



# **LONDON NORTH EASTERN ROUTE**

## **SECTIONAL APPENDIX**

**To the Working Timetables and  
Books of Rules and Regulations**

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## Briefing Notes

### **Re-issue of the London North Eastern Sectional Appendix**

The Sectional Appendix covering the London North Eastern Route was last fully updated in August 2003 although a re-issue of Section F to accompany a new Section 3 was undertaken in December 2005. This re-issue brings the whole Appendix up to date by capturing all the changes that have been carried in Periodical Operating Notices since that time.

This re-issue is also noteworthy because it incorporates a significant amount of work that Network Rail have undertaken since 2004 to remove inconsistencies in the style, layout and structure of all it's Appendices and to align them more fully with the current route delivery structure.

### **Overview of changes to this Sectional Appendix**

Users of the London North Eastern Appendix in the past will notice some differences between this and previous versions. The most significant of these are in its structure, layout and style.

- **Structure**

The Appendix retains its sectionalised structure but the "sections" have been renamed "modules" and the numbering convention slightly revised as shown below:

Contents	Dec. 2005 Section numbering	Dec. 2006 Module numbering
General instructions and miscellaneous items	Section F	Module LN1
ECML South	Section 1	Module LN2
ECML North	Section 2	Module LN3
East Midlands	Section 3	Module LN4
South Humberside, North Nottinghamshire & Lincolnshire	Section 4	Module LN5
Sheffield	Section 5	Module LN6
Yorkshire (excluding Sheffield)	Section 6	Module LN7
Newcastle	Section 7	Module LN8

- **Replicated Table A diagrams and Lines of Route**

In the December 2005 Sectional Appendix a number of Table 'A' diagrams were replicated e.g. the Newcastle High Level Bridge was included in the ECML North Section as a well as in the Newcastle Section. In this Appendix Table 'A' diagrams only appear once in the most appropriate (geographic) Module.

In order to facilitate production of 4 separate WONs for the LNE Territory (North, Centre, South and East Midlands), Network Rail's National Access Unit have allocated a second Line of Route (LOR) number to all or part of some LORs listed in the Sectional Appendix.

This Appendix only contains one occurrence of these LORs rather than replicating them under the NAU number as in the past. The table below shows the relationship between the LORs carried in this Appendix and those which may be used in WON publications.

One exception Holgate Jn to Skelton Jn does exist however. This route is replicated in Module 3 under LN618 and Module 7 under LN724.

<b>LOR listed in Sectional Appendix</b>	<b>Previously replicated LOR now NOT shown in the Sectional Appendix</b>
LN101 - Kings Cross to Shaftholme Jn.	LN720: Doncaster Black Carr to Skelton Bridge <i>Note: Replicates part between Doncaster Black Carr and Shaftholme Jn</i>
LN150 – Flyover East Jn to Decoy North Jn	LN722: Flyover East Jn to Decoy North Jn <i>Note: Complete LOR replicated</i>
LN170 - Werrington Jn to Flyover East Jn	LN726 Gainsborough Lea Road to Flyover East Jn. <i>Note: Replicates Gainsborough Lea Road to Flyover East Jn</i>
LN200 - Wrawby Jn to Pelham Street Jn	LN728: Wrawby Jn to Pelham Street Jn <i>Note: Complete LOR replicated</i>
LN206 - Staythorpe Crossing to West Holmes Curve	LN730 - Staythorpe Crossing to West Holmes Curve <i>Note: Complete LOR replicated</i>
LN210 - Newark Crossing Curve	LN732: Newark Crossing Curve <i>Note: Complete LOR replicated</i>
LN215 - Boultham Jn to Pyewipe Jn	LN734: Boultham Jn to Pyewipe Jn <i>Note: Complete LOR replicated</i>
LN600 - Shaftholme Jn. to Reston.	LN720: Doncaster Black Carr to Skelton Bridge <i>Note: Replicates part between Shaftholme Jn and Skelton Bridge</i>
LN736 - Cleethorpes to Nunnery Main Line Jn (via Retford)	LN225: Cleethorpes to Retford <i>Note: Replicates Cleethorpes to Retford</i>
LN748 - Retford Western Jn to Thrumpton West Jn	LN230: Retford Western Jn to Thrumpton West Jn <i>Note: Complete LOR replicated</i>
LN832 - Doncaster Bridge Jn to Saint James Jn	LN240: Doncaster Bridge Jn to Saint James Jn <i>Note: Complete LOR replicated</i>
LN854 - Hall Royd Jn. to Skelton Jn.	LN720: Doncaster Black Carr to Skelton Bridge <i>Note: Replicates part between Colton Jn and Skelton Jn</i>

- **Layout and style**

The text and diagrams within this Appendix have been "re-styled" to give them a standard appearance and to provide clarity to the information they portray. For example:

- all Table A diagrams now have
- a "header bar" which clearly identifies the line of route being viewed and the associated Engineers Line Reference
- "signalling definition boxes" which serve to identify the salient operating data associated with the route on the page being viewed e.g. signalling type and Route Availability
- TPWS is now listed by exception i.e. where lines are not covered by it. The previous convention was to indicate lines that were. This change has been introduced because of the prevalence of TPWS across the Route at this time
- tables and instructions have been generated using standard templates, which has enhanced both their layout and readability
- each table and instruction is date stamped to clearly identify from which date it became effective and to allow the user to identify the latest version of it when viewing the Weekly Operating Notice or the National Electronic Sectional Appendix
- UWC Level Crossings with telephones previously shown in the "signalling and remarks" column are now marked in the "running lines and speed restrictions" and "mileage" and "location" columns where space permits

In some areas of the Appendix the changes are quite noticeable but none of them impact upon the integrity or nature of the information within the document. All the information that was in the previous Appendix is in this one (albeit appropriately updated).

#### **A National Electronic Sectional Appendix**

To coincide with the re-issue of this Appendix and to take advantage of advances in modern technology Network Rail have replicated all the information contained within each document electronically. In so doing a National Electronic Sectional Appendix (NESA) will become available to subscribers.

The NESA web site is accessible from both the Network Rail intranet and the internet. Users may elect to navigate from the Route maps provided or via the Line of Route diagrams. Alternatively they may search using locations, Line of Route codes or by using free text. All standard Sectional Appendix content can be viewed, regardless of Route, including General Instructions, Local Instructions and Route Clearance tables. Recent changes to the Sectional Appendix can also be viewed.

A key feature of the web site is the "Route Builder" facility, which gives users the ability to create reports tailored for any route (or routes) they choose. Once created, a report similar in structure to the Route Appendix can be printed and/or saved by the user.

Arrangements for access to the NESA is highlighted in both the Weekly and Periodical Operating Notices. Network Rail users will be able to access the service via Connect. All other users will be required to register for access via the Network Rail external portal.

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## List of Modules

<u>Module</u>	<u>Title</u>
LN1	General Instructions and miscellaneous items
LN2	ECML South <ul style="list-style-type: none"> <li>Exceptionally Poor Rail Adhesion</li> <li>Table A (Details of running lines)</li> <li>Special working arrangements</li> <li>Route Clearance</li> <li>Local Instructions</li> </ul>
LN3	ECML North <ul style="list-style-type: none"> <li>Exceptionally Poor Rail Adhesion</li> <li>Table A (Details of running lines)</li> <li>Special working arrangements</li> <li>Route Clearance</li> <li>Local Instructions</li> </ul>
LN4	East Midlands <ul style="list-style-type: none"> <li>Exceptionally Poor Rail Adhesion</li> <li>Table A (Details of running lines)</li> <li>Special working arrangements</li> <li>Route Clearance</li> <li>Local Instructions</li> </ul>
LN5	South Humberside, North Nottinghamshire & Lincolnshire <ul style="list-style-type: none"> <li>Exceptionally Poor Rail Adhesion</li> <li>Table A (Details of running lines)</li> <li>Special working arrangements</li> <li>Route Clearance</li> <li>Local Instructions</li> </ul>
LN6	Sheffield <ul style="list-style-type: none"> <li>Exceptionally Poor Rail Adhesion</li> <li>Table A (Details of running lines)</li> <li>Special working arrangements</li> <li>Route Clearance</li> <li>Local Instructions</li> </ul>
LN7	Yorkshire (excluding Sheffield) <ul style="list-style-type: none"> <li>Exceptionally Poor Rail Adhesion</li> <li>Table A (Details of running lines)</li> <li>Special working arrangements</li> <li>Route Clearance</li> <li>Local Instructions</li> </ul>
LN8	Newcastle <ul style="list-style-type: none"> <li>Exceptionally Poor Rail Adhesion</li> <li>Table A (Details of running lines)</li> <li>Special working arrangements</li> <li>Route Clearance</li> <li>Local Instructions</li> </ul>

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