | ...        |
|                     | mgn      | 11 | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
| Methley Jn          | dep      | 12 | 07/40½    | 07/49     | 08/13       | 08/17      | 08/45½    | 08/49½    | 09/13       | 09/17      | 09/45½    | 09/49½    | 10/13       | 10/17      | 10/45½    | 10/49½    | 11/13       | 11/17      |
|                     | mgn      | 13 | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
| Altofts Jn          | dep      | 14 | ...       | 07/50½    | ...         | 08/18½     | ...       | 08/51     | ...         | 09/18½     | ...       | 09/51     | ...         | 10/18½     | ...       | 10/51     | ...         | 11/18½     |
|                     | mgn      | 15 | ...       | (1)       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | (1)       | ...         | ...        | ...       | ...       | ...         | ...        |
| Whitwood Jn         | dep      | 16 | 07/43     | ...       | 08/15½      | ...        | 08/48     | ...       | 09/15½      | ...        | 09/48     | ...       | 10/15½      | ...        | 10/48     | ...       | 11/15½      | ...        |
|                     | mgn      | 17 | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
| <b>Castleford</b>   | arr      | 18 | 07.45     | ...       | 08.17½      | ...        | 08.50     | ...       | 09.17½      | ...        | 09.50     | ...       | 10.17½      | ...        | 10.50     | ...       | 11.17½      | ...        |
|                     | dep      | 19 | 07.48     | ...       | 08.20½      | ...        | 08.53     | ...       | 09.20½      | ...        | 09.53     | ...       | 10.20½      | ...        | 10.53     | ...       | 11.20½      | ...        |
|                     | mgn      | 20 | (4)       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |

## YE04 - LEEDS TO CASTLEFORD

### Saturdays

27 May to 9 December

|                     |          |    | 33        | 34        | 35          | 36         | 37        | 38        | 39          | 40         | 41        | 42        | 43          | 44         | 45        | 46        | 47          | 48         |
|---------------------|----------|----|-----------|-----------|-------------|------------|-----------|-----------|-------------|------------|-----------|-----------|-------------|------------|-----------|-----------|-------------|------------|
|                     |          |    | 2L31      | 1L83      | 2F15        | 1Y29       | 2L35      | 1L85      | 2F17        | 1Y33       | 2L41      | 1L87      | 2F19        | 1Y37       | 2L45      | 1L89      | 2F21        | 1Y41       |
|                     |          |    | Sheffield | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield | Knottingley | Nottingham |
|                     |          |    | 142       | 158       | 153         | 158        | 142       | 158       | 153         | 158        | 142       | 158       | 153         | 158        | 142       | 158       | 153         | 158        |
|                     |          |    | SO        | SO        | SO          | SO         | SO        | SO        | SO          | SO         | SO        | SO        | SO          | SO         | SO        | SO        | SO          | SO         |
| <b>Leeds</b>        | arr      | 1  | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
|                     | plt      | 2  | 17A       | 17B       | 17A         | 17B        | 17A       | 17B       | 17A         | 17B        | 17A       | 17B       | 17A         | 17B        | 17A       | 17B       | 17A         | 17B        |
|                     | dep      | 3  | 11.33     | 11.40     | 12.00       | 12.06      | 12.33     | 12.40     | 13.00       | 13.06      | 13.33     | 13.40     | 14.00       | 14.06      | 14.33     | 14.40     | 15.00       | 15.06      |
|                     | dep-line | 4  | F         | F         | F           | F          | F         | F         | F           | F          | F         | F         | F           | F          | F         | F         | F           | F          |
| Leeds West Junction | dep      | 5  | 11/34     | 11/41     | 12/01       | 12/07      | 12/34     | 12/41     | 13/01       | 13/07      | 13/34     | 13/41     | 14/01       | 14/07      | 14/34     | 14/41     | 15/01       | 15/07      |
|                     | dep-line | 6  | UM        | UM        | UM          | UM         | UM        | UM        | UM          | UM         | UM        | UM        | UM          | UM         | UM        | UM        | UM          | UM         |
|                     | mgn      | 7  | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
| Engine Shed Jn.     | dep      | 8  | 11/35     | 11/42     | 12/02       | 12/08      | 12/35     | 12/42     | 13/02       | 13/08      | 13/35     | 13/42     | 14/02       | 14/08      | 14/35     | 14/42     | 15/02       | 15/08      |
|                     | mgn      | 9  | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
| Woodsford           | dep      | 10 | 11.42     | ...       | 12.09       | ...        | 12.42     | ...       | 13.09       | ...        | 13.42     | ...       | 14.09       | ...        | 14.42     | ...       | 15.09       | ...        |
|                     | mgn      | 11 | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
| Methley Jn          | dep      | 12 | 11/45½    | 11/49½    | 12/13       | 12/17      | 12/45½    | 12/49½    | 13/13       | 13/17      | 13/45½    | 13/49½    | 14/13       | 14/17      | 14/45½    | 14/49½    | 15/13       | 15/17      |
|                     | mgn      | 13 | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
| Altofts Jn          | dep      | 14 | ...       | 11/51     | ...         | 12/18½     | ...       | 12/51     | ...         | 13/18½     | ...       | 13/51     | ...         | 14/18½     | ...       | 14/51     | ...         | 15/18½     |
|                     | mgn      | 15 | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
| Whitwood Jn         | dep      | 16 | 11/48     | ...       | 12/15½      | ...        | 12/48     | ...       | 13/15½      | ...        | 13/48     | ...       | 14/15½      | ...        | 14/48     | ...       | 15/15½      | ...        |
|                     | mgn      | 17 | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
| <b>Castleford</b>   | arr      | 18 | 11.50     | ...       | 12.17½      | ...        | 12.50     | ...       | 13.17½      | ...        | 13.50     | ...       | 14.17½      | ...        | 14.50     | ...       | 15.17½      | ...        |
|                     | dep      | 19 | 11.53     | ...       | 12.20½      | ...        | 12.53     | ...       | 13.20½      | ...        | 13.53     | ...       | 14.20½      | ...        | 14.53     | ...       | 15.20½      | ...        |
|                     | mgn      | 20 | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |

## YE04 - LEEDS TO CASTLEFORD

### Saturdays

27 May to 9 December

|             |          |    | 49        | 50        | 51          | 52         | 53        | 54        | 55         | 56     | 57        | 58        | 59          | 60         | 61        | 62        | 63          | 64         |
|-------------|----------|----|-----------|-----------|-------------|------------|-----------|-----------|------------|--------|-----------|-----------|-------------|------------|-----------|-----------|-------------|------------|
|             |          |    | 2L49      | 1L91      | 2F23        | 1Y45       | 2L53      | 1L93      | 1Y49       | 2F25   | 2L57      | 1L71      | 2F27        | 1Y53       | 2L61      | 1L95      | 2F29        | 1Y57       |
|             |          |    | Sheffield | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield | Nottingham | Goole  | Sheffield | Sheffield | Knottingley | Nottingham | Sheffield | Sheffield | Knottingley | Nottingham |
|             |          |    | 142       | 158       | 153         | 158        | 142       | 158       | 158        | 142    | 142       | 158       | 153         | 158        | 142       | 158       | 153         | 158        |
|             |          |    | SO        | SO        | SO          | SO         | SO        | SO        | SO         | SO     | SO        | SO        | SO          | SO         | SO        | SO        | SO          | SO         |
| Leeds       | arr      | 1  | ...       | ...       | ...         | ...        | ...       | ...       | ...        | ...    | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
|             | plt      | 2  | 17A       | 17B       | 17A         | 17B        | 17A       | 17B       | 17B        | 12A    | 17A       | 17B       | 17A         | 17B        | 17A       | 17B       | 13B         | 17B        |
|             | dep      | 3  | 15.33     | 15.40     | 16.00       | 16.06      | 16.33     | 16.40     | 17.06      | 17.16  | 17.33     | 17.40     | 18.00       | 18.06      | 18.33     | 18.40     | 19.00       | 19.06      |
|             | dep-line | 4  | F         | F         | F           | F          | F         | F         | F          | F      | F         | F         | F           | F          | F         | F         | F           | F          |
|             | dep      | 5  | 15/34     | 15/41     | 16/01       | 16/07      | 16/34     | 16/41     | 17/07      | 17/17  | 17/34     | 17/41     | 18/01       | 18/07      | 18/34     | 18/41     | 19/01       | 19/07      |
|             | dep-line | 6  | UM        | UM        | UM          | UM         | UM        | UM        | UM         | UM     | UM        | UM        | UM          | UM         | UM        | UM        | UM          | UM         |
|             | mgn      | 7  | ...       | ...       | ...         | ...        | ...       | ...       | ...        | ...    | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
|             | dep      | 8  | 15/35     | 15/42     | 16/02       | 16/08      | 16/35     | 16/42     | 17/08      | 17/18  | 17/35     | 17/42     | 18/02       | 18/08      | 18/35     | 18/42     | 19/02       | 19/08      |
|             | mgn      | 9  | ...       | ...       | ...         | ...        | ...       | ...       | ...        | ...    | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
|             | dep      | 10 | 15.42     | ...       | 16.09       | ...        | 16.42     | ...       | ...        | 17a25½ | 17.42     | ...       | 18.09       | ...        | 18.42     | ...       | 19.09       | ...        |
|             | mgn      | 11 | ...       | ...       | ...         | ...        | ...       | ...       | ...        | ...    | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
|             | dep      | 12 | 15/45½    | 15/49½    | 16/13       | 16/17      | 16/45½    | 16/49½    | 17/15      | 17/29  | 17/45½    | 17/49½    | 18/13       | 18/17      | 18/45½    | 18/49½    | 19/13       | 19/17      |
|             | mgn      | 13 | ...       | ...       | ...         | ...        | ...       | ...       | ...        | ...    | ...       | ...       | ...         | ...        | ...       | ...       | ...         | ...        |
| Altofts Jn  | dep      | 14 | ...       | 15/51     | ...         | 16/18½     | ...       | 16/51     | 17/16½     | ...    | ...       | 17/51     | ...         | 18/18½     | ...       | 18/51     | ...         | 19/18½     |
|             | mgn      | 15 | ...       | ...       | ...         | ...        | ...       | ...       | ...        | ...    | ...       | ...       | ...         | ...        | ...       | ...       | ...         |            |
| Whitwood Jn | dep      | 16 | 15/48     | ...       | 16/15½      | ...        | 16/48     | ...       | ...        | 17/31½ | 17/48     | ...       | 18/15½      | ...        | 18/48     | ...       | 19/15½      |            |
|             | mgn      | 17 | ...       | ...       | ...         | ...        | ...       | ...       | ...        | ...    | ...       | ...       | ...         | ...        | ...       | ...       | ...         |            |
| Castleford  | arr      | 18 | 15.50     | ...       | 16.17½      | ...        | 16.50     | ...       | ...        | 17.33½ | 17.50     | ...       | 18.17½      | ...        | 18.50     | ...       | 19.17½      |            |
|             | dep      | 19 | 15.53     | ...       | 16.20½      | ...        | 16.53     | ...       | ...        | 17.36½ | 17.53     | ...       | 18.20½      | ...        | 18.53     | ...       | 19.20½      |            |
|             | mgn      | 20 | ...       | ...       | ...         | ...        | ...       | ...       | ...        | ...    | ...       | ...       | ...         | ...        | ...       | ...       | ...         |            |

## YE04 - LEEDS TO CASTLEFORD

### Saturdays

27 May to 9 December

|                           |          |    | 65            | 66            | 67            | 68            | 69            | 70            | 71               | 72            | 73            | 74                    | 75                            |
|---------------------------|----------|----|---------------|---------------|---------------|---------------|---------------|---------------|------------------|---------------|---------------|-----------------------|-------------------------------|
| Signal ID                 |          |    | <b>2L63</b>   | <b>1L97</b>   | <b>2F31</b>   | <b>1L99</b>   | <b>2L65</b>   | <b>2F33</b>   | <b>1E63</b>      | <b>2L69</b>   | <b>2F35</b>   | <b>2L71</b>           | <b>5E73</b>                   |
| Orig. Dep. Time           |          |    |               |               |               |               |               |               | 15.25            |               |               |                       |                               |
| Orig. Loc. Name           |          |    | Sheffield     | Sheffield     | Knottingley   | Sheffield     | Sheffield     | Knottingley   | Plymouth<br>York | Sheffield     | Knottingley   | Wakefield<br>Kirkgate | Crofton Depot                 |
| Dest. Loc. Name           |          |    |               |               |               |               |               |               |                  |               |               |                       |                               |
| Timing Load               |          |    | <b>142</b>    | <b>158</b>    | <b>153</b>    | <b>158</b>    | <b>142</b>    | <b>153</b>    | <b>HST7-125</b>  | <b>142</b>    | <b>153</b>    | <b>142</b>            | <b>221</b>                    |
| Operating Characteristics |          |    |               |               |               |               |               |               |                  |               |               |                       |                               |
| Dates Of Operation        |          |    | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>        | <b>SO</b>     | <b>SO</b>     | <b>SO</b>             | <b>SO From<br/>16/09/2017</b> |
| <b>Leeds</b>              | arr      | 1  | ...           | ...           | ...           | ...           | ...           | ...           | <b>21RM05</b>    | ...           | ...           | ...                   | ...                           |
|                           | plt      | 2  | <b>17A</b>    | <b>17B</b>    | <b>17A</b>    | <b>16A</b>    | <b>13A</b>    | <b>17B</b>    | <b>12D</b>       | <b>16A</b>    | <b>17B</b>    | <b>11D</b>            | <b>8</b>                      |
| Leeds West Junction       | dep      | 3  | <b>19.38</b>  | <b>19.45</b>  | <b>20.05</b>  | <b>20.30</b>  | <b>20.37</b>  | <b>21.05</b>  | <b>21.19</b>     | <b>21.37</b>  | <b>22.07</b>  | <b>22.37</b>          | <b>23.43</b>                  |
|                           | dep-line | 4  | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>         | <b>F</b>      | <b>F</b>      | <b>E</b>              | <b>E</b>                      |
|                           | dep      | 5  | <i>19/39</i>  | <i>19/46</i>  | <i>20/06</i>  | <i>20/31</i>  | <i>20/38</i>  | <i>21/06</i>  | <i>21/20½</i>    | <i>21/38</i>  | <i>22/08</i>  | <i>22/38</i>          | <i>23/44</i>                  |
|                           | dep-line | 6  | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>        | <b>UM</b>     | <b>UM</b>     | <b>DM</b>             | <b>DM</b>                     |
| Engine Shed Jn.           | mgn      | 7  | ...           | ...           | ...           | ...           | ...           | ...           | ...              | ...           | ...           | ...                   | ...                           |
|                           | dep      | 8  | <i>19/40</i>  | <i>19/47</i>  | <i>20/07</i>  | <i>20/32</i>  | <i>20/39</i>  | <i>21/07</i>  | <i>21/21½</i>    | <i>21/39</i>  | <i>22/09</i>  | <i>22/39</i>          | <i>23/45</i>                  |
| Woodlesford               | mgn      | 9  | ...           | ...           | ...           | ...           | ...           | ...           | ...              | ...           | ...           | ...                   | ...                           |
|                           | dep      | 10 | <b>19.47</b>  | ...           | <b>20.14</b>  | ...           | <b>20.46</b>  | <b>21.14</b>  | ...              | <b>21.46</b>  | <b>22.16</b>  | <b>22.46</b>          | ...                           |
| Methley Jn                | mgn      | 11 | ...           | ...           | ...           | ...           | ...           | ...           | ...              | ...           | ...           | ...                   | ...                           |
|                           | dep      | 12 | <i>19/50½</i> | <i>19/54½</i> | <i>20/18</i>  | <i>20/41½</i> | <i>20/49½</i> | <i>21/18</i>  | <i>21/29½</i>    | <i>21/49½</i> | <i>22/20</i>  | <i>22/49½</i>         | <i>23/52</i>                  |
| Altofts Jn                | mgn      | 13 | ...           | ...           | ...           | ...           | ...           | ...           | ...              | ...           | ...           | ...                   | ...                           |
|                           | dep      | 14 | ...           | <i>19/56</i>  | ...           | <i>20/43</i>  | ...           | ...           | ...              | ...           | ...           | ...                   | <i>23/53½</i>                 |
| Whitwood Jn               | mgn      | 15 | ...           | ...           | ...           | ...           | ...           | ...           | ...              | ...           | ...           | ...                   | ...                           |
|                           | dep      | 16 | <i>19/53</i>  | ...           | <i>20/20½</i> | ...           | <i>20/52</i>  | <i>21/20½</i> | <i>21/32</i>     | <i>21/52</i>  | <i>22/22½</i> | <i>22/52</i>          | ...                           |
| <b>Castleford</b>         | mgn      | 17 | ...           | ...           | ...           | ...           | ...           | ...           | <b>(1)</b>       | ...           | ...           | ...                   | ...                           |
|                           | arr      | 18 | <b>19.55</b>  | ...           | <b>20.22½</b> | ...           | <b>20.54</b>  | <b>21.22½</b> | ...              | <b>21.54</b>  | <b>22.24½</b> | <b>22.54</b>          | ...                           |
|                           | dep      | 19 | <b>19.58</b>  | ...           | <b>20.25½</b> | ...           | <b>20.57</b>  | <b>21.25½</b> | <i>21/35</i>     | <b>21.57</b>  | <b>22.27½</b> | <b>22.57</b>          | ...                           |
|                           | mgn      | 20 | ...           | ...           | ...           | ...           | ...           | ...           | ...              | ...           | ...           | ...                   | ...                           |

## YE04 - LEEDS TO CASTLEFORD

**Sundays**  
21 May to 3 December

|                     |          |    | 1         | 2          | 3           | 4          | 5         | 6          | 7           | 8          | 9         | 10         | 11          | 12         | 13        | 14         | 15          | 16         |
|---------------------|----------|----|-----------|------------|-------------|------------|-----------|------------|-------------|------------|-----------|------------|-------------|------------|-----------|------------|-------------|------------|
|                     |          |    | 2L01      | 1Y17       | 2F01        | 1Y21       | 2L03      | 1Y25       | 2F03        | 1Y29       | 2L05      | 1Y33       | 2F05        | 1Y37       | 2L07      | 1Y41       | 2F07        | 1Y45       |
|                     |          |    | Sheffield | Nottingham | Knottingley | Nottingham | Sheffield | Nottingham | Knottingley | Nottingham | Sheffield | Nottingham | Knottingley | Nottingham | Sheffield | Nottingham | Knottingley | Nottingham |
|                     |          |    | 142       | 158        | 142         | 158        | 142       | 158        | 142         | 158        | 142       | 158        | 142         | 158        | 142       | 158        | 142         | 158        |
|                     |          |    | Sun       | Sun        | Sun         | Sun        | Sun       | Sun        | Sun         | Sun        | Sun       | Sun        | Sun         | Sun        | Sun       | Sun        | Sun         | Sun        |
| <b>Leeds</b>        | arr      | 1  | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        |
|                     | plt      | 2  | 15A       | 11C        | 17B         | 17B        | 12A       | 11D        | 17B         | 13B        | 17A       | 13B        | 17B         | 13B        | 17B       | 13B        | 17B         | 13B        |
|                     | dep      | 3  | 08.32     | 09.05      | 09.30       | 10.02      | 10.17     | 11.05      | 11.17       | 12.05      | 12.17     | 13.05      | 13.17       | 14.05      | 14.17     | 15.05      | 15.17       | 16.05      |
|                     | dep-line | 4  | F         | F          | F           | F          | F         | F          | F           | F          | F         | F          | F           | F          | F         | F          | F           | F          |
| Leeds West Junction | dep      | 5  | 08/33     | 09/06      | 09/31       | 10/03      | 10/18     | 11/06      | 11/18       | 12/06      | 12/18     | 13/06      | 13/18       | 14/06      | 14/18     | 15/06      | 15/18       | 16/06      |
|                     | dep-line | 6  | UM        | UM         | UM          | UM         | UM        | UM         | UM          | UM         | UM        | UM         | UM          | UM         | UM        | UM         | UM          | UM         |
|                     | mgn      | 7  | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        |
| Engine Shed Jn.     | dep      | 8  | 08/34     | 09/07      | 09/32       | 10/04      | 10/19     | 11/07      | 11/19       | 12/07      | 12/19     | 13/07      | 13/19       | 14/07      | 14/19     | 15/07      | 15/19       | 16/07      |
|                     | mgn      | 9  | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        |
| Woodsford           | dep      | 10 | 08.41     | ...        | 09.39       | ...        | 10.26     | ...        | 11.26       | ...        | 12.26     | ...        | 13.26       | ...        | 14.26     | ...        | 15.26       | ...        |
|                     | mgn      | 11 | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        |
| Methley Jn          | dep      | 12 | 08/44½    | 09/14      | 09/42½      | 10/11      | 10/29½    | 11/14      | 11/29½      | 12/14      | 12/29½    | 13/14      | 13/29½      | 14/14      | 14/29½    | 15/14      | 15/29½      | 16/14      |
|                     | mgn      | 13 | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        |
| Altofts Jn          | dep      | 14 | ...       | 09/15½     | ...         | 10/12½     | ...       | 11/15½     | ...         | 12/15½     | ...       | 13/15½     | ...         | 14/15½     | ...       | 15/15½     | ...         | 16/15½     |
|                     | mgn      | 15 | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        |
| Whitwood Jn         | dep      | 16 | 08/47     | ...        | 09/45       | ...        | 10/32     | ...        | 11/32       | ...        | 12/32     | ...        | 13/32       | ...        | 14/32     | ...        | 15/32       | ...        |
|                     | mgn      | 17 | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        |
| <b>Castleford</b>   | arr      | 18 | 08.49     | ...        | 09.47       | ...        | 10.34     | ...        | 11.34       | ...        | 12.34     | ...        | 13.34       | ...        | 14.34     | ...        | 15.34       | ...        |
|                     | dep      | 19 | 08.52     | ...        | 09.50       | ...        | 10.37     | ...        | 11.37       | ...        | 12.37     | ...        | 13.37       | ...        | 14.37     | ...        | 15.37       | ...        |
|                     | mgn      | 20 | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        | ...       | ...        | ...         | ...        |

## YE04 - LEEDS TO CASTLEFORD

**Sundays**  
21 May to 3 December

|                           |          |    | 17        | 18         | 19          | 20        | 21         | 22          | 23                                 | 24                  | 25        | 26          | 27        | 28                         |
|---------------------------|----------|----|-----------|------------|-------------|-----------|------------|-------------|------------------------------------|---------------------|-----------|-------------|-----------|----------------------------|
|                           |          |    | 2L09      | 1Y49       | 2F09        | 2L11      | 1Y57       | 2F11        | 1K28                               | 1K28                | 2L13      | 2F13        | 2L17      | 1E95                       |
| Signal ID                 |          |    |           |            |             |           |            |             |                                    |                     |           |             |           |                            |
| Orig. Dep. Time           |          |    |           |            |             |           |            |             |                                    |                     |           |             |           | 21.52                      |
| Orig. Loc. Name           |          |    |           |            |             |           |            |             |                                    |                     |           |             |           | Liverpool Lime Street York |
| Dest. Loc. Name           |          |    | Sheffield | Nottingham | Knottingley | Sheffield | Nottingham | Knottingley | Hull                               | Hull                | Sheffield | Knottingley | Sheffield |                            |
| Timing Load               |          |    | 142       | 158        | 142         | 142       | 158        | 142         | 185                                | 185                 | 142       | 142         | 142       | 185                        |
| Operating Characteristics |          |    |           |            |             |           |            |             |                                    |                     |           |             |           |                            |
| Dates Of Operation        |          |    | Sun       | Sun        | Sun         | Sun       | Sun        | Sun         | 21/05/2017, 28/05/2017, 04/06/2017 | Sun From 11/06/2017 | Sun       | Sun         | Sun       | Sun                        |
| Leeds                     | arr      | 1  | ...       | ...        | ...         | ...       | ...        | ...         | ...                                | ...                 | ...       | ...         | ...       | 23RM35                     |
|                           | plt      | 2  | 17B       | 13B        | 17B         | 17B       | 12A        | 17B         | 12A                                | 11A                 | 13A       | 17B         | 17B       | 12D                        |
|                           | dep      | 3  | 16.17     | 17.05      | 17.17       | 18.17     | 19.05      | 19.17       | 20.18                              | 20.18               | 20.22     | 21.17       | 22.17     | 23.41                      |
|                           | dep-line | 4  | F         | F          | F           | F         | D          | F           | E                                  | E                   | F         | F           | F         | F                          |
|                           | dep      | 5  | 16/18     | 17/06      | 17/18       | 18/18     | 19/06      | 19/18       | 20/19                              | 20/19               | 20/23     | 21/18       | 22/18     | 23/42                      |
|                           | dep-line | 6  | UM        | UM         | UM          | UM        | UM         | UM          | DM                                 | DM                  | UM        | UM          | UM        | UM                         |
|                           | mgn      | 7  | ...       | ...        | ...         | ...       | ...        | ...         | ...                                | ...                 | ...       | ...         | ...       | ...                        |
|                           | dep      | 8  | 16/19     | 17/07      | 17/19       | 18/19     | 19/07      | 19/19       | 20/20                              | 20/20               | 20/24     | 21/19       | 22/19     | 23/43                      |
|                           | mgn      | 9  | ...       | ...        | ...         | ...       | ...        | ...         | ...                                | ...                 | ...       | ...         | ...       | ...                        |
|                           | dep      | 10 | 16.26     | ...        | 17.26       | 18.26     | ...        | 19.26       | ...                                | ...                 | 20.30½    | 21.26       | 22.26     | ...                        |
|                           | mgn      | 11 | ...       | ...        | ...         | ...       | ...        | ...         | ...                                | ...                 | ...       | ...         | ...       | ...                        |
|                           | dep      | 12 | 16/29½    | 17/14      | 17/29½      | 18/29½    | 19/14      | 19/29½      | 20/28                              | 20/28               | 20/34     | 21/29½      | 22/29½    | 23/52                      |
|                           | mgn      | 13 | ...       | ...        | ...         | ...       | ...        | ...         | ...                                | ...                 | ...       | ...         | ...       | ...                        |
| Altofts Jn                | dep      | 14 | ...       | 17/15½     | ...         | ...       | 19/15½     | ...         | ...                                | ...                 | ...       | ...         | ...       | ...                        |
|                           | mgn      | 15 | ...       | ...        | ...         | ...       | ...        | ...         | ...                                | ...                 | ...       | ...         | ...       | ...                        |
| Whitwood Jn               | dep      | 16 | 16/32     | ...        | 17/32       | 18/32     | ...        | 19/32       | 20/30½                             | 20/30½              | 20/36½    | 21/32       | 22/32     | 23/54½                     |
|                           | mgn      | 17 | ...       | ...        | ...         | ...       | ...        | ...         | ...                                | ...                 | ...       | ...         | ...       | ...                        |
| Castleford                | arr      | 18 | 16.34     | ...        | 17.34       | 18.34     | ...        | 19.34       | ...                                | ...                 | 20.38½    | 21.34       | 22.34     | ...                        |
|                           | dep      | 19 | 16.37     | ...        | 17.37       | 18.37     | ...        | 19.37       | 20/32                              | 20/32               | 20.41½    | 21.37       | 22.37     | 23/56                      |
|                           | mgn      | 20 | ...       | ...        | ...         | ...       | ...        | ...         | ...                                | ...                 | ...       | ...         | ...       | [1]                        |

## YE04 - CASTLEFORD TO LEEDS

### Mondays to Fridays

22 May to 8 December

|                           |          |    | 1            | 2                      | 3               | 4             | 5                          | 6                  | 7                  | 8                  | 9                  | 10                 | 11            | 12            | 13           | 14            | 15           | 16           |           |
|---------------------------|----------|----|--------------|------------------------|-----------------|---------------|----------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|--------------|---------------|--------------|--------------|-----------|
| Signal ID                 |          |    | <b>1Y94</b>  | <b>5B90</b>            | <b>1E75</b>     | <b>5F91</b>   | <b>1E96</b>                | <b>1D36</b>        | <b>1P01</b>        | <b>1D36</b>        | <b>1P03</b>        | <b>1P05</b>        | <b>5082</b>   | <b>5K01</b>   | <b>1L72</b>  | <b>2F02</b>   | <b>2L08</b>  | <b>1Y70</b>  |           |
| Orig. Dep. Time           |          |    | 21.33        | 21.56                  | 18.25           | 23.40         | 22.30                      | 22.35              | 01.38              | 23.30              | 02.52              | 04.00              | 05.19         | 04.39         | 05.50        | 06.27         | 06.06        | 06.26        |           |
| Orig. Loc. Name           |          |    | Nottingham   | Lincoln                | Plymouth        | Knottingley   | Liverpool Lime Street York | London Kings Cross | York               | London Kings Cross | York               | York               | Crofton Depot | Ardwick T.M.D | Sheffield    | Knottingley   | Sheffield    | Chesterfield |           |
| Dest. Loc. Name           |          |    |              | Neville Hill T&R.S.M.D |                 |               |                            |                    | Manchester Airport |                    | Manchester Airport | Manchester Airport |               |               |              |               |              |              |           |
| Timing Load               |          |    | <b>142</b>   | <b>HST9-125</b>        | <b>HST8-125</b> | <b>153</b>    | <b>185</b>                 | <b>HST9-125</b>    | <b>185</b>         | <b>HST9-125</b>    | <b>185</b>         | <b>185</b>         | <b>221</b>    | <b>185</b>    | <b>158</b>   | <b>153</b>    | <b>142</b>   | <b>158</b>   |           |
| Operating Characteristics |          |    |              |                        |                 |               |                            |                    |                    |                    |                    |                    |               |               |              |               |              |              |           |
| Dates Of Operation        |          |    | <b>Sun</b>   | <b>Sun</b>             | <b>Sun</b>      | <b>MSX</b>    | <b>MSX</b>                 | <b>MO</b>          | <b>MSX</b>         | <b>MSX</b>         | <b>MSX</b>         | <b>MSX</b>         | <b>SX</b>     | <b>SX</b>     | <b>SX</b>    | <b>SX</b>     | <b>SX</b>    | <b>SX</b>    |           |
| <b>Castleford</b>         | arr      | 1  | ...          | ...                    | ...             | ...           | ...                        | ...                | ...                | ...                | ...                | ...                | ...           | ...           | ...          | ...           | <b>06.41</b> | <b>07.01</b> | ...       |
|                           | dep      | 2  | ...          | ...                    | ...             | ...           | ...                        | ...                | 02/01½             | ...                | 03/15              | 04/23              | ...           | ...           | ...          | ...           | <b>06.44</b> | <b>07.04</b> | ...       |
| Whitwood Jn               | dep      | 3  | ...          | ...                    | ...             | ...           | ...                        | ...                | 02/03              | ...                | 03/16½             | 04/24½             | ...           | ...           | ...          | ...           | 06/46½       | 07/06½       | ...       |
|                           | mgn      | 4  | ...          | ...                    | ...             | ...           | ...                        | ...                | [1]                | ...                | ...                | ...                | ...           | ...           | ...          | ...           | ...          | (1½)         | ...       |
| Altofts Jn                | dep      | 5  | ...          | ...                    | ...             | 00/02½        | 00/17½                     | 01/15              | ...                | 02/21½             | ...                | ...                | 05/49         | 06/05         | 06/35        | ...           | ...          | ...          | 07/35     |
| Methley Jn                | dep      | 6  | ...          | ...                    | ...             | 00/04         | 00/19                      | 01/16½             | 02/06½             | 02/23              | 03/19              | 04/27              | 05/50½        | 06/06½        | 06/36½       | 06/49         | 07/10½       | 07/36½       |           |
|                           | mgn      | 7  | ...          | ...                    | ...             | ...           | ...                        | ...                | <2>                | ...                | ...                | ...                | ...           | (7)           | ...          | ...           | ...          | ...          | [2]<2>    |
| Woodlesford               | dep      | 8  | <-----       | ...                    | <-----          | ...           | ...                        | ...                | ...                | ...                | ...                | ...                | ...           | ...           | ...          | ...           | <b>06.53</b> | <b>07a15</b> | ...       |
|                           | mgn      | 9  | ...          | ...                    | ...             | ...           | ...                        | ...                | ...                | ...                | ...                | ...                | ...           | ...           | ...          | ...           | ...          | ...          | ...       |
| Engine Shed Jn.           | dep      | 10 | 00/01½       | ...                    | 00/05½          | 00/13         | 00/27½                     | 01/25              | 02/17              | 02/31½             | 03/30½             | 04/38              | 06/02         | 06/20½        | 06/45        | 07/01½        | 07/25½       | 07/47        |           |
|                           | dep-line | 11 | <b>DM</b>    | ...                    | <b>DM</b>       | <b>DM</b>     | <b>DM</b>                  | <b>DM</b>          | <b>UM</b>          | <b>DM</b>          | <b>DM</b>          | <b>UM</b>          | <b>DM</b>     | <b>UM</b>     | <b>DM</b>    | <b>UM</b>     | <b>DM</b>    | <b>DM</b>    | <b>UM</b> |
|                           | mgn      | 12 | ...          | ...                    | ...             | ...           | <1>                        | ...                | ...                | ...                | ...                | ...                | ...           | [2]           | (½)<1>       | (½)           | (1)          | (1)          | (1)       |
| Leeds West Junction       | dep      | 13 | 00/02½       | <-----                 | 00/06½          | 00/14         | 00/29½                     | 01/26              | 02/18              | 02/32½             | 03/31½             | 04/39              | 06/03         | 06/23½        | 06/47½       | 07/03         | 07/27½       | 07/49        |           |
|                           | dep-line | 14 | <b>E</b>     | ...                    | <b>E</b>        | <b>E</b>      | <b>E</b>                   | <b>E</b>           | <b>F</b>           | <b>E</b>           | <b>E</b>           | <b>F</b>           | <b>E</b>      | <b>F</b>      | <b>E</b>     | <b>F</b>      | <b>E</b>     | <b>F</b>     | <b>F</b>  |
|                           | mgn      | 15 | ...          | ...                    | ...             | ...           | ...                        | ...                | ...                | ...                | ...                | (½)                | ...           | ...           | ...          | ...           | ...          | ...          | ...       |
| <b>Leeds</b>              | arr      | 16 | <b>00v04</b> | ...                    | <b>00.08</b>    | <b>00U15½</b> | <b>00RM31</b>              | <b>01.28</b>       | <b>02RM19½</b>     | <b>02.34</b>       | <b>03RM33</b>      | <b>04RM41</b>      | <b>06.04½</b> | <b>06.25</b>  | <b>06.49</b> | <b>07.04½</b> | <b>07.29</b> | <b>07.51</b> |           |
|                           | plt      | 17 | <b>11A</b>   | <b>9</b>               | <b>15</b>       | <b>10B</b>    | <b>8B</b>                  | <b>12</b>          | <b>16A</b>         | <b>8</b>           | <b>15B</b>         | <b>16A</b>         | <b>12A</b>    | <b>16</b>     | <b>15A</b>   | <b>17B</b>    | <b>9B</b>    | <b>17B</b>   |           |
|                           | dep      | 18 | ...          | <b>00.06</b>           | ...             | ...           | <b>00.34</b>               | ...                | <b>02q22</b>       | ...                | <b>03.35½</b>      | <b>04.49½</b>      | ...           | ...           | ...          | ...           | ...          | ...          |           |

## YE04 - CASTLEFORD TO LEEDS

### Mondays to Fridays

22 May to 8 December

|                           |          |    | 17            | 18            | 19                  | 20            | 21            | 22            | 23            | 24            | 25            | 26            | 27            | 28            | 29            | 30               | 31            | 32                  |
|---------------------------|----------|----|---------------|---------------|---------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------------------|---------------|---------------------|
| Signal ID                 |          |    | <b>2F04</b>   | <b>2F06</b>   | <b>1Y04</b>         | <b>2L12</b>   | <b>1L74</b>   | <b>2F08</b>   | <b>5L99</b>   | <b>1Y08</b>   | <b>2L14</b>   | <b>1L76</b>   | <b>2F10</b>   | <b>1Y12</b>   | <b>2L18</b>   | <b>1L78</b>      | <b>2F12</b>   | <b>1Y16</b>         |
| Orig. Dep. Time           |          |    | 07.04         | 07.04         | 06.21               | 06.30         | 07.01         | 08.14         | 08.27         | 07.12         | 08.06         | 08.50         | 09.14         | 08.18         | 09.06         | 09.50            | 10.14         | 09.17               |
| Orig. Loc. Name           |          |    |               | Goole         | Nottingham          | Worksop       | Retford       | Knottingley   | Leeds         | Nottingham    | Sheffield     | Sheffield     | Knottingley   | Nottingham    | Sheffield     | Sheffield        | Knottingley   | Nottingham          |
| Dest. Loc. Name           |          |    |               |               |                     |               |               |               |               |               |               |               |               |               |               |                  |               |                     |
| Timing Load               |          |    | <b>142</b>    | <b>142</b>    | <b>158</b>          | <b>142</b>    | <b>158</b>    | <b>153</b>    | <b>158</b>    | <b>158</b>    | <b>142</b>    | <b>158</b>    | <b>153</b>    | <b>158</b>    | <b>142</b>    | <b>158</b>       | <b>153</b>    | <b>158</b>          |
| Operating Characteristics |          |    |               |               |                     |               |               |               |               |               |               |               |               |               |               |                  |               |                     |
| Dates Of Operation        |          |    | <b>SX</b>     | <b>SX</b>     | <b>SX</b>           | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>        | <b>SX</b>     | <b>SX</b>           |
| <b>Castleford</b>         | arr      | 1  | ...           | <b>07.52</b>  | ...                 | <b>08.02</b>  | ...           | <b>08.28</b>  | ...           | ...           | <b>09.01</b>  | ...           | <b>09.28</b>  | ...           | <b>10.02</b>  | ...              | <b>10.28</b>  | ...                 |
|                           | dep      | 2  | <b>07.38</b>  | <b>07.55</b>  | ...                 | <b>08.05</b>  | ...           | <b>08.31</b>  | ...           | ...           | <b>09.04</b>  | ...           | <b>09.31</b>  | ...           | <b>10.05</b>  | ...              | <b>10.31</b>  | ...                 |
| Whitwood Jn               | dep      | 3  | <i>07/40½</i> | <i>07/57½</i> | ...                 | <i>08/07½</i> | ...           | <i>08/33½</i> | ...           | ...           | <i>09/06½</i> | ...           | <i>09/33½</i> | ...           | <i>10/07½</i> | ...              | <i>10/33½</i> | ...                 |
|                           | mgn      | 4  | ...           | ...           | ...                 | ...           | ...           | <½>           | ...           | ...           | ...           | ...           | <½>           | ...           | <1>           | ...              | <½>           | ...                 |
| Altofts Jn                | dep      | 5  | ...           | ...           | <i>08/02½</i>       | ...           | <i>08/32½</i> | ...           | ...           | <i>09/02½</i> | ...           | <i>09/32½</i> | ...           | <i>10/02½</i> | ...           | <i>10/32½</i>    | ...           | <i>11/02½</i>       |
| Methley Jn                | dep      | 6  | <i>07/43</i>  | <i>08/00</i>  | <i>08/04</i>        | <i>08/10</i>  | <i>08/34</i>  | <i>08/36½</i> | <i>08/39</i>  | <i>09/04</i>  | <i>09/09</i>  | <i>09/34</i>  | <i>09/36½</i> | <i>10/04</i>  | <i>10/11</i>  | <i>10/34</i>     | <i>10/36½</i> | <i>11/04</i>        |
|                           | mgn      | 7  | ...           | ...           | <b>(2)&lt;2&gt;</b> | ...           | <b>(½)</b>    | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | <b>&lt;2&gt;</b> | ...           | ...                 |
| Woodlesford               | dep      | 8  | <b>07a47½</b> | <b>08a04½</b> | ...                 | <b>08.14</b>  | ...           | <b>08.40½</b> | ...           | ...           | <b>09a13½</b> | ...           | <b>09.40½</b> | ...           | <b>10a15½</b> | ...              | <b>10.40½</b> | ...                 |
|                           | mgn      | 9  | ...           | ...           | ...                 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...              | ...           | ...                 |
| Engine Shed Jn.           | dep      | 10 | <i>07/56½</i> | <i>08/12½</i> | <i>08/16½</i>       | <i>08/21</i>  | <i>08/45</i>  | <i>08/49½</i> | ...           | <i>09/14½</i> | <i>09/22½</i> | <i>09/44½</i> | <i>09/49½</i> | <i>10/14½</i> | <i>10/23½</i> | <i>10/45</i>     | <i>10/49½</i> | <i>11/12½</i>       |
|                           | dep-line | 11 | <b>DM</b>     | <b>DM</b>     | <b>UM</b>           | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | ...           | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>        | <b>UM</b>     | <b>UM</b>           |
|                           | mgn      | 12 | <b>(2)</b>    | ...           | ...                 | ...           | <b>(1½)</b>   | ...           | ...           | ...           | ...           | <b>(2)</b>    | ...           | ...           | ...           | <b>(1½)</b>      | ...           | <b>(1)&lt;2&gt;</b> |
| Leeds West Junction       | dep      | 13 | <i>07/59½</i> | <i>08/13½</i> | <i>08/17½</i>       | <i>08/22</i>  | <i>08/47½</i> | <i>08/50½</i> | <i>09/32</i>  | <i>09/15½</i> | <i>09/23½</i> | <i>09/47½</i> | <i>09/50½</i> | <i>10/15½</i> | <i>10/24½</i> | <i>10/47½</i>    | <i>10/50½</i> | <i>11/16½</i>       |
|                           | dep-line | 14 | <b>E</b>      | <b>E</b>      | <b>F</b>            | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>D</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>         | <b>F</b>      | <b>F</b>            |
|                           | mgn      | 15 | ...           | ...           | ...                 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...              | ...           | ...                 |
| <b>Leeds</b>              | arr      | 16 | <b>08U01</b>  | <b>08Uv15</b> | <b>08.19</b>        | <b>08w23½</b> | <b>08.49</b>  | <b>08.52</b>  | <b>09.33½</b> | <b>09w17</b>  | <b>09v25</b>  | <b>09.49</b>  | <b>09.52</b>  | <b>10.17</b>  | <b>10.26</b>  | <b>10.49</b>     | <b>10.52</b>  | <b>11.18</b>        |
|                           | plt      | 17 | <b>12B</b>    | <b>15A</b>    | <b>17B</b>          | <b>17A</b>    | <b>17B</b>    | <b>17A</b>    | <b>12D</b>    | <b>17B</b>    | <b>17A</b>    | <b>17B</b>    | <b>15B</b>    | <b>17B</b>    | <b>17A</b>    | <b>17B</b>       | <b>17A</b>    | <b>17B</b>          |
|                           | dep      | 18 | ...           | ...           | ...                 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...              | ...           | ...                 |

## YE04 - CASTLEFORD TO LEEDS

### Mondays to Fridays

22 May to 8 December

|                           |          |    | 33            | 34           | 35            | 36           | 37            | 38           | 39            | 40           | 41            | 42           | 43            | 44           | 45            | 46   | 47           | 48            |
|---------------------------|----------|----|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--|--------------|---------------|
| Signal ID                 |          |    | <b>2L22</b>   | <b>1L80</b>  | <b>2F14</b>   | <b>1Y20</b>  | <b>2L26</b>   | <b>1L82</b>  | <b>2F16</b>   | <b>1Y24</b>  | <b>2L30</b>   | <b>1L84</b>  | <b>2F18</b>   | <b>1Y28</b>  | <b>2L34</b>   | <b>5Z41</b>                                    | <b>1L86</b>  | <b>2F20</b>   |
| Orig. Dep. Time           |          |    | 10.06         | 10.50        | 11.14         | 10.17        | 11.06         | 11.50        | 12.14         | 11.17        | 12.06         | 12.50        | 13.14         | 12.17        | 13.06         | 13.53  | 13.50        | 14.14         |
| Orig. Loc. Name           |          |    | Sheffield     | Sheffield    | Knottingley   | Nottingham   | Sheffield     | Sheffield    | Knottingley   | Nottingham   | Sheffield     | Sheffield    | Knottingley   | Nottingham   | Sheffield     | Monk Bretton Loop<br>Neville Hill<br>T&R.S.M.D | Sheffield    | Knottingley   |
| Dest. Loc. Name           |          |    |               |              |               |              |               |              |               |              |               |              |               |              |               |  |              |               |
| Timing Load               |          |    | <b>142</b>    | <b>158</b>   | <b>153</b>    | <b>158</b>   | <b>142</b>    | <b>158</b>   | <b>153</b>    | <b>158</b>   | <b>142</b>    | <b>158</b>   | <b>153</b>    | <b>158</b>   | <b>142</b>    | <b>142</b>                                     | <b>158</b>   | <b>153</b>    |
| Operating Characteristics |          |    |               |              |               |              |               |              |               |              |               |              |               |              |               |  |              |               |
| Dates Of Operation        |          |    | <b>SX</b>     | <b>SX</b>    | <b>SX</b>     | <b>SX</b>    | <b>SX</b>     | <b>SX</b>    | <b>SX</b>     | <b>SX</b>    | <b>SX</b>     | <b>SX</b>    | <b>SX</b>     | <b>SX</b>    | <b>SX</b>     | <b>FSX</b>                                     | <b>SX</b>    | <b>SX</b>     |
| <b>Castleford</b>         | arr      | 1  | <b>11.01</b>  | ...          | <b>11.28</b>  | ...          | <b>12.01</b>  | ...          | <b>12.28</b>  | ...          | <b>13.01</b>  | ...          | <b>13.28</b>  | ...          | <b>14.01</b>  | ...  | ...          | <b>14.28</b>  |
|                           | dep      | 2  | <b>11.04</b>  | ...          | <b>11.31</b>  | ...          | <b>12.04</b>  | ...          | <b>12.31</b>  | ...          | <b>13.04</b>  | ...          | <b>13.31</b>  | ...          | <b>14.04</b>  | ...  | ...          | <b>14.31</b>  |
| Whitwood Jn               | dep      | 3  | 11/06½        | ...          | 11/33½        | ...          | 12/06½        | ...          | 12/33½        | ...          | 13/06½        | ...          | 13/33½        | ...          | 14/06½        | ...  | ...          | 14/33½        |
|                           | mgn      | 4  | ...           | ...          | <½>           | ...          | ...           | ...          | <½>           | ...          | ...           | ...          | <½>           | ...          | ...           | ...  | ...          | <½>           |
| Altofts Jn                | dep      | 5  | ...           | 11/32½       | ...           | 12/02½       | ...           | 12/32½       | ...           | 13/02½       | ...           | 13/32½       | ...           | 14/02½       | ...           | 14/21½   | 14/32½       | ...           |
| Methley Jn                | dep      | 6  | 11/09         | 11/34        | 11/36½        | 12/04        | 12/09         | 12/34        | 12/36½        | 13/04        | 13/09         | 13/34        | 13/36½        | 14/04        | 14/09         | 14/27  | 14/34        | 14/36½        |
|                           | mgn      | 7  | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | (1)  | ...          | ...           |
| Woodlesford               | dep      | 8  | <b>11a13½</b> | ...          | <b>11.40½</b> | ...          | <b>12a13½</b> | ...          | <b>12.40½</b> | ...          | <b>13a13½</b> | ...          | <b>13.40½</b> | ...          | <b>14a13½</b> | ...  | ...          | <b>14.40½</b> |
|                           | mgn      | 9  | ...           | ...          | ...           | ...          | [1]           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...  | ...          | ...           |
| Engine Shed Jn.           | dep      | 10 | 11/22½        | 11/44½       | 11/49½        | 12/14½       | 12/22½        | 12/43½       | 12/49½        | 13/14½       | 13/22½        | 13/44½       | 13/49½        | 14/15½       | 14/22½        | 14/34½   | 14/44½       | 14/49½        |
|                           | dep-line | 11 | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>DM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>DM</b>                                      | <b>UM</b>    | <b>UM</b>     |
|                           | mgn      | 12 | ...           | (2)          | ...           | ...          | ...           | [1](2)       | ...           | ...          | ...           | (2)          | ...           | ...          | ...           | ...  | (2)          | ...           |
| Leeds West Junction       | dep      | 13 | 11/23½        | 11/47½       | 11/50½        | 12/15½       | 12/23½        | 12/47½       | 12/50½        | 13/15½       | 13/23½        | 13/47½       | 13/50½        | 14/16½       | 14/23½        | 14/35½   | 14/47½       | 14/50½        |
|                           | dep-line | 14 | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>E</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>E</b>                                       | <b>F</b>     | <b>F</b>      |
|                           | mgn      | 15 | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...  | ...          | ...           |
| <b>Leeds</b>              | arr      | 16 | <b>11v25</b>  | <b>11.49</b> | <b>11.52</b>  | <b>12.17</b> | <b>12v25</b>  | <b>12.49</b> | <b>12.52</b>  | <b>13.17</b> | <b>13v25</b>  | <b>13.49</b> | <b>13.52</b>  | <b>14.18</b> | <b>14v25</b>  | <b>14OP37</b>                                  | <b>14.49</b> | <b>14.52</b>  |
|                           | plt      | 17 | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>11C</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>12D</b>                                     | <b>17B</b>   | <b>17A</b>    |
|                           | dep      | 18 | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | <b>14.55</b>                                   | ...          | ...           |

## YE04 - CASTLEFORD TO LEEDS

### Mondays to Fridays

22 May to 8 December

|                           |          |    | 49           | 50            | 51           | 52            | 53                            | 54           | 55            | 56           | 57            | 58                            | 59           | 60            | 61           | 62           | 63            | 64           |
|---------------------------|----------|----|--------------|---------------|--------------|---------------|-------------------------------|--------------|---------------|--------------|---------------|-------------------------------|--------------|---------------|--------------|--------------|---------------|--------------|
| Signal ID                 |          |    | <b>1Y32</b>  | <b>2L38</b>   | <b>1L88</b>  | <b>2F22</b>   | <b>5F80</b>                   | <b>1Y36</b>  | <b>2L42</b>   | <b>1L90</b>  | <b>2F24</b>   | <b>5F81</b>                   | <b>1Y40</b>  | <b>2L46</b>   | <b>3L90</b>  | <b>1L92</b>  | <b>2F26</b>   | <b>1Y44</b>  |
| Orig. Dep. Time           |          |    | 13.17        | 14.06         | 14.50        | 15.14         | 14.47                         | 14.17        | 15.06         | 15.50        | 16.14         | 15.59                         | 15.17        | 16.06         |              | 16.50        | 17.14         | 16.18        |
| Orig. Loc. Name           |          |    | Nottingham   | Sheffield     | Sheffield    | Knottingley   | York Siemens<br>Trans Systems | Nottingham   | Sheffield     | Sheffield    | Knottingley   | York Siemens<br>Trans Systems | Nottingham   | Sheffield     |              | Sheffield    | Knottingley   | Nottingham   |
| Dest. Loc. Name           |          |    |              |               |              |               |                               |              |               |              |               |                               |              |               |              |              |               |              |
| Timing Load               |          |    | <b>158</b>   | <b>142</b>    | <b>158</b>   | <b>153</b>    | <b>185</b>                    | <b>158</b>   | <b>142</b>    | <b>158</b>   | <b>153</b>    | <b>185</b>                    | <b>158</b>   | <b>142</b>    | <b>142</b>   | <b>158</b>   | <b>153</b>    | <b>158</b>   |
| Operating Characteristics |          |    |              |               |              |               |                               |              |               |              |               |                               |              |               |              |              |               |              |
| Dates Of Operation        |          |    | <b>SX</b>    | <b>SX</b>     | <b>SX</b>    | <b>SX</b>     | <b>SX</b>                     | <b>SX</b>    | <b>SX</b>     | <b>SX</b>    | <b>SX</b>     | <b>FSX</b>                    | <b>SX</b>    | <b>SX</b>     | <b>SX</b>    | <b>SX</b>    | <b>SX</b>     | <b>SX</b>    |
| <b>Castleford</b>         | arr      | 1  | ...          | <b>15.01</b>  | ...          | <b>15.28</b>  | ...                           | ...          | <b>16.01</b>  | ...          | <b>16.28</b>  | <b>16*35</b>                  | ...          | <b>17.02</b>  | ...          | ...          | <b>17.28</b>  | ...          |
|                           | dep      | 2  | ...          | <b>15.04</b>  | ...          | <b>15.31</b>  | 15/35                         | ...          | <b>16.04</b>  | ...          | <b>16.31</b>  | <b>16.35</b>                  | ...          | <b>17.05</b>  | <b>17.20</b> | ...          | <b>17.31</b>  | ...          |
| Whitwood Jn               | dep      | 3  | ...          | 15/06½        | ...          | 15/33½        | 15/39½                        | ...          | 16/06½        | ...          | 16/33½        | 16/39½                        | ...          | 17/07½        | 17/24        | ...          | 17/33½        | ...          |
|                           | mgn      | 4  | ...          | ...           | ...          | <½>           | (½)                           | ...          | ...           | ...          | <½>           | (½)                           | ...          | ...           | (2)          | ...          | <½>           | ...          |
| Altofts Jn                | dep      | 5  | 15/02½       | ...           | 15/32½       | ...           | ...                           | 16/02½       | ...           | 16/32½       | ...           | ...                           | 17/02½       | ...           | ...          | 17/32½       | ...           | 18/02½       |
| Methley Jn                | dep      | 6  | 15/04        | 15/09         | 15/34        | 15/36½        | 15/42½                        | 16/04        | 16/09         | 16/34        | 16/36½        | 16/42½                        | 17/04        | 17/10         | 17/28½       | 17/34        | 17/36½        | 18/05        |
|                           | mgn      | 7  | ...          | ...           | ...          | ...           | (1½)                          | ...          | ...           | ...          | ...           | (2)                           | ...          | ...           | [1](2)       | ...          | ...           | (½)<1>       |
| Woodlesford               | dep      | 8  | ...          | <b>15a13½</b> | ...          | <b>15.40½</b> | ...                           | ...          | <b>16a13½</b> | ...          | <b>16.40½</b> | ...                           | ...          | <b>17a14½</b> | ...          | ...          | <b>17.40½</b> | ...          |
|                           | mgn      | 9  | ...          | ...           | ...          | ...           | ...                           | ...          | ...           | ...          | ...           | ...                           | ...          | ...           | ...          | ...          | ...           | ...          |
| Engine Shed Jn.           | dep      | 10 | 15/14½       | 15/22½        | 15/44½       | 15/49½        | 15/54                         | 16/15½       | 16/21½        | 16/44½       | 16/49½        | 16/54                         | 17/12½       | 17/24½        | 17/40        | 17/44½       | 17/49½        | 18/14½       |
|                           | dep-line | 11 | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>                     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>DM</b>     | <b>UM</b>                     | <b>UM</b>    | <b>UM</b>     | <b>DM</b>    | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    |
|                           | mgn      | 12 | (1)          | ...           | (2)          | ...           | (1)                           | ...          | (2)           | ...          | (1)           | ...                           | (2)          | ...           | (½)          | (2)          | ...           | ...          |
| Leeds West Junction       | dep      | 13 | 15/16½       | 15/23½        | 15/47½       | 15/50½        | 15/56                         | 16/16½       | 16/22½        | 16/47½       | 16/50½        | 16/56                         | 17/13½       | 17/27½        | 17/41½       | 17/47½       | 17/50½        | 18/15½       |
|                           | dep-line | 14 | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>                      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>E</b>      | <b>F</b>                      | <b>F</b>     | <b>F</b>      | <b>E</b>     | <b>F</b>     | <b>F</b>      | <b>F</b>     |
|                           | mgn      | 15 | ...          | ...           | ...          | ...           | ...                           | ...          | ...           | ...          | ...           | ...                           | ...          | ...           | ...          | ...          | ...           | ...          |
| <b>Leeds</b>              | arr      | 16 | <b>15.18</b> | <b>15v25</b>  | <b>15.49</b> | <b>15.52</b>  | <b>15.58</b>                  | <b>16.18</b> | <b>16w24</b>  | <b>16.49</b> | <b>16.52</b>  | <b>16.58</b>                  | <b>17w15</b> | <b>17.29</b>  | <b>17.43</b> | <b>17.49</b> | <b>17.52</b>  | <b>18.17</b> |
|                           | plt      | 17 | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>16A</b>                    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>13B</b>    | <b>16A</b>                    | <b>17B</b>   | <b>17A</b>    | <b>13B</b>   | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   |
|                           | dep      | 18 | ...          | ...           | ...          | ...           | ...                           | ...          | ...           | ...          | ...           | ...                           | ...          | ...           | ...          | ...          | ...           | ...          |

## YE04 - CASTLEFORD TO LEEDS

### Mondays to Fridays

22 May to 8 December

|                           |          |    | 65            | 66            | 67            | 68            | 69            | 70            | 71            | 72            | 73            | 74            | 75            | 76            | 77            | 78            | 79            | 80            |
|---------------------------|----------|----|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Signal ID                 |          |    | <b>2L50</b>   | <b>1L94</b>   | <b>2F28</b>   | <b>1Y48</b>   | <b>2L54</b>   | <b>1L96</b>   | <b>2F30</b>   | <b>1Y52</b>   | <b>2L56</b>   | <b>2L56</b>   | <b>1L98</b>   | <b>1L98</b>   | <b>2F32</b>   | <b>2F32</b>   | <b>1Y56</b>   | <b>1Y56</b>   |
| Orig. Dep. Time           |          |    | 17.06         | 17.50         | 18.40         | 17.17         | 18.06         | 18.50         | 18.49         | 18.17         | 19.07         | 19.07         | 19.52         | 19.52         | 20.14         | 20.14         | 19.17         | 19.17         |
| Orig. Loc. Name           |          |    | Sheffield     | Sheffield     | Knottingley   | Nottingham    | Sheffield     | Sheffield     | Goole         | Nottingham    | Sheffield     | Sheffield     | Sheffield     | Sheffield     | Knottingley   | Knottingley   | Nottingham    | Nottingham    |
| Dest. Loc. Name           |          |    |               |               |               |               |               |               |               |               |               |               |               |               |               |               |               |               |
| Timing Load               |          |    | <b>142</b>    | <b>158</b>    | <b>153</b>    | <b>158</b>    | <b>142</b>    | <b>158</b>    | <b>142</b>    | <b>158</b>    | <b>142</b>    | <b>142</b>    | <b>158</b>    | <b>158</b>    | <b>153</b>    | <b>153</b>    | <b>158</b>    | <b>158</b>    |
| Operating Characteristics |          |    |               |               |               |               |               |               |               |               |               |               |               |               |               |               |               |               |
| Dates Of Operation        |          |    | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>SX</b>     | <b>FSX</b>    | <b>FO</b>     | <b>FO</b>     | <b>FSX</b>    | <b>FSX</b>    | <b>FO</b>     | <b>FO</b>     | <b>FSX</b>    |
| <b>Castleford</b>         | arr      | 1  | <b>18.01</b>  | ...           | <b>18.56</b>  | ...           | <b>19.02½</b> | ...           | <b>19.35½</b> | ...           | <b>20.03½</b> | <b>20.03½</b> | ...           | ...           | <b>20.28½</b> | <b>20.28½</b> | ...           | ...           |
|                           | dep      | 2  | <b>18.04</b>  | ...           | <b>18.59</b>  | ...           | <b>19.05½</b> | ...           | <b>19.38½</b> | ...           | <b>20.06½</b> | <b>20.06½</b> | ...           | ...           | <b>20.31½</b> | <b>20.31½</b> | ...           | ...           |
| Whitwood Jn               | dep      | 3  | <b>18/06½</b> | ...           | <b>19/01½</b> | ...           | <b>19/08</b>  | ...           | <b>19/41</b>  | ...           | <b>20/09</b>  | <b>20/09</b>  | ...           | ...           | <b>20/34</b>  | <b>20/34</b>  | ...           | ...           |
|                           | mgn      | 4  | ...           | ...           | ...           | ...           | <b>(1)</b>    | ...           | ...           | ...           | <b>(1)</b>    | <b>(1)</b>    | ...           | ...           | <½>           | <½>           | ...           | ...           |
| Altofts Jn                | dep      | 5  | ...           | <b>18/33</b>  | ...           | <b>19/05</b>  | ...           | <b>19/35½</b> | ...           | <b>20/05½</b> | ...           | ...           | <b>20/33</b>  | <b>20/33</b>  | ...           | ...           | <b>21/03½</b> | <b>21/03½</b> |
| Methley Jn                | dep      | 6  | <b>18/09</b>  | <b>18/34½</b> | <b>19/04</b>  | <b>19/08</b>  | <b>19/11½</b> | <b>19/37</b>  | <b>19/43½</b> | <b>20/07</b>  | <b>20/12½</b> | <b>20/12½</b> | <b>20/34½</b> | <b>20/34½</b> | <b>20/37</b>  | <b>20/37</b>  | <b>21/05</b>  | <b>21/05</b>  |
|                           | mgn      | 7  | ...           | ...           | ...           | <b>(3½)</b>   | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           |
| Woodlesford               | dep      | 8  | <b>18a13½</b> | ...           | <b>19.08</b>  | ...           | <b>19a16</b>  | ...           | <b>19.47½</b> | ...           | <b>20.16½</b> | <b>20.16½</b> | ...           | ...           | <b>20.41</b>  | <b>20.41</b>  | ...           | ...           |
|                           | mgn      | 9  | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           |
| Engine Shed Jn.           | dep      | 10 | <b>18/23½</b> | <b>18/46½</b> | <b>19/16½</b> | <b>19/22</b>  | <b>19/26</b>  | <b>19/49½</b> | <b>19/55½</b> | <b>20/15½</b> | <b>20/24½</b> | <b>20/24½</b> | <b>20/45</b>  | <b>20/45</b>  | <b>20/50</b>  | <b>20/50</b>  | <b>21/16</b>  | <b>21/16</b>  |
|                           | dep-line | 11 | <b>UM</b>     | <b>DM</b>     | <b>DM</b>     | <b>UM</b>     | <b>UM</b>     | <b>DM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>DM</b>     | <b>UM</b>     | <b>DM</b>     | <b>DM</b>     | <b>UM</b>     |
|                           | mgn      | 12 | <b>(2)</b>    | ...           | ...           | <b>(½)</b>    | <b>(2½)</b>   | ...           | ...           | ...           | ...           | ...           | <b>(1½)</b>   | <b>(1½)</b>   | ...           | ...           | ...           | ...           |
| Leeds West Junction       | dep      | 13 | <b>18/26½</b> | <b>18/47½</b> | <b>19/17½</b> | <b>19/23½</b> | <b>19/29½</b> | <b>19/50½</b> | <b>19/56½</b> | <b>20/16½</b> | <b>20/25½</b> | <b>20/25½</b> | <b>20/47½</b> | <b>20/47½</b> | <b>20/51</b>  | <b>20/51</b>  | <b>21/17</b>  | <b>21/17</b>  |
|                           | dep-line | 14 | <b>F</b>      | <b>E</b>      | <b>E</b>      | <b>F</b>      | <b>F</b>      | <b>E</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>E</b>      | <b>F</b>      | <b>E</b>      | <b>E</b>      | <b>F</b>      |
|                           | mgn      | 15 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | <b>(½)</b>    | <b>(½)</b>    | ...           | ...           |
| Leeds                     | arr      | 16 | <b>18.28</b>  | <b>18v49</b>  | <b>19.19</b>  | <b>19.25</b>  | <b>19.31</b>  | <b>19.52</b>  | <b>19v58</b>  | <b>20.18</b>  | <b>20v27</b>  | <b>20v27</b>  | <b>20.49</b>  | <b>20.49</b>  | <b>20.53</b>  | <b>20.53</b>  | <b>21.19</b>  | <b>21v19</b>  |
|                           | plt      | 17 | <b>17A</b>    | <b>12D</b>    | <b>13A</b>    | <b>17B</b>    | <b>17A</b>    | <b>15B</b>    | <b>17B</b>    | <b>16B</b>    | <b>16A</b>    | <b>16B</b>    | <b>17B</b>    | <b>12C</b>    | <b>17B</b>    | <b>17A</b>    | <b>17A</b>    | <b>17B</b>    |
|                           | dep      | 18 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           |

## YE04 - CASTLEFORD TO LEEDS

### Mondays to Fridays

22 May to 8 December

|                           |          |    | 81           | 82           | 83           | 84           | 85           | 86                                     | 87           | 88           | 89                       | 90           | 91            | 92            |
|---------------------------|----------|----|--------------|--------------|--------------|--------------|--------------|--|--------------|--------------|--------------------------|--------------|---------------|---------------|
| Signal ID                 |          |    | <b>2L58</b>  | <b>2F34</b>  | <b>2F34</b>  | <b>2L62</b>  | <b>2L62</b>  | <b>5J10</b>                            | <b>2F36</b>  | <b>2F36</b>  | <b>1P69</b>              | <b>2L66</b>  | <b>2F38</b>   | <b>2F38</b>   |
| Orig. Dep. Time           |          |    | 20.07        | 21.14        | 21.14        | 21.09        | 21.09        | 21.33                                  | 22.16        | 22.16        | 22.28                    | 22.06        | 23.05         | 23.05         |
| Orig. Loc. Name           |          |    | Sheffield    | Knottingley  | Knottingley  | Sheffield    | Sheffield    | Doncaster<br>Neville Hill<br>T&R.S.M.D | Knottingley  | Knottingley  | York                     | Sheffield    | Knottingley   | Knottingley   |
| Dest. Loc. Name           |          |    |              |              |              |              |              |  |              |              | Manchester<br>Piccadilly |              |               |               |
| Timing Load               |          |    | <b>142</b>   | <b>153</b>   | <b>153</b>   | <b>142</b>   | <b>142</b>   | <b>HST9-125</b>                        | <b>153</b>   | <b>153</b>   | <b>185</b>               | <b>142</b>   | <b>153</b>    | <b>153</b>    |
| Operating Characteristics |          |    |              |              |              |              |              |  |              |              |                          |              |               |               |
| Dates Of Operation        |          |    | <b>SX</b>    | <b>FSX</b>   | <b>FO</b>    | <b>FO</b>    | <b>FSX</b>   | <b>SX</b>                              | <b>FSX</b>   | <b>FO</b>    | <b>SX</b>                | <b>SX</b>    | <b>FSX</b>    | <b>FO</b>     |
| <b>Castleford</b>         | arr      | 1  | <b>21.02</b> | <b>21.29</b> | <b>21.29</b> | <b>22.04</b> | <b>22.04</b> | ...                                    | <b>22.33</b> | <b>22.33</b> | ...                      | <b>23.05</b> | <b>23.19</b>  | <b>23.19</b>  |
|                           | dep      | 2  | <b>21.05</b> | <b>21.32</b> | <b>21.32</b> | <b>22.07</b> | <b>22.07</b> | ...                                    | <b>22.36</b> | <b>22.36</b> | 22/49                    | <b>23.08</b> | <b>23.22</b>  | <b>23.22</b>  |
| Whitwood Jn               | dep      | 3  | 21/07½       | 21/34½       | 21/34½       | 22/09½       | 22/09½       | ...                                    | 22/38½       | 22/38½       | 22/50½                   | 23/10½       | 23/24½        | 23/24½        |
|                           | mgn      | 4  | ...          | ...          | ...          | ...          | ...          | ...                                    | ...          | ...          | ...                      | ...          | ...           | ...           |
| Altofts Jn                | dep      | 5  | ...          | ...          | ...          | ...          | ...          | 22/17                                  | ...          | ...          | ...                      | ...          | ...           | ...           |
| Methley Jn                | dep      | 6  | 21/10        | 21/37        | 21/37        | 22/12        | 22/12        | 22/18½                                 | 22/41        | 22/41        | 22/53                    | 23/13        | 23/27         | 23/27         |
|                           | mgn      | 7  | ...          | ...          | ...          | ...          | ...          | (5)                                    | ...          | ...          | ...                      | ...          | ...           | ...           |
| Woodlesford               | dep      | 8  | 21a14½       | 21.41        | 21.41        | 22a16½       | 22a16½       | ...                                    | 22.45        | 22.45        | ...                      | 23a17½       | 23.31         | 23.31         |
|                           | mgn      | 9  | ...          | ...          | ...          | ...          | ...          | ...                                    | ...          | ...          | ...                      | ...          | ...           | ...           |
| Engine Shed Jn.           | dep      | 10 | 21/22½       | 21/49½       | 21/49½       | 22/24½       | 22/24½       | 22/32                                  | 22/52½       | 22/53½       | 23/02½                   | 23/26½       | 23/41         | 23/41         |
|                           | dep-line | 11 | <b>UM</b>    | <b>DM</b>    | <b>DM</b>    | <b>DM</b>    | <b>UM</b>    | <b>DM</b>                              | <b>DM</b>    | <b>DM</b>    | <b>UM</b>                | <b>DM</b>    | <b>DM</b>     | <b>DM</b>     |
|                           | mgn      | 12 | ...          | ...          | ...          | ...          | ...          | (1½)                                   | ...          | (2)          | ...                      | ...          | ...           | ...           |
| Leeds West Junction       | dep      | 13 | 21/23½       | 21/50½       | 21/50½       | 22/25½       | 22/25½       | 22/34½                                 | 22/53½       | 22/56½       | 23/03½                   | 23/27½       | 23/42         | 23/42         |
|                           | dep-line | 14 | <b>E</b>     | <b>E</b>     | <b>E</b>     | <b>E</b>     | <b>F</b>     | <b>E</b>                               | <b>E</b>     | <b>E</b>     | <b>F</b>                 | <b>E</b>     | <b>E</b>      | <b>E</b>      |
|                           | mgn      | 15 | ...          | ...          | ...          | ...          | ...          | ...                                    | ...          | ...          | ...                      | ...          | ...           | ...           |
| <b>Leeds</b>              | arr      | 16 | <b>21y25</b> | <b>21v52</b> | <b>21v52</b> | <b>22v27</b> | <b>22v27</b> | <b>22S36</b>                           | <b>22w55</b> | <b>22w58</b> | <b>23RM05</b>            | <b>23v29</b> | <b>23.43½</b> | <b>23.43½</b> |
|                           | plt      | 17 | <b>13B</b>   | <b>11C</b>   | <b>13B</b>   | <b>13A</b>   | <b>17B</b>   | <b>11</b>                              | <b>12C</b>   | <b>12B</b>   | <b>16A</b>               | <b>12D</b>   | <b>11A</b>    | <b>13B</b>    |
|                           | dep      | 18 | ...          | ...          | ...          | ...          | ...          | 22.49                                  | ...          | ...          | 23.09½                   | ...          | ...           | ...           |

## YE04 - CASTLEFORD TO LEEDS

### Saturdays

27 May to 9 December

|                           |          |    | 1                      | 2           | 3                     | 4                  | 5                  | 6                  | 7                  | 8                  | 9                      | 10            | 11            | 12                        | 13            | 14           | 15           | 16           |
|---------------------------|----------|----|------------------------|-------------|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|------------------------|---------------|---------------|---------------------------|---------------|--------------|--------------|--------------|
| Signal ID                 |          |    | <b>5F91</b>            | <b>2N46</b> | <b>1E96</b>           | <b>1P02</b>        | <b>1P01</b>        | <b>1D36</b>        | <b>1P03</b>        | <b>1P05</b>        | <b>3A13</b>            | <b>5V44</b>   | <b>5O82</b>   | <b>1V46</b>               | <b>5A70</b>   | <b>2L08</b>  | <b>2F06</b>  | <b>2L12</b>  |
| Orig. Dep. Time           |          |    | 23.40                  | 23.15       | 22.30                 | 00.38              | 01.38              | 23.30              | 02.52              | 04.00              | 04.45                  | 04.55         | 05.17         | 06.20                     | 06.35         | 06.06        | 07.06        | 07.06        |
| Orig. Loc. Name           |          |    | Knottingley            | Sheffield   | Liverpool Lime Street | Manchester Airport | York               | London Kings Cross | York               | York               | Neville Hill T&R.S.M.D | Crofton Depot | Crofton Depot | York                      | Crofton Depot | Sheffield    | Goole        | Sheffield    |
| Dest. Loc. Name           |          |    | Neville Hill T&R.S.M.D |             | York                  | Manchester Airport | Manchester Airport | Manchester Airport | Manchester Airport | Manchester Airport | Skipton                |               | Plymouth      | Bradford Interchange      |               |              |              |              |
| Timing Load               |          |    | <b>153</b>             | <b>153</b>  | <b>185</b>            | <b>185</b>         | <b>185</b>         | <b>HST9-125</b>    | <b>185</b>         | <b>185</b>         | <b>HST9-125</b>        | <b>221</b>    | <b>221</b>    | <b>221</b>                | <b>180</b>    | <b>142</b>   | <b>142</b>   | <b>142</b>   |
| Operating Characteristics |          |    |                        |             |                       |                    |                    |                    |                    |                    |                        | <b>Q</b>      |               |                           |               |              |              |              |
| Dates Of Operation        |          |    | <b>SO</b>              | <b>SO</b>   | <b>SO</b>             | <b>SO</b>          | <b>SO</b>          | <b>SO</b>          | <b>SO</b>          | <b>SO</b>          | <b>SO</b>              | <b>SO</b>     | <b>SO</b>     | <b>SO From 16/09/2017</b> | <b>SO</b>     | <b>SO</b>    | <b>SO</b>    | <b>SO</b>    |
| <b>Castleford</b>         | arr      | 1  | ...                    | ...         | ...                   | ...                | ...                | ...                | ...                | ...                | ...                    | ...           | ...           | ...                       | ...           | <b>07.01</b> | <b>07.54</b> | <b>08.02</b> |
|                           | dep      | 2  | ...                    | ...         | ...                   | ...                | 02/00              | ...                | 03/15½             | 04/23              | ...                    | ...           | 06/40         | ...                       | 07.04         | <b>07.57</b> | <b>08.05</b> |              |
| Whitwood Jn               | dep      | 3  | ...                    | ...         | ...                   | ...                | 02/01½             | ...                | 03/17              | 04/24½             | ...                    | ...           | 06/42½        | ...                       | 07/06½        | 07/59½       | 08/07½       |              |
|                           | mgn      | 4  | ...                    | ...         | ...                   | ...                | ...                | ...                | ...                | ...                | ...                    | ...           | ...           | ...                       | ...           | ...          | ...          | ...          |
| Altofts Jn                | dep      | 5  | 00/02½                 | 00/13       | 00/17½                | 01/47              | ...                | 02/21½             | ...                | ...                | ...                    | 05/25         | 05/43         | ...                       | 07/03½        | ...          | ...          |              |
| Methley Jn                | dep      | 6  | 00/04                  | 00/14½      | 00/19                 | 01/48½             | 02/04              | 02/23              | 03/19½             | 04/27              | 05/06                  | 05/27½        | 05/44½        | 06/45                     | 07/05         | 07/09        | 08/02        | 08/10        |
|                           | mgn      | 7  | ...                    | ...         | ...                   | [2]                | ...                | ...                | ...                | <1>                | ...                    | [2](3½)       | (1)           | ...                       | [2]           | ...          | ...          |              |
| Woodlesford               | dep      | 8  | ...                    | ...         | ...                   | ...                | ...                | ...                | ...                | ...                | ...                    | ...           | ...           | ...                       | 07a13½        | 08a06½       | 08.14        |              |
|                           | mgn      | 9  | ...                    | ...         | ...                   | ...                | ...                | ...                | ...                | ...                | ...                    | ...           | ...           | ...                       | ...           | ...          | ...          |              |
| Engine Shed Jn.           | dep      | 10 | 00/13                  | 00/23½      | 00/27½                | 01/59              | 02/13½             | 02/31½             | 03/30              | 04/38½             | ...                    | 05/42½        | 05*a56        | 06/54½                    | 07/18½        | 07/22½       | 08/14½       | 08/21        |
|                           | dep-line | 11 | UM                     | DM          | DM                    | DM                 | DM                 | DM                 | DM                 | UM                 | ...                    | DM            | DM            | DM                        | DWC           | UM           | UM           | UM           |
|                           | mgn      | 12 | ...                    | <1½>        | <1>                   | ...                | <2>                | ...                | ...                | ...                | ...                    | ...           | ...           | (2)                       | ...           | ...          | ...          |              |
| Leeds West Junction       | dep      | 13 | 00/14                  | 00/26       | 00/29½                | 02/00              | 02/16½             | 02/32½             | 03/31              | 04/39½             | 05/28½                 | 05/43½        | 05/59½        | 06/57½                    | ...           | 07/23½       | 08/15½       | 08/22        |
|                           | dep-line | 14 | F                      | E           | E                     | E                  | E                  | E                  | F                  | C                  | E                      | E             | E             | E                         | ...           | F            | F            | F            |
|                           | mgn      | 15 | ...                    | ...         | ...                   | ...                | ...                | ...                | ...                | ...                | ...                    | ...           | ...           | ...                       | ...           | ...          | ...          |              |
| Leeds                     | arr      | 16 | 00U15½                 | 00w27½      | 00RM31                | 02RM01½            | 02RMv18            | 02.34              | 03RM32½            | 04RM41             | 05OP30                 | 05.45         | 06.01         | 06RM59                    | ...           | 07v25        | 08v17        | 08w23½       |
|                           | plt      | 17 | 12C                    | 9D          | 8B                    | 8B                 | 8B                 | 8                  | 8C                 | 16A                | 9                      | 12            | 16            | 12D                       | ...           | 17A          | 15A          | 17A          |
|                           | dep      | 18 | 00.22                  | ...         | 00.34                 | 02.05              | 02p21              | ...                | 03.35½             | 04.49              | 05.50                  | ...           | ...           | 07.11                     | ...           | ...          | ...          |              |

## YE04 - CASTLEFORD TO LEEDS

### Saturdays

27 May to 9 December

|                           |          |    | 17           | 18            | 19           | 20            | 21           | 22            | 23           | 24            | 25           | 26            | 27           | 28            | 29           | 30            | 31  | 32           |
|---------------------------|----------|----|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|---|--------------|
| Signal ID                 |          |    | <b>1L74</b>  | <b>2F08</b>   | <b>1Y08</b>  | <b>2L14</b>   | <b>1L76</b>  | <b>2F10</b>   | <b>1Y12</b>  | <b>2L18</b>   | <b>1L78</b>  | <b>2F12</b>   | <b>1Y16</b>  | <b>2L22</b>   | <b>1L80</b>  | <b>2F14</b>   | <b>5E49</b>                                 | <b>1Y20</b>  |
| Orig. Dep. Time           |          |    | 07.01        | 08.14         | 07.11        | 08.06         | 08.50        | 09.14         | 08.17        | 09.06         | 09.50        | 10.14         | 09.17        | 10.06         | 10.50        | 11.14         | 10.06                                       | 10.17        |
| Orig. Loc. Name           |          |    | Retford      | Knottingley   | Nottingham   | Sheffield     | Sheffield    | Knottingley   | Nottingham   | Sheffield     | Sheffield    | Knottingley   | Nottingham   | Sheffield     | Sheffield    | Knottingley   | Newton Heath T.M.D.<br>Holbeck Loco Sidings | Nottingham   |
| Dest. Loc. Name           |          |    |              |               |              |               |              |               |              |               |              |               |              |               |              |               |   |              |
| Timing Load               |          |    | <b>158</b>   | <b>153</b>    | <b>158</b>   | <b>142</b>    | <b>158</b>   | <b>153</b>    | <b>158</b>   | <b>142</b>    | <b>158</b>   | <b>153</b>    | <b>158</b>   | <b>142</b>    | <b>158</b>   | <b>153</b>    | <b>142</b>                                  | <b>158</b>   |
| Operating Characteristics |          |    |              |               |              |               |              |               |              |               |              |               |              |               |              |               |   |              |
| Dates Of Operation        |          |    | SO           | SO            | SO           | SO            | SO           | SO            | SO           | SO            | SO           | SO            | SO           | SO            | SO           | SO            | SO  | SO           |
| <b>Castleford</b>         | arr      | 1  | ...          | <b>08.28</b>  | ...          | <b>09.01</b>  | ...          | <b>09.28</b>  | ...          | <b>10.01</b>  | ...          | <b>10.28</b>  | ...          | <b>11.01</b>  | ...          | <b>11.28</b>  | ...   | ...          |
|                           | dep      | 2  | ...          | <b>08.31</b>  | ...          | <b>09.04</b>  | ...          | <b>09.31</b>  | ...          | <b>10.04</b>  | ...          | <b>10.31</b>  | ...          | <b>11.04</b>  | ...          | <b>11.31</b>  | ...   | ...          |
| Whitwood Jn               | dep      | 3  | ...          | 08/33½        | ...          | 09/06½        | ...          | 09/33½        | ...          | 10/06½        | ...          | 10/33½        | ...          | 11/06½        | ...          | 11/33½        | ...   | ...          |
|                           | mgn      | 4  | ...          | <½>           | ...          | ...           | ...          | <½>           | ...          | ...           | ...          | <½>           | ...          | ...           | ...          | <½>           | ...   | ...          |
| Altofts Jn                | dep      | 5  | 08/32½       | ...           | 09/02½       | ...           | 09/32½       | ...           | 10/02½       | ...           | 10/32½       | ...           | 11/02½       | ...           | 11/32½       | ...           | 11/37½                                      | 12/02½       |
| Methley Jn                | dep      | 6  | 08/34        | 08/36½        | 09/04        | 09/09         | 09/34        | 09/36½        | 10/04        | 10/09         | 10/34        | 10/36½        | 11/04        | 11/09         | 11/34        | 11/36½        | 11/41                                       | 12/04        |
|                           | mgn      | 7  | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | [2](1½)                                     | ...          |
| Woodlesford               | dep      | 8  | ...          | <b>08.40½</b> | ...          | <b>09a13½</b> | ...          | <b>09.40½</b> | ...          | <b>10a13½</b> | ...          | <b>10.40½</b> | ...          | <b>11a13½</b> | ...          | <b>11.40½</b> | ...   | ...          |
|                           | mgn      | 9  | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...   | ...          |
| Engine Shed Jn.           | dep      | 10 | 08/44½       | 08/49½        | 09/13½       | 09/22½        | 09/42½       | 09/49½        | 10/14½       | 10/22½        | 10/44½       | 10/49½        | 11/14½       | 11/22½        | 11/42½       | 11/49½        | ...   | 12/14½       |
|                           | dep-line | 11 | <b>UM</b>    | <b>UM</b>     | <b>DM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | ...   | <b>UM</b>    |
|                           | mgn      | 12 | (2)          | ...           | (1½)<1>      | ...           | (2)<2>       | ...           | ...          | (2)           | ...          | ...           | ...          | ...           | (2)<2>       | ...           | ...   | ...          |
| Leeds West Junction       | dep      | 13 | 08/47½       | 08/50½        | 09/17        | 09/23½        | 09/47½       | 09/50½        | 10/15½       | 10/23½        | 10/47½       | 10/50½        | 11/15½       | 11/23½        | 11/47½       | 11/50½        | ...   | 12/15½       |
|                           | dep-line | 14 | <b>F</b>     | <b>F</b>      | <b>E</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | ...   | <b>F</b>     |
|                           | mgn      | 15 | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...   | ...          |
| <b>Leeds</b>              | arr      | 16 | <b>08.49</b> | <b>08.52</b>  | <b>09.19</b> | <b>09v25</b>  | <b>09.49</b> | <b>09.52</b>  | <b>10.17</b> | <b>10v25</b>  | <b>10.49</b> | <b>10.52</b>  | <b>11.17</b> | <b>11v25</b>  | <b>11.49</b> | <b>11.52</b>  | ...   | <b>12.17</b> |
|                           | plt      | 17 | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | ...   | <b>17B</b>   |
|                           | dep      | 18 | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...   | ...          |

## YE04 - CASTLEFORD TO LEEDS

### Saturdays

27 May to 9 December

|                           |          |    | 33            | 34           | 35            | 36  | 37           | 38            | 39           | 40            | 41           | 42            | 43           | 44            | 45           | 46            | 47           | 48            |
|---------------------------|----------|----|---------------|--------------|---------------|---|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|
| Signal ID                 |          |    | <b>2L26</b>   | <b>1L82</b>  | <b>2F16</b>   | <b>5D42</b>                                     | <b>1Y24</b>  | <b>2L30</b>   | <b>1L84</b>  | <b>2F18</b>   | <b>1Y28</b>  | <b>2L34</b>   | <b>1L86</b>  | <b>2F20</b>   | <b>1Y32</b>  | <b>2L38</b>   | <b>1L88</b>  | <b>2F22</b>   |
| Orig. Dep. Time           |          |    | 11.06         | 11.50        | 12.14         | 10.10   | 11.17        | 12.06         | 12.50        | 13.14         | 12.17        | 13.06         | 13.50        | 14.14         | 13.17        | 14.06         | 14.50        | 15.14         |
| Orig. Loc. Name           |          |    | Sheffield     | Sheffield    | Knottingley   | Heaton<br>T&R.S.M.D.<br>Holbeck Loco<br>Sidings | Nottingham   | Sheffield     | Sheffield    | Knottingley   | Nottingham   | Sheffield     | Sheffield    | Knottingley   | Nottingham   | Sheffield     | Sheffield    | Knottingley   |
| Dest. Loc. Name           |          |    |               |              |               |   |              |               |              |               |              |               |              |               |              |               |              |               |
| Timing Load               |          |    | <b>142</b>    | <b>158</b>   | <b>153</b>    | <b>142</b>                                      | <b>158</b>   | <b>142</b>    | <b>158</b>   | <b>153</b>    | <b>158</b>   | <b>142</b>    | <b>158</b>   | <b>153</b>    | <b>158</b>   | <b>142</b>    | <b>158</b>   | <b>153</b>    |
| Operating Characteristics |          |    |               |              |               | <b>Q</b>  |              |               |              |               |              |               |              |               |              |               |              |               |
| Dates Of Operation        |          |    | <b>SO</b>     | <b>SO</b>    | <b>SO</b>     | <b>SO</b>                                       | <b>SO</b>    | <b>SO</b>     | <b>SO</b>    | <b>SO</b>     | <b>SO</b>    | <b>SO</b>     | <b>SO</b>    | <b>SO</b>     | <b>SO</b>    | <b>SO</b>     | <b>SO</b>    | <b>SO</b>     |
| <b>Castleford</b>         | arr      | 1  | <b>12.01</b>  | ...          | <b>12.28</b>  | ...   | ...          | <b>13.01</b>  | ...          | <b>13.28</b>  | ...          | <b>14.01</b>  | ...          | <b>14.28</b>  | ...          | <b>15.01</b>  | ...          | <b>15.28</b>  |
|                           | dep      | 2  | <b>12.04</b>  | ...          | <b>12.31</b>  | 12/36   | ...          | <b>13.04</b>  | ...          | <b>13.31</b>  | ...          | <b>14.04</b>  | ...          | <b>14.31</b>  | ...          | <b>15.04</b>  | ...          | <b>15.31</b>  |
| Whitwood Jn               | dep      | 3  | 12/06½        | ...          | 12/33½        | 12/39   | ...          | 13/06½        | ...          | 13/33½        | ...          | 14/06½        | ...          | 14/33½        | ...          | 15/06½        | ...          | 15/33½        |
|                           | mgn      | 4  | ...           | ...          | <½>           | (11)  | ...          | ...           | ...          | <½>           | ...          | ...           | ...          | <½>           | ...          | ...           | ...          | <½>           |
| Altofts Jn                | dep      | 5  | ...           | 12/32½       | ...           | ...   | 13/02½       | ...           | 13/32½       | ...           | 14/02½       | ...           | 14/32½       | ...           | 15/02½       | ...           | 15/32½       | ...           |
| Methley Jn                | dep      | 6  | 12/09         | 12/34        | 12/36½        | 12/52½  | 13/04        | 13/09         | 13/34        | 13/36½        | 14/04        | 14/09         | 14/34        | 14/36½        | 15/04        | 15/09         | 15/34        | 15/36½        |
|                           | mgn      | 7  | ...           | ...          | ...           | ...   | <2>          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           |
| Woodlesford               | dep      | 8  | <b>12a13½</b> | ...          | <b>12.40½</b> | ...   | ...          | <b>13a13½</b> | ...          | <b>13.40½</b> | ...          | <b>14a13½</b> | ...          | <b>14.40½</b> | ...          | <b>15a13½</b> | ...          | <b>15.40½</b> |
|                           | mgn      | 9  | ...           | ...          | ...           | ...   | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           |
| Engine Shed Jn.           | dep      | 10 | 12/22½        | 12/44½       | 12/49½        | ...   | 13/14½       | 13/22½        | 13/42½       | 13/49½        | 14/14        | 14/22½        | 14/44½       | 14/49½        | 15/13½       | 15/22½        | 15/42½       | 15/49½        |
|                           | dep-line | 11 | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | ...   | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     | <b>UM</b>    | <b>UM</b>     |
|                           | mgn      | 12 | ...           | (2)          | ...           | ...   | ...          | ...           | (2)<2>       | ...           | <½>          | ...           | (2)          | ...           | ...          | ...           | (2)<2>       | ...           |
| Leeds West Junction       | dep      | 13 | 12/23½        | 12/47½       | 12/50½        | ...   | 13/15½       | 13/23½        | 13/47½       | 13/50½        | 14/15½       | 14/23½        | 14/47½       | 14/50½        | 15/14½       | 15/23½        | 15/47½       | 15/50½        |
|                           | dep-line | 14 | <b>F</b>      | <b>F</b>     | <b>F</b>      | ...   | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      | <b>F</b>     | <b>F</b>      |
|                           | mgn      | 15 | ...           | ...          | ...           | ...   | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           |
| <b>Leeds</b>              | arr      | 16 | <b>12v25</b>  | <b>12.49</b> | <b>12.52</b>  | ...   | <b>13.17</b> | <b>13v25</b>  | <b>13.49</b> | <b>13.52</b>  | <b>14.17</b> | <b>14v25</b>  | <b>14.49</b> | <b>14.52</b>  | <b>15v16</b> | <b>15v25</b>  | <b>15.49</b> | <b>15.52</b>  |
|                           | plt      | 17 | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | ...   | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    | <b>17B</b>   | <b>17A</b>    |
|                           | dep      | 18 | ...           | ...          | ...           | ...   | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           | ...          | ...           |

## YE04 - CASTLEFORD TO LEEDS

### Saturdays

27 May to 9 December

|                           |          |    | 49            | 50            | 51            | 52               | 53            | 54            | 55            | 56               | 57            | 58            | 59               | 60            | 61            | 62                             | 63                            | 64               |
|---------------------------|----------|----|---------------|---------------|---------------|------------------|---------------|---------------|---------------|------------------|---------------|---------------|------------------|---------------|---------------|--------------------------------|-------------------------------|------------------|
| Signal ID                 |          |    | <b>1Y36</b>   | <b>2L42</b>   | <b>1L90</b>   | <b>2F24</b>      | <b>1Y40</b>   | <b>2L46</b>   | <b>1L92</b>   | <b>2F26</b>      | <b>1Y44</b>   | <b>2L50</b>   | <b>1L94</b>      | <b>2F28</b>   | <b>1Y48</b>   | <b>2L54</b>                    | <b>2L54</b>                   | <b>1L96</b>      |
| Orig. Dep. Time           |          |    | 14.17         | 15.06         | 15.50         | 16.14            | 15.17         | 16.06         | 16.50         | 17.14            | 16.17         | 17.06         | 17.50            | 18.40         | 17.17         | 18.06                          | 18.06                         | 18.50            |
| Orig. Loc. Name           |          |    | Nottingham    | Sheffield     | Sheffield     | Knottingley      | Nottingham    | Sheffield     | Sheffield     | Knottingley      | Nottingham    | Sheffield     | Sheffield        | Knottingley   | Nottingham    | Sheffield                      | Sheffield                     | Sheffield        |
| Dest. Loc. Name           |          |    |               |               |               |                  |               |               |               |                  |               |               |                  |               |               |                                |                               |                  |
| Timing Load               |          |    | <b>158</b>    | <b>142</b>    | <b>158</b>    | <b>153</b>       | <b>158</b>    | <b>142</b>    | <b>158</b>    | <b>153</b>       | <b>158</b>    | <b>142</b>    | <b>158</b>       | <b>153</b>    | <b>158</b>    | <b>142</b>                     | <b>142</b>                    | <b>158</b>       |
| Operating Characteristics |          |    |               |               |               |                  |               |               |               |                  |               |               |                  |               |               |                                |                               |                  |
| Dates Of Operation        |          |    | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>        | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>        | <b>SO</b>     | <b>SO</b>     | <b>SO</b>        | <b>SO</b>     | <b>SO</b>     | <b>SO Until<br/>21/10/2017</b> | <b>SO From<br/>28/10/2017</b> | <b>SO</b>        |
| <b>Castleford</b>         | arr      | 1  | ...           | <b>16.01</b>  | ...           | <b>16.28</b>     | ...           | <b>17.01</b>  | ...           | <b>17.28</b>     | ...           | <b>18.01</b>  | ...              | <b>18.56</b>  | ...           | <b>19.02½</b>                  | <b>19.02½</b>                 | ...              |
|                           | dep      | 2  | ...           | <b>16.04</b>  | ...           | <b>16.31</b>     | ...           | <b>17.04</b>  | ...           | <b>17.31</b>     | ...           | <b>18.04</b>  | ...              | <b>18.59</b>  | ...           | <b>19.05½</b>                  | <b>19.05½</b>                 | ...              |
| Whitwood Jn               | dep      | 3  | ...           | <b>16/06½</b> | ...           | <b>16/33½</b>    | ...           | <b>17/06½</b> | ...           | <b>17/33½</b>    | ...           | <b>18/06½</b> | ...              | <b>19/01½</b> | ...           | <b>19/08</b>                   | <b>19/08</b>                  | ...              |
|                           | mgn      | 4  | ...           | ...           | ...           | <b>&lt;½&gt;</b> | ...           | ...           | ...           | <b>&lt;½&gt;</b> | ...           | ...           | ...              | ...           | ...           | ...                            | ...                           | ...              |
| Altofts Jn                | dep      | 5  | <b>16/02½</b> | ...           | <b>16/32½</b> | ...              | <b>17/02½</b> | ...           | <b>17/32½</b> | ...              | <b>18/02½</b> | ...           | <b>18/36½</b>    | ...           | <b>19/04</b>  | ...                            | ...                           | <b>19/36½</b>    |
| Methley Jn                | dep      | 6  | <b>16/04</b>  | <b>16/09</b>  | <b>16/34</b>  | <b>16/36½</b>    | <b>17/04</b>  | <b>17/09</b>  | <b>17/34</b>  | <b>17/36½</b>    | <b>18/04</b>  | <b>18/09</b>  | <b>18/38</b>     | <b>19/04</b>  | <b>19/08½</b> | <b>19/10½</b>                  | <b>19/10½</b>                 | <b>19/38</b>     |
|                           | mgn      | 7  | ...           | ...           | ...           | ...              | ...           | ...           | ...           | ...              | ...           | ...           | ...              | ...           | <b>(3½)</b>   | ...                            | ...                           | ...              |
| Woodlesford               | dep      | 8  | ...           | <b>16a13½</b> | ...           | <b>16.40½</b>    | ...           | <b>17a13½</b> | ...           | <b>17.40½</b>    | ...           | <b>18a13½</b> | ...              | <b>19.08</b>  | ...           | <b>19a15</b>                   | <b>19a15</b>                  | ...              |
|                           | mgn      | 9  | ...           | ...           | ...           | ...              | ...           | ...           | ...           | ...              | ...           | ...           | ...              | ...           | ...           | <b>(1)</b>                     | <b>(1)</b>                    | ...              |
| Engine Shed Jn.           | dep      | 10 | <b>16/14½</b> | <b>16/22½</b> | <b>16/44½</b> | <b>16/49½</b>    | <b>17/12½</b> | <b>17/22½</b> | <b>17/44½</b> | <b>17/49½</b>    | <b>18/14½</b> | <b>18/22½</b> | <b>18/46½</b>    | <b>19/16½</b> | <b>19/23</b>  | <b>19/28</b>                   | <b>19/28</b>                  | <b>19/46½</b>    |
|                           | dep-line | 11 | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>        | <b>UM</b>     | <b>UM</b>     | <b>UM</b>     | <b>UM</b>        | <b>UM</b>     | <b>UM</b>     | <b>UM</b>        | <b>DM</b>     | <b>UM</b>     | <b>UM</b>                      | <b>UM</b>                     | <b>UM</b>        |
|                           | mgn      | 12 | ...           | ...           | <b>(2)</b>    | ...              | ...           | ...           | <b>(2)</b>    | ...              | ...           | ...           | <b>&lt;1&gt;</b> | ...           | ...           | ...                            | ...                           | <b>&lt;2&gt;</b> |
| Leeds West Junction       | dep      | 13 | <b>16/15½</b> | <b>16/23½</b> | <b>16/47½</b> | <b>16/50½</b>    | <b>17/13½</b> | <b>17/23½</b> | <b>17/47½</b> | <b>17/50½</b>    | <b>18/15½</b> | <b>18/23½</b> | <b>18/48½</b>    | <b>19/17½</b> | <b>19/24</b>  | <b>19/29</b>                   | <b>19/29</b>                  | <b>19/49½</b>    |
|                           | dep-line | 14 | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>         | <b>F</b>      | <b>F</b>      | <b>F</b>      | <b>F</b>         | <b>F</b>      | <b>F</b>      | <b>F</b>         | <b>E</b>      | <b>F</b>      | <b>F</b>                       | <b>D</b>                      | <b>F</b>         |
|                           | mgn      | 15 | ...           | ...           | ...           | ...              | ...           | ...           | ...           | ...              | ...           | ...           | ...              | ...           | ...           | ...                            | ...                           | ...              |
| <b>Leeds</b>              | arr      | 16 | <b>16.17</b>  | <b>16v25</b>  | <b>16.49</b>  | <b>16.52</b>     | <b>17w15</b>  | <b>17v25</b>  | <b>17.49</b>  | <b>17.52</b>     | <b>18.17</b>  | <b>18v25</b>  | <b>18v50</b>     | <b>19.19</b>  | <b>19.25½</b> | <b>19.30½</b>                  | <b>19.30½</b>                 | <b>19.51</b>     |
|                           | plt      | 17 | <b>17B</b>    | <b>17A</b>    | <b>17B</b>    | <b>12A</b>       | <b>17B</b>    | <b>17A</b>    | <b>17B</b>    | <b>17A</b>       | <b>17B</b>    | <b>17A</b>    | <b>17B</b>       | <b>13B</b>    | <b>17B</b>    | <b>17A</b>                     | <b>12A</b>                    | <b>17B</b>       |
|                           | dep      | 18 | ...           | ...           | ...           | ...              | ...           | ...           | ...           | ...              | ...           | ...           | ...              | ...           | ...           | ...                            | ...                           | ...              |

## YE04 - CASTLEFORD TO LEEDS

### Saturdays

27 May to 9 December

|                           |          |    | 65            | 66            | 67            | 68            | 69            | 70            | 71            | 72            | 73            | 74                        | 75                            | 76            | 77                       | 78            | 79                      | 80            |
|---------------------------|----------|----|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------------|-------------------------------|---------------|--------------------------|---------------|-------------------------|---------------|
| Signal ID                 |          |    | <b>2F30</b>   | <b>1Y52</b>   | <b>2L56</b>   | <b>1L98</b>   | <b>2F32</b>   | <b>1Y56</b>   | <b>2L58</b>   | <b>2F34</b>   | <b>2L62</b>   | <b>5H10</b>               | <b>5G63</b>                   | <b>2F36</b>   | <b>1P69</b>              | <b>2L66</b>   | <b>5L71</b>             | <b>2F38</b>   |
| Orig. Dep. Time           |          |    | 18.49         | 18.17         | 19.07         | 19.52         | 20.14         | 19.17         | 20.07         | 21.14         | 21.06         | 20.22                     | 22.05                         | 22.19         | 22.28                    | 22.06         | 23.14                   | 23.05         |
| Orig. Loc. Name           |          |    | Goole         | Nottingham    | Sheffield     | Sheffield     | Knottingley   | Nottingham    | Sheffield     | Knottingley   | Sheffield     | Hull                      | York                          | Knottingley   | York                     | Sheffield     | Wakefield<br>Kirkgate   | Knottingley   |
| Dest. Loc. Name           |          |    |               |               |               |               |               |               |               |               |               | Neville Hill<br>T&R.S.M.D | Neville Hill<br>T&R.S.M.D     |               | Manchester<br>Piccadilly |               | Holbeck Loco<br>Sidings |               |
| Timing Load               |          |    | <b>142</b>    | <b>158</b>    | <b>142</b>    | <b>158</b>    | <b>153</b>    | <b>158</b>    | <b>142</b>    | <b>153</b>    | <b>142</b>    | <b>HST9-125</b>           | <b>HST7-125</b>               | <b>153</b>    | <b>185</b>               | <b>142</b>    | <b>142</b>              | <b>153</b>    |
| Operating Characteristics |          |    |               |               |               |               |               |               |               |               |               |                           |                               |               |                          |               |                         |               |
| Dates Of Operation        |          |    | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>     | <b>SO</b>                 | <b>SO From<br/>16/09/2017</b> | <b>SO</b>     | <b>SO</b>                | <b>SO</b>     | <b>SO</b>               | <b>SO</b>     |
| <b>Castleford</b>         | arr      | 1  | <b>19.35½</b> | ...           | <b>20.04</b>  | ...           | <b>20.28½</b> | ...           | <b>21.02</b>  | <b>21.29</b>  | <b>22.02½</b> | ...                       | ...                           | <b>22.33</b>  | ...                      | <b>23.05</b>  | ...                     | <b>23.19</b>  |
|                           | dep      | 2  | <b>19.38½</b> | ...           | <b>20.07</b>  | ...           | <b>20.31½</b> | ...           | <b>21.05</b>  | <b>21.32</b>  | <b>22.05½</b> | ...                       | <b>22/24½</b>                 | <b>22.36</b>  | <b>22/48</b>             | <b>23.08</b>  | ...                     | <b>23.22</b>  |
| Whitwood Jn               | dep      | 3  | <b>19/41</b>  | ...           | <b>20/09½</b> | ...           | <b>20/34</b>  | ...           | <b>21/07½</b> | <b>21/34½</b> | <b>22/08</b>  | ...                       | <b>22/27</b>                  | <b>22/38½</b> | <b>22/49½</b>            | <b>23/10½</b> | ...                     | <b>23/24½</b> |
|                           | mgn      | 4  | ...           | ...           | ...           | ...           | <½>           | ...           | ...           | ...           | ...           | ...                       | ...                           | ...           | ...                      | ...           | ...                     | ...           |
| Altofts Jn                | dep      | 5  | ...           | <b>20/05½</b> | ...           | <b>20/33</b>  | ...           | <b>21/03½</b> | ...           | ...           | ...           | <b>22/17½</b>             | ...                           | ...           | ...                      | ...           | <b>23/18½</b>           | ...           |
| Methley Jn                | dep      | 6  | <b>19/43½</b> | <b>20/07</b>  | <b>20/12</b>  | <b>20/34½</b> | <b>20/37</b>  | <b>21/05</b>  | <b>21/10</b>  | <b>21/37</b>  | <b>22/10½</b> | <b>22/19</b>              | <b>22/29½</b>                 | <b>22/41</b>  | <b>22/52</b>             | <b>23/13</b>  | <b>23/20</b>            | <b>23/27</b>  |
|                           | mgn      | 7  | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                       | ...                           | ...           | ...                      | ...           | <b>(1)</b>              | ...           |
| Woodlesford               | dep      | 8  | <b>19.47½</b> | ...           | <b>20a16½</b> | ...           | <b>20.41</b>  | ...           | <b>21a14½</b> | <b>21.41</b>  | <b>22a15</b>  | ...                       | ...                           | <b>22.45</b>  | ...                      | <b>23a17½</b> | ...                     | <b>23.31</b>  |
|                           | mgn      | 9  | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                       | ...                           | ...           | ...                      | ...           | ...                     | ...           |
| Engine Shed Jn.           | dep      | 10 | <b>19/55½</b> | <b>20/15½</b> | <b>20/24½</b> | <b>20/44</b>  | <b>20/50</b>  | <b>21/14½</b> | <b>21/22½</b> | <b>21/49½</b> | <b>22/23</b>  | <b>22/27½</b>             | <b>22/39</b>                  | <b>22/53½</b> | <b>23/02½</b>            | <b>23/26½</b> | <b>23/30½</b>           | <b>23/39½</b> |
|                           | dep-line | 11 | <b>UM</b>     | <b>UM</b>     | <b>DM</b>     | <b>UM</b>     | <b>UM</b>     | <b>DM</b>     | <b>DM</b>     | <b>UM</b>     | <b>DM</b>     | <b>DM</b>                 | <b>DM</b>                     | <b>DM</b>     | <b>UM</b>                | <b>DM</b>     | ...                     | <b>UM</b>     |
|                           | mgn      | 12 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                       | ...                           | ...           | ...                      | ...           | ...                     | ...           |
| Leeds West Junction       | dep      | 13 | <b>19/56½</b> | <b>20/16½</b> | <b>20/25½</b> | <b>20/45½</b> | <b>20/51</b>  | <b>21/15½</b> | <b>21/23½</b> | <b>21/50½</b> | <b>22/24</b>  | <b>22/30½</b>             | <b>22/40</b>                  | <b>22/54½</b> | <b>23/03½</b>            | <b>23/27½</b> | ...                     | <b>23/40½</b> |
|                           | dep-line | 14 | <b>F</b>      | <b>F</b>      | <b>E</b>      | <b>F</b>      | <b>F</b>      | <b>E</b>      | <b>E</b>      | <b>F</b>      | <b>E</b>      | <b>E</b>                  | <b>E</b>                      | <b>E</b>      | <b>F</b>                 | <b>E</b>      | ...                     | <b>F</b>      |
|                           | mgn      | 15 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                       | ...                           | ...           | ...                      | ...           | ...                     | ...           |
| <b>Leeds</b>              | arr      | 16 | <b>19v58</b>  | <b>20.18</b>  | <b>20v27</b>  | <b>20v47</b>  | <b>20.52½</b> | <b>21v17</b>  | <b>21v25</b>  | <b>21v52</b>  | <b>22w25½</b> | <b>22S32</b>              | <b>22OP41½</b>                | <b>22v56</b>  | <b>23RM05</b>            | <b>23v29</b>  | ...                     | <b>23v42</b>  |
|                           | plt      | 17 | <b>17A</b>    | <b>16A</b>    | <b>13A</b>    | <b>16B</b>    | <b>17B</b>    | <b>12A</b>    | <b>12D</b>    | <b>17B</b>    | <b>11D</b>    | <b>9</b>                  | <b>9</b>                      | <b>12A</b>    | <b>16A</b>               | <b>12D</b>    | ...                     | <b>16A</b>    |
|                           | dep      | 18 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | <b>22.42</b>              | <b>22.48</b>                  | ...           | <b>23.09</b>             | ...           | ...                     | ...           |

## YE04 - CASTLEFORD TO LEEDS

### Saturdays

27 May to 9 December

|                           |          |    |                        |
|---------------------------|----------|----|------------------------|
| Signal ID                 |          |    | 81                     |
| Orig. Dep. Time           |          |    | <b>5F91</b>            |
| Orig. Loc. Name           |          |    | 23.31                  |
| Dest. Loc. Name           |          |    | Pontefract<br>Monkhill |
| Timing Load               |          |    | <b>153</b>             |
| Operating Characteristics |          |    |                        |
| Dates Of Operation        |          |    | <b>SO</b>              |
| <b>Castleford</b>         | arr      | 1  | <b>23OP38</b>          |
|                           | dep      | 2  | <b>23.41</b>           |
| Whitwood Jn               | dep      | 3  | <b>23/43½</b>          |
|                           | mgn      | 4  | ...                    |
| Altofts Jn                | dep      | 5  | ...                    |
| Methley Jn                | dep      | 6  | <b>23/46</b>           |
|                           | mgn      | 7  | ...                    |
| Woodlesford               | dep      | 8  | ...                    |
|                           | mgn      | 9  | ...                    |
| Engine Shed Jn.           | dep      | 10 | <b>23/56</b>           |
|                           | dep-line | 11 | <b>DM</b>              |
|                           | mgn      | 12 | <b>(½)</b>             |
| Leeds West Junction       | dep      | 13 | <b>23/57½</b>          |
|                           | dep-line | 14 | <b>E</b>               |
|                           | mgn      | 15 | ...                    |
| <b>Leeds</b>              | arr      | 16 | <b>23.59</b>           |
|                           | plt      | 17 | <b>12D</b>             |
|                           | dep      | 18 | ...                    |

## YE04 - CASTLEFORD TO LEEDS

**Sundays**  
21 May to 3 December

|                           |          |    | 1             | 2             | 3            | 4                     | 5            | 6            | 7            | 8            | 9            | 10           | 11           | 12           | 13           | 14           | 15           | 16           |
|---------------------------|----------|----|---------------|---------------|--------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Signal ID                 |          |    | <b>5S33</b>   | <b>2L04</b>   | <b>2F02</b>  | <b>1M02</b>           | <b>2L06</b>  | <b>1Y20</b>  | <b>2F04</b>  | <b>1Y24</b>  | <b>2L08</b>  | <b>1Y28</b>  | <b>2F06</b>  | <b>1Y32</b>  | <b>2L10</b>  | <b>1Y36</b>  | <b>2F08</b>  | <b>1Y40</b>  |
| Orig. Dep. Time           |          |    | 07.56         | 08.39         | 10.26        | 10.17                 | 10.39        | 10.08        | 12.26        | 11.17        | 12.39        | 12.17        | 14.26        | 13.17        | 14.39        | 14.17        | 16.26        | 15.12        |
| Orig. Loc. Name           |          |    | Crofton Depot | Sheffield     | Knottingley  | Sheffield<br>Carlisle | Sheffield    | Nottingham   | Knottingley  | Nottingham   | Sheffield    | Nottingham   | Knottingley  | Nottingham   | Sheffield    | Nottingham   | Knottingley  | Nottingham   |
| Dest. Loc. Name           |          |    |               |               |              |                       |              |              |              |              |              |              |              |              |              |              |              |              |
| Timing Load               |          |    | <b>221</b>    | <b>142</b>    | <b>142</b>   | <b>158</b>            | <b>142</b>   | <b>158</b>   | <b>142</b>   | <b>158</b>   | <b>142</b>   | <b>158</b>   | <b>142</b>   | <b>158</b>   | <b>142</b>   | <b>158</b>   | <b>142</b>   | <b>158</b>   |
| Operating Characteristics |          |    |               |               |              |                       |              |              |              |              |              |              |              |              |              |              |              |              |
| Dates Of Operation        |          |    | <b>Sun</b>    | <b>Sun</b>    | <b>Sun</b>   | <b>Sun</b>            | <b>Sun</b>   | <b>Sun</b>   | <b>Sun</b>   | <b>Sun</b>   | <b>Sun</b>   | <b>Sun</b>   | <b>Sun</b>   | <b>Sun</b>   | <b>Sun</b>   | <b>Sun</b>   | <b>Sun</b>   | <b>Sun</b>   |
| <b>Castleford</b>         | arr      | 1  | ...           | <b>09.40</b>  | <b>10.40</b> | ...                   | <b>11.40</b> | ...          | <b>12.40</b> | ...          | <b>13.41</b> | ...          | <b>14.40</b> | ...          | <b>15.40</b> | ...          | <b>16.40</b> | ...          |
|                           | dep      | 2  | ...           | <b>09.43</b>  | <b>10.43</b> | ...                   | <b>11.43</b> | ...          | <b>12.43</b> | ...          | <b>13.44</b> | ...          | <b>14.43</b> | ...          | <b>15.43</b> | ...          | <b>16.43</b> | ...          |
| Whitwood Jn               | dep      | 3  | ...           | 09/45½        | 10/45½       | ...                   | 11/45½       | ...          | 12/45½       | ...          | 13/46½       | ...          | 14/45½       | ...          | 15/45½       | ...          | 16/45½       | ...          |
|                           | mgn      | 4  | ...           | ...           | ...          | ...                   | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          |
| Altofts Jn                | dep      | 5  | 08/31         | ...           | ...          | 11/00½                | ...          | 12/00½       | ...          | 13/03½       | ...          | 14/00½       | ...          | 15/00½       | ...          | 16/00½       | ...          | 17/00½       |
| Methley Jn                | dep      | 6  | 08/33         | 09/48         | 10/48        | 11/02                 | 11/48        | 12/02        | 12/48        | 13/05        | 13/49        | 14/02        | 14/48        | 15/02        | 15/48        | 16/02        | 16/48        | 17/02        |
|                           | mgn      | 7  | ...           | ...           | ...          | ...                   | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          |
| Woodlesford               | dep      | 8  | ...           | <b>09.52</b>  | <b>10.52</b> | ...                   | <b>11.52</b> | ...          | <b>12.52</b> | ...          | <b>13.53</b> | ...          | <b>14.52</b> | ...          | <b>15.52</b> | ...          | <b>16.52</b> | ...          |
|                           | mgn      | 9  | ...           | ...           | ...          | ...                   | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          |
| Engine Shed Jn.           | dep      | 10 | <b>08*k49</b> | 10/01½        | 10/59        | 11/11½                | 12/01½       | 12/12½       | 13/01½       | 13/15½       | 14/01½       | 14/12½       | 15/01½       | 15/10½       | 16/01½       | 16/13        | 17/01½       | 17/12½       |
|                           | dep-line | 11 | <b>DM</b>     | <b>DM</b>     | <b>UM</b>    | <b>DM</b>             | <b>UM</b>    | <b>DM</b>    | <b>UM</b>    | <b>DM</b>    | <b>UM</b>    | <b>DM</b>    | <b>UM</b>    | <b>DM</b>    | <b>UM</b>    | <b>DM</b>    | <b>UM</b>    | <b>DM</b>    |
|                           | mgn      | 12 | ...           | ...           | ...          | (1)                   | ...          | (1)          | ...          | ...          | ...          | (1)          | ...          | (1)<2>       | ...          | (½)          | ...          | (1)          |
| Leeds West Junction       | dep      | 13 | 08/52½        | 10/02½        | 11/00        | 11/13½                | 12/02½       | 12/14½       | 13/02½       | 13/16½       | 14/02½       | 14/14½       | 15/02½       | 15/14½       | 16/02½       | 16/14½       | 17/02½       | 17/14½       |
|                           | dep-line | 14 | <b>E</b>      | <b>E</b>      | <b>F</b>     | <b>E</b>              | <b>F</b>     | <b>E</b>     | <b>F</b>     | <b>E</b>     | <b>F</b>     | <b>E</b>     | <b>F</b>     | <b>E</b>     | <b>F</b>     | <b>E</b>     | <b>F</b>     | <b>E</b>     |
|                           | mgn      | 15 | ...           | ...           | ...          | ...                   | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          |
| <b>Leeds</b>              | arr      | 16 | <b>08.54</b>  | <b>10Dv04</b> | <b>11w02</b> | <b>11RMv15</b>        | <b>12v04</b> | <b>12.16</b> | <b>13.04</b> | <b>13.18</b> | <b>14v04</b> | <b>14.16</b> | <b>15.04</b> | <b>15.16</b> | <b>16v04</b> | <b>16.16</b> | <b>17.04</b> | <b>17.16</b> |
|                           | plt      | 17 | <b>15</b>     | <b>12A</b>    | <b>17B</b>   | <b>8B</b>             | <b>17A</b>   | <b>13B</b>   | <b>17B</b>   | <b>13B</b>   | <b>17B</b>   | <b>13B</b>   | <b>17B</b>   | <b>13B</b>   | <b>17B</b>   | <b>13B</b>   | <b>17B</b>   | <b>8B</b>    |
|                           | dep      | 18 | ...           | ...           | ...          | <b>11.20</b>          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          | ...          |

## YE04 - CASTLEFORD TO LEEDS

**Sundays**  
21 May to 3 December

|                           |          |    | 17            | 18            | 19            | 20            | 21            | 22            | 23            | 24            | 25                        | 26              | 27                        | 28              | 29            | 30              |
|---------------------------|----------|----|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------------------|-----------------|---------------------------|-----------------|---------------|-----------------|
| Signal ID                 |          |    | <b>2L12</b>   | <b>1Y44</b>   | <b>2F10</b>   | <b>1Y48</b>   | <b>2L14</b>   | <b>1Y52</b>   | <b>2F12</b>   | <b>1Y56</b>   | <b>2L16</b>               | <b>5H10</b>     | <b>2F14</b>               | <b>5B90</b>     | <b>1Y94</b>   | <b>1E75</b>     |
| Orig. Dep. Time           |          |    | 15.15         | 16.17         | 18.26         | 17.17         | 18.39         | 18.17         | 20.30         | 19.17         | 20.39                     | 20.36           | 22.26                     | 21.56           | 21.33         | 18.25           |
| Orig. Loc. Name           |          |    | Lincoln       | Nottingham    | Knottingley   | Nottingham    | Sheffield     | Nottingham    | Knottingley   | Nottingham    | Sheffield                 | Hull            | Knottingley               | Lincoln         | Nottingham    | Plymouth        |
| Dest. Loc. Name           |          |    |               |               |               |               |               |               |               |               | Neville Hill<br>T&R.S.M.D |                 | Neville Hill<br>T&R.S.M.D | Leeds           | Leeds         |                 |
| Timing Load               |          |    | <b>142</b>    | <b>158</b>    | <b>142</b>    | <b>158</b>    | <b>142</b>    | <b>158</b>    | <b>142</b>    | <b>158</b>    | <b>142</b>                | <b>HST9-125</b> | <b>142</b>                | <b>HST9-125</b> | <b>142</b>    | <b>HST8-125</b> |
| Operating Characteristics |          |    |               |               |               |               |               |               |               |               |                           |                 |                           |                 |               |                 |
| Dates Of Operation        |          |    | <b>Sun</b>    | <b>Sun</b>    | <b>Sun</b>    | <b>Sun</b>    | <b>Sun</b>    | <b>Sun</b>    | <b>Sun</b>    | <b>Sun</b>    | <b>Sun</b>                | <b>Sun</b>      | <b>Sun</b>                | <b>Sun</b>      | <b>Sun</b>    | <b>Sun</b>      |
| <b>Castleford</b>         | arr      | 1  | <b>17.40</b>  | ...           | <b>18.40</b>  | ...           | <b>19.42</b>  | ...           | <b>20.44½</b> | ...           | <b>21.40</b>              | ...             | <b>22.40</b>              | ...             | <b>23.39½</b> | ...             |
|                           | dep      | 2  | <b>17.43</b>  | ...           | <b>18.43</b>  | ...           | <b>19.45</b>  | ...           | <b>20.47½</b> | ...           | <b>21.43</b>              | ...             | <b>22.43</b>              | ...             | <b>23.42½</b> | ...             |
| Whitwood Jn               | dep      | 3  | <b>17/45½</b> | ...           | <b>18/45½</b> | ...           | <b>19/47½</b> | ...           | <b>20/50</b>  | ...           | <b>21/45½</b>             | ...             | <b>22/45½</b>             | ...             | <b>23/45</b>  | ...             |
|                           | mgn      | 4  | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                       | ...             | ...                       | ...             | ...           | ...             |
| Altofts Jn                | dep      | 5  | ...           | <b>18/00½</b> | ...           | <b>19/00½</b> | ...           | <b>20/00½</b> | ...           | <b>21/00½</b> | ...                       | <b>22/36</b>    | ...                       | <b>23/43½</b>   | ...           | <b>23/53</b>    |
| Methley Jn                | dep      | 6  | <b>17/48</b>  | <b>18/02</b>  | <b>18/48</b>  | <b>19/02</b>  | <b>19/50</b>  | <b>20/02</b>  | <b>20/52½</b> | <b>21/02</b>  | <b>21/48</b>              | <b>22/37½</b>   | <b>22/48</b>              | <b>23/45</b>    | <b>23/48</b>  | <b>23/55½</b>   |
|                           | mgn      | 7  | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                       | ...             | ...                       | ...             | ...           | [½](1)          |
| Woodlesford               | dep      | 8  | <b>17.52</b>  | ...           | <b>18.52</b>  | ...           | <b>19.54</b>  | ...           | <b>20.56½</b> | ...           | <b>21.52</b>              | ...             | <b>22.52</b>              | ...             | <b>23a52½</b> | ----->          |
|                           | mgn      | 9  | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                       | ...             | ...                       | ...             | ...           | ...             |
| Engine Shed Jn.           | dep      | 10 | <b>18/01½</b> | <b>18/12½</b> | <b>19/01½</b> | <b>19/12½</b> | <b>20/02½</b> | <b>20/12½</b> | <b>21/03½</b> | <b>21/12½</b> | <b>22/01½</b>             | <b>22/48½</b>   | <b>23/01</b>              | <b>23/53½</b>   | ----->        | ...             |
|                           | dep-line | 11 | <b>UM</b>     | <b>DM</b>     | <b>UM</b>     | <b>DM</b>     | <b>UM</b>     | <b>UM</b>     | <b>DM</b>     | <b>DM</b>     | <b>UM</b>                 | <b>DM</b>       | <b>DM</b>                 | <b>DM</b>       | ...           | ...             |
|                           | mgn      | 12 | ...           | (1)           | ...           | (1)           | ...           | (1)           | ...           | (1)           | ...                       | (2)             | (½)                       | ...             | ...           | ...             |
| Leeds West Junction       | dep      | 13 | <b>18/02½</b> | <b>18/14½</b> | <b>19/02½</b> | <b>19/14½</b> | <b>20/03½</b> | <b>20/14½</b> | <b>21/04½</b> | <b>21/14½</b> | <b>22/02½</b>             | <b>22/51½</b>   | <b>23/02½</b>             | <b>23/54½</b>   | ...           | ...             |
|                           | dep-line | 14 | <b>F</b>      | <b>E</b>      | <b>F</b>      | <b>E</b>      | <b>F</b>      | <b>F</b>      | <b>E</b>      | <b>E</b>      | <b>F</b>                  | <b>E</b>        | <b>E</b>                  | <b>E</b>        | ...           | ...             |
|                           | mgn      | 15 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                       | ...             | ...                       | ...             | ...           | ...             |
| <b>Leeds</b>              | arr      | 16 | <b>18v04</b>  | <b>18.16</b>  | <b>19.04</b>  | <b>19.16</b>  | <b>20.05</b>  | <b>20.16</b>  | <b>21w06</b>  | <b>21U16</b>  | <b>22v04</b>              | <b>22OP53</b>   | <b>23.04</b>              | <b>23OP56</b>   | ...           | ...             |
|                           | plt      | 17 | <b>17B</b>    | <b>12A</b>    | <b>17B</b>    | <b>12D</b>    | <b>13A</b>    | <b>17B</b>    | <b>11C</b>    | <b>13A</b>    | <b>17B</b>                | <b>8</b>        | <b>13A</b>                | <b>9</b>        | ...           | ...             |
|                           | dep      | 18 | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...           | ...                       | <b>23.03</b>    | ...                       | ...             | ...           | ...             |