

Module LN6

London North Eastern Route

Sectional Appendix

Module 6

Sheffield

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LIST OF MODULE PAGES AND DATES

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| 1 | 02 December 2006 |
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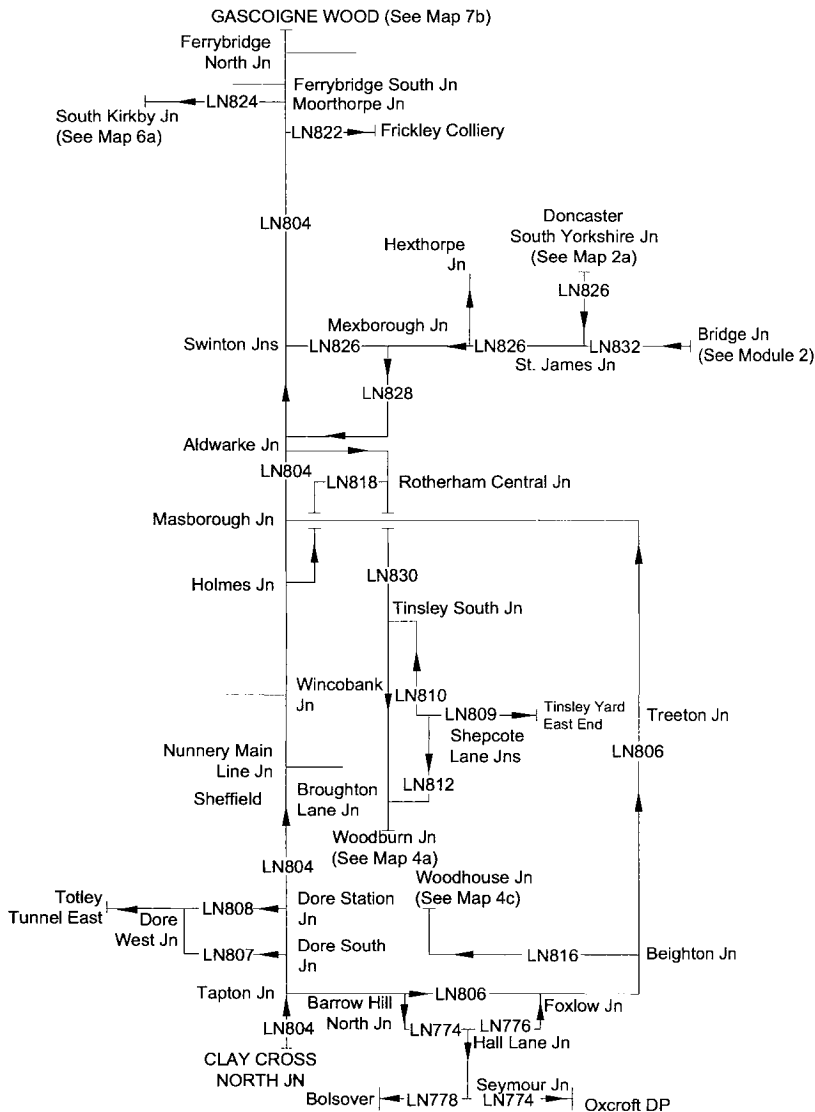
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MAPS

MAP 6: CLAY CROSS NORTH JN TO GASCOIGNE WOOD AND BRANCHES



Arrow Denotes
Down Direction

TABLE A DIAGRAM

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| LOR | Seq. | Line of Route Description | ELR | | | Route | Last Updated |
|--|------|--|------------------------------------|------|-----|---|--------------|
| LN774 | 001 | Barrow Hill North Jn to Oxcroft Disposal Point | BAC2 | BAC3 | OXO | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | | Signalling & Remarks | |
| Barrow Hill North Jn | | 149 53 | | | | <div>TCB Sheffield SB (S)</div> <div>RA7</div> <div>NRN 031</div> <div>AWS not provided TPWS not provided</div> <div>Controlled by Sheffield (S) signal box to 151 33</div> <div>DSG = Down Seymour Goods USG = Up Seymour Goods</div> <div>OTS Seymour Jn SB</div> | |
| Hall Lane Jn | | 150 24 | | | | | |
| | | 150 56 | | | | | |
| | | 150 62 | | | | | |
| Seymour Jn SB (SE) | | 152 14 | | | | | |
| | | 152 21 | | | | | |
| | | 155 06 | | | | | |
| | | 155 00 | | | | | |
| Seymour Jn | | 154 77 | | | | | |
| | | 154 15 | | | | | |
| | | 0 00 * | | | | | |
| End/Commencement of Staff Section boards | | 0 49 | | | | | |
| | | 0 56 | | | | | |
| Oxcroft D P | | 0 78 | | | | | |
| End of Line | | | | | | | |

Sidings area from 0m 49ch

| LOR | Seq. | Line of Route Description | | ELR | | Route | Last Updated |
|--------------|------|---------------------------|--|------|------|--|--------------|
| LN776 | 001 | Hall Lane Jn to Foxlow Jn | | HLF1 | HLF2 | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | | Signalling & Remarks | |
| Hall Lane Jn | | 0 44 | <p>To/From Seymour Jn see LN774 seq 1</p> <p style="text-align: center;">↓</p> <p style="text-align: center;">25</p> <p style="text-align: center;">↓</p> <p>To/From Masborough Jn see LN806 seq 1</p> | | | <div>TCB</div> <div>RA7</div> <div>Sheffield SB (S)</div> <div> <div>NRN</div> <div>031</div> </div> | |
| | | 0 00 | | | | <div>AWS not provided</div> <div>TPWS not provided</div> | |
| Foxlow Jn | | 150 47 | | | | | |

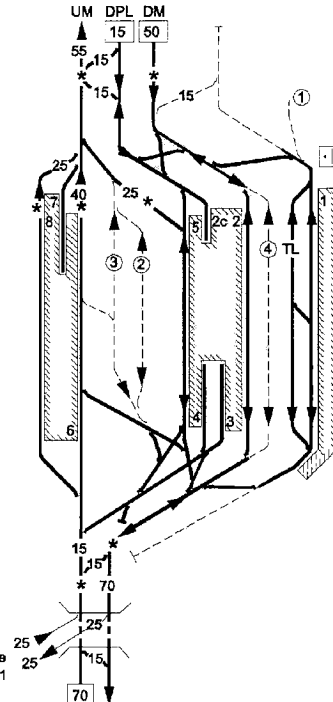
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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------------------|------|---------------------------|---|--|--------------|
| LN778 | 001 | Seymour Jn to Bolsover | BOC1 | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | |
| Seymour Jn | | 7 51 | <p>To/From Barrow Hill North Jn see LN774 seq 1</p> | <div>TCB Seymour Jn SB (SE)</div> <div>RA7</div> <div>NRN 031</div> <p>AWS not provided TPWS not provided</p> <div>OTNS</div> <p>① To/From Bolsover Coalite</p> <p>RR = Run Round Loop</p> | |
| Markham Colliery Jn (Former) | | 7 05 | | | |
| | | 6 00 * | | | |
| Bolsover Colliery GF | | 5 64 | | | |
| | | 5 46 | | | |
| Bolsover | | 5 21 | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------------------|-----------------|---|--|----------------------|--------------|
| LN804 | 001 | Clay Cross North Jn to Gascoigne Wood (via Sheffield) | SPC9 TJC1 | London North Eastern | 02/12/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Clay Cross North Jn | 142 31 | <p>To/From Derby/Nottingham see LN3201 seq 43</p> <p>To/From Barrow Hill see LN806 seq 1</p> <p>T</p> | TCB RA8 | Trent SB (TT) | NRN 061 |
| Avenue Sidings GF | 143 10 * | | <p>NRN Channel Change at 144 68 Up/144 70 Down</p> <p>From 145 43 Down (S1/S3 signals) / 145 65 Up (S2/S4 signals) controlled by Sheffield (S) Signal box</p> <p>DBH = Down Barrow Hill UBH = Up Barrow Hill</p> <p>Hot Axle Box Detector on the Down Barrow Hill line at 146 69</p> <p>T in Bradway Tunnel refuges at Down 153 12 (immediately in advance of signal S46R) and Up 153 25 (immediately in advance of signal S46R)</p> | | |
| | 143 23 * | | | | |
| | 143 25 * | | | | |
| | 143 30 | | | | |
| | 143 35 * | | | | |
| | 144 20 * | | | | |
| | 146 12 * | | | | |
| | 146 13 * | | | | |
| CHESTERFIELD | 146 20 | | | | |
| | 146 28 | | | | |
| | 146 34 * | | | | |
| | 146 43 | | | | |
| Tapton Jn | 146 58 * | | | | |
| | 146 59 * | | | | |
| | 146 60 | | | | |
| | 146 70 | | | | |
| DRONFIELD | 151 44 | | | | |
| Bradway Tunnel (1m 267 yards) | 152 49 | | | | |
| | 153 61 * | | | | |
| | 153 62 * | | | | |

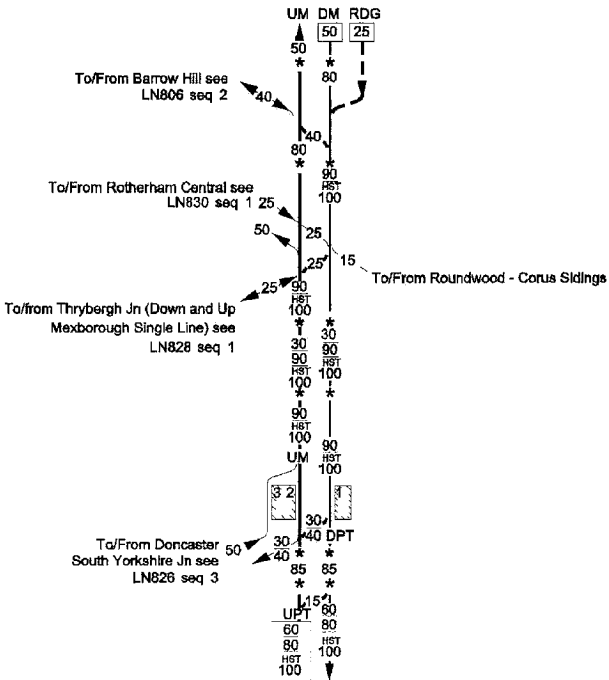
London North Eastern Route Sectional Appendix Module LN6

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------------|------|---|---|----------------------|----------------------|
| LN804 | 002 | Clay Cross North Jn to Gascoigne Wood (via Sheffield) | TJC1 | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Dore South Jn | | 153 65 153 71 | <p>UM DM</p> <p>15 15</p> <p>60 60</p> <p>70 70</p> <p>To/From Dore West Jn see LN807 seq 1</p> <p>To/From Totley Tunnel East see LN808 seq 1</p> <p>50 50</p> <p>60 60</p> <p>70 70</p> <p>50 50</p> <p>60 60</p> <p>70 70</p> <p>15 15</p> <p>UPL 15</p> <p>40</p> <p>60 60</p> <p>70 70</p> <p>50 50</p> <p>DPL</p> <p>15 15</p> <p>55</p> | | |
| Dore Station Jn | | 154 52 * 154 54 * | | | |
| | | 154 62 154 72 155 07 * | | | |
| | | 156 16 | | | |
| Heeley | | 156 62 | | | |
| | | 157 44 157 55 * 157 58 * | | | |
| | | 157 74 * | | | |
| East Bank Tunnel (80 Yards) | | 158 01 to 158 05 | | | |
| | | 158 14 * | | | |
| | | | | | TCB RA8 |
| | | | Sheffield SB (S) | | |
| | | | NRN 031 | | |
| | | | Hot Axle Box Detector on the Down Main line at 154 72 | | |
| | | | UPL = 548 metres / 600 yards | | |
| | | | CW Up at 158 14 (533 yards before reaching signal S80). | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|------|---|---|---|--------------|
| LN804 | 003 | Clay Cross North Jn to Gascoigne Wood (via Sheffield) | TJC1 | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | |
| Sheffield South Jn Sheffield SB (S) | | 158 18 * |  | <div>TCB RAB</div> <div>Sheffield SB (S)</div> <div>NRN 031</div> <p>BETWEEN 158 18 AND 158 60 DOWN 158 67 UP ALL LINES AND CONNECTIONS 15MPH EXCEPT AS OTHERWISE SHOWN</p> <p>① To/From Carriage Slidings (Fish Dock) AWS Gap in Station area between 158 07 Down / 157 79 Up and 159 08</p> <p>② = Up Station Sliding No1 ③ = Up Station Sliding No2 ④ = Down Station Sliding TL = Through line</p> <p>PP is authorised on Platforms 1, 2, 5, 6 and 8 for trains booked to call at Sheffield.</p> | |
| | | 158 27 | | | |
| | | 158 29 | | | |
| | | 158 32 * | | | |
| | | 158 40 | | | |
| SHEFFIELD | | | | | |
| Sheffield North Jn | | 158 52 | <p>To/From Retford see LN738 seq 11</p> | | |
| | | 158 60 * | | | |
| | | 158 67 * | | | |
| | | 158 77 | | | |
| | | 158 77 | | | |
| Nunery Main Line Jn Broad Street Tunnel (109 yards) | | 159 02 | | <p>CW Up at 158 63 (80 yards after passing signal S150)</p> | |

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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------|-----------------|---|--|----------------------|--------------|
| LN804 | 004 | Clay Cross North Jn to Gasgoigne Wood (via Sheffield) | TJC1 TJC2 | London North Eastern | 02/12/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| | | | <div>TCB RAB</div> <div>Sheffield SB (S)</div> <div>NRN 031</div> | | |
| | 159 37 * | | | | |
| Mill Race Jn | 160 18 | | | | |
| | 160 47 * | | | | |
| Brightside Jn | 161 12 | | | | |
| | 161 19 * | | | | |
| Winoobank Jn | 161 52 | | | | |
| | 161 65 * | | | | |
| MEADOWHALL | 161 70 | | | | |
| | 163 34 * | | | | |
| Holmes Jn LC (CCTV) | 163 43 | | | | |
| Holmes Jn | 163 43 | | | | |
| | 163 52 * | | | | |
| | | <p>UM DM</p> <p>70 80</p> <p>15 15</p> <p>15 15</p> <p>No.1R</p> <p>UESD</p> <p>15 15</p> <p>15 15</p> <p>15 15</p> <p>40</p> <p>UWSD</p> <p>30 40</p> <p>30 40</p> <p>30 40</p> <p>30 40</p> <p>UB DB</p> <p>40 25</p> <p>25</p> <p>To/From Barnsley see LN868 seq 1</p> <p>30 80</p> <p>25</p> <p>To/From Rotherham Central Jn see LN818 seq 1</p> <p>50</p> <p>RDG</p> | <p>UESD = Up East Slow Down</p> <p>No.1R = Number 1 Reception</p> <p>UWSD = Up West Slow Down</p> <p>DB = Down Barnsley</p> <p>UB = Up Barnsley</p> <p>RDG = Rotherham Down Goods (Secured out of use)</p> | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
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| LN804 | 005 | Clay Cross North Jn to Gascoigne Wood (via Sheffield) | TJC2 TJC3 SMJ1 | London North Eastern | 02/12/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Masborough Jn | 163 74 |  | <div>TCB RA8</div> <div>Sheffield SB (S)</div> <div>NRN 031</div> <p>RDG = Rotherham Down Goods (Secured out of use)</p> <p>TOWS "Swinton No.3 Section" between 166m 1516 yards on the Main lines and 167m 420 yards on the Pontefract lines.</p> <p>DPT = Down Pontefract UPT = Up Pontefract</p> | | |
| | 161 77 * | | | | |
| | 162 10 | | | | |
| | 162 24 | | | | |
| Aldwarke Jn | 162 60 * | | | | |
| | 164 64 | | | | |
| | 164 70 | | | | |
| | 164 73 | | | | |
| Swinton Jn South SWINTON | 165 56 * | | | | |
| | 165 61 * | | | | |
| | 166 56 | | | | |
| | 166 74 | | | | |
| Swinton Jn North | 166 76 | | | | |
| | 167 03 | | | | |
| | 167 68 * | | | | |
| | 168 25 * | | | | |
| Dearne Jn | 168 53 | | | | |

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| LOR | Seq. | Line of Route Description | | ELR | | Route | Last Updated |
|-----------------------------------|------|---|------------------------------------|------|------|---|--------------|
| LN804 | 006 | Clay Cross North Jn to Gascoigne Wood (via Sheffield) | | SMJ1 | SMJ2 | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | | Signalling & Remarks | |
| | | 168 64 | | | | <div>TCB RAB</div> <div>Sheffield SB (S)</div> <div>NRN 031</div> <div>DPT = Down Pontefract UPT = Up Pontefract</div> <div>Hickleton SB (H)</div> <div>Moorthorpe SB (M)</div> | |
| | | 17 15 | | | | | |
| BOLTON-ON-DEARNE | | 16 56 | | | | <div>TCB RAB</div> <div>Sheffield SB (S)</div> <div>NRN 031</div> <div>DPT = Down Pontefract UPT = Up Pontefract</div> <div>Hickleton SB (H)</div> <div>Moorthorpe SB (M)</div> | |
| Bolton-on-Deane Footpath LC (R/G) | | 16 56 | | | | | |
| GOLDTHORPE | | 15 50 | | | | <div>TCB RAB</div> <div>Sheffield SB (S)</div> <div>NRN 031</div> <div>DPT = Down Pontefract UPT = Up Pontefract</div> <div>Hickleton SB (H)</div> <div>Moorthorpe SB (M)</div> | |
| Hickleton (HABD) | | 15 12 | | | | | |
| | | 15 08 | | | | <div>TCB RAB</div> <div>Sheffield SB (S)</div> <div>NRN 031</div> <div>DPT = Down Pontefract UPT = Up Pontefract</div> <div>Hickleton SB (H)</div> <div>Moorthorpe SB (M)</div> | |
| Hickleton SB (H) | | 15 04 | | | | | |
| THURNSCOE | | 14 64 | | | | <div>TCB RAB</div> <div>Sheffield SB (S)</div> <div>NRN 031</div> <div>DPT = Down Pontefract UPT = Up Pontefract</div> <div>Hickleton SB (H)</div> <div>Moorthorpe SB (M)</div> | |
| | | 12 08 * | | | | | |
| Frickley Colliery Branch Jn | | 11 64 | | | | <div>TCB RAB</div> <div>Sheffield SB (S)</div> <div>NRN 031</div> <div>DPT = Down Pontefract UPT = Up Pontefract</div> <div>Hickleton SB (H)</div> <div>Moorthorpe SB (M)</div> | |

To/From Frickley Colliery see
(out of use) LN822 seq 1

| LOR | Seq | Line of Route Description | ELR | Route | Last Updated |
|------------------------------|-----------------|---|--|----------------------|--------------|
| LN804 | 007 | Clay Cross North Jn to Gascoigne Wood (via Sheffield) | SMJ2 | London North Eastern | 02/12/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Moorthorpe SB (M) | 11 63 | | <div>TCB RA8</div> <div>Moorthorpe SB (M)</div> <div>NRN 031</div> <p>DPT = Down Pontefract UPT = Up Pontefract</p> <p>DGL 443 metres / 485 yards UGL 393 metres / 430 yards</p> <p>To/From South Kirkby Jn see LN824 seq 1</p> <p>Moorthorpe signal box (M) controls the Down Line to Moorthorpe Jn and the Up Line from Pontefract Baghill. Ferrybridge signal box (FE) controls the rest of the Up and Down Lines on this page</p> <div>Ferrybridge SB (FE)</div> | | |
| MOORTHORPE | 11 29 | | | | |
| Moorthorpe Footpath LC (R/G) | 11 25 | | | | |
| Moorthorpe Jn | 11 24 | | | | |
| | 11 20 * | | | | |
| | 8 60 * | | | | |
| | 8 00 * | | | | |
| Baghill (HABD) | 6 70 | | | | |
| | 4 66 * | | | | |
| PONTEFRACT BAGHILL | 4 31 | | | | |
| | 4 20 * | | | | |
| | 3 65 * | | | | |
| | 3 00 * | | | | |

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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------------------|------|---|---|----------------------|--|
| LN804 | 008 | Clay Cross North Jn to Gascoigne Wood (via Sheffield) | SMJ2 | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Ferrybridge South Jn | | 2 38 | <p>UPT DPT</p> <p>To/From Pontefract East Jn. see LN892 seq 1</p> <p>To/From Knottingley see LN888 seq 2</p> <p>To/From Ferrybridge Holding Sidings</p> <p>To/From Ferrybridge Power Station</p> <p>① = MGR loaded and empty coal trains consisting of HAA type wagons are restricted to a 30 mph maximum speed on both the Down and Up Pontefract lines between 0 19 and 18 88</p> | | <div>TCB RA9</div> <div>Ferrybridge SB (FE)</div> <div>NRN 031</div> <p>DPT = Down Pontefract UPT = Up Pontefract</p> <p>☒ - Lockout protection provided. See Local Instructions</p> <p>☒ - Separate Down and Up Line lockouts at Brotherton Tunnel. See Local Instruction</p> <div>Milford SB (M)</div> |
| Ferrybridge SB (FE) | | 2 33 | | | |
| Ferrybridge North Jn | | 2 27 | | | |
| Ferrybridge Power Station Jn | | 2 09 | | | |
| Ferrybridge Power Station | | 2 05 * | | | |
| | | 2 03 * | | | |
| | | 1 25 * | | | |
| | | 1 24 to | | | |
| | | 1 19 | | | |
| | | 1 18 * | | | |
| Brotherton Tunnel (104 yards) | | | | | |
| Burton Lane (Mastermans) LC (UWC) | | 0 37 | | | |
| | | 0 26 * | | | |
| | | 0 19 * | | | |


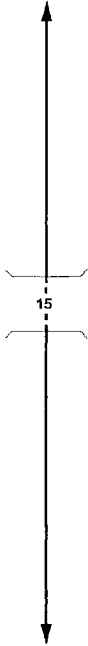
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------|-----------------|---|---|----------------------|--------------|
| LN804 | 009 | Clay Cross North Jn to Gascoigne Wood (via Sheffield) | SMJ2 SMJ3 MGW | London North Eastern | 02/12/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| | | | <p>TCB RA9 Milford SB (M) NRN 031</p> <p>① = MGR loaded and empty coal trains consisting of HAA type wagons are restricted to a 30 mph maximum speed on both the Down and Up Pontefract lines between 0 19 and 16 68</p> <p>DPT = Down Pontefract UPT = Up Pontefract</p> <p>DN = Down Normanton UN = Up Normanton</p> <p>DMD = Down Milford UMD = Up Milford</p> <p>DUMD = Down/Up Milford WA = West Arrival WD = West Departure</p> <p>Gascoigne Wood SB (GW)</p> <p>② To/From Gascoigne Wood Sidings</p> | | |

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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------------------|----------------------------|--|---|----------------------|--------------|
| LN806 | 001 | Tapton Jn to Masborough Jn | CHR | London North Eastern | 02/12/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Tapton Jn | 146 58 146 60 146 69 | <p>To/From Clay Cross North Jn see LN804 seq 1</p> <p>UBH DBH</p> <p>25 15 15 25 25 15</p> <p>SGL BHG</p> <p>To/From Seymour Jn see LN774 seq 1</p> <p>To/From Hall Lane Jn see LN776 seq 1</p> <p>60 25 75</p> <p>15 15</p> <p>75</p> | <div>TCB RA8</div> <div>Sheffield SB (S)</div> <div>NRN 031</div> <p>DBH = Down Barrow Hill UBH = Up Barrow Hill Hot Axle Box Detector on the Down Barrow Hill line at 146 69</p> | | |
| Barrow Hill South Jn | 148 72 148 76 | | | | |
| Barrow Hill | | | | | |
| Barrow Hill North Jn | 149 46 | | | | |
| Foxlow Jn | 150 64 | | | | |
| Renishaw Slitting Mill LC (UWC) | 151 07 | <div>T</div> | | | |
| Renishaw Park | 151 55 | | | | |
| | 151 61 | | | | |
| | 152 47 | | <p>Hot Axle Box Detector on the Up Barrow Hill line at 152 47</p> | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------------------|------|----------------------------|------------------------------------|----------------------|--|
| LN806 | 002 | Tapton Jn to Masborough Jn | CHR | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Beighton Jn | | 155 43 | | | <div>TCB RA8</div> <div>Sheffield SB (S)</div> <div>NRN 031</div> <p>DBH = Down Barrow Hill UBH = Up Barrow Hill</p> <p>DTG = Down Treeton Goods</p> <p>UGL = 807 metres / 884 yards</p> |
| | | 155 48 | | | |
| | | 157 37 | | | |
| Treeton South | | 158 29 * | | | |
| | | 158 58 * | | | |
| Treeton Jn | | 158 65 | | | |
| | | | | | |
| Canklow | | 160 11 | | | |
| | | | | | |
| Masborough Sorting Sidings South Jn | | 160 57 | | | |
| | | 160 61 | | | |
| | | 162 13 * | | | |
| Masborough Jn | | 162 18 | | | |
| | | 162 24 | | | |

London North Eastern Route Sectional Appendix Module LN6

| LOR | Seq. | Line of Route Description | | ELR | Route | Last Updated | |
|---------------------------|------|-------------------------------|---|-----|----------------------|---|----------|
| LN807 | 001 | Dore South Jn to Dore West Jn | | | MAS | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | | |
| Dore South Jn | | 153 73 | To/From Clay Cross North Jn see LN804 seq 2 | | TCB RAB | Sheffield SB (S)  | |
| Dore Tunnel (88 yards) | | 154 00 to 154 04 |  | | | | |
| Dore West Jn | | 154 16 | To/From Totley Tunnel East see LN808 seq 1 | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
|--|----------|---------------------------------------|------------------------------------|--|----------------------|------------|
| LN808 | 001 | Dore Station Jn to Totley Tunnel East | DWS | London North Eastern | 02/12/06 | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Dore Station Jn | 0 60 | | | TCB RA8 | Sheffield SB (S) | NRN 031 |
| DORE | 0 27 | | | | | |
| | 0 08 | | | | | |
| | 0 02 * | | | | | |
| Dore West Jn | 0 00 | | | | | |
| Network Rail LNE / North West Territory Boundary | 154 16 | | | | | |
| | 154 20 | | | | | |
| | 154 41 * | | | | | |
| Totley Tunnel East SB (TE) | 154 62 | | | | | |
| | | | | C Down at 154 21 (483 yards before reaching signal TE11) | | |

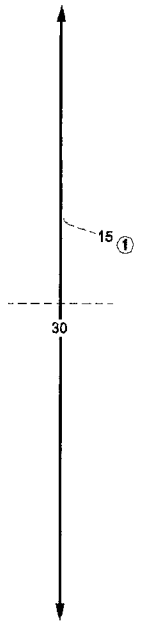
London North Eastern Route Sectional Appendix Module LN6

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------------------|------|--|------------------------------------|----------------------|---|
| LN809 | 001 | Shepcote Lane West Jn to Tinsley Yard East End | BTJ | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Shepcote Lane West Jn | | 161 24 | | | <div>TCB RA10</div> <div>Woodburn Jn SB (W)</div> <div>NRN 031</div> |
| Shepcote Lane East Jn | | 161 20 * | | | <div>AWS not provided</div> <div>TPWS not provided</div> |
| Tinsley Avesta LC (TMO) (B) | | 161 04 | | | <div>WDA = West Departure/Arrival Line.</div> |
| Tinsley Park Jn | | 160 68 160 52 | | | <div>Tinsley Yard SB (TY)</div> |
| Tinsley Yard | | | | | |
| Tinsley Yard SB (TY) | | 160 02 159 76 | | | <div>EAL = East Arrival line</div> <div>EDL = East Departure line</div> |
| Tinsley Yard East End Stop Boards | | 159 58 | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------|------|---|--|----------------------|--|
| LN810 | 001 | Shepcote Lane West Jn to Tinsley South Jn | SEL | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Shepcote Lane West Jn | | 161 24 | <p>To/From Tinsley Yard see LN809 seq 1</p> <p>15</p> <p>15</p> <p>—</p> <p>*</p> <p>30</p> <p>30</p> <p>To/From Aldwarke Jn see LN830 seq 1</p> | | <p>TCB RA10 Woodburn Jn SB (W)</p> <p>NRN 031</p> <p>AWS not provided in Up direction. TPWS not provided.</p> <p>CW Up/Down North West Curve at 161 59 (561 yards before reaching signal W226 in Up direction)</p> |
| | | 161 26 * | | | |
| Tinsley South Jn | | 161 63 | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------|------|--|--|----------------------|--|
| LN812 | 001 | Shepcote Lane East Jn to Broughton Lane Jn | BLJ1 | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Shepcote Lane East Jn | | 161 20 | <p>To/From Tinsley Yard see LN809 seq 1</p> <p>15</p> <p>↑</p> <p>15 ★</p> <p>30</p> <p>↓</p> <p>30</p> <p>To/From Woodburn Jn see LN830 seq 1</p> | | <p>TCB RA10 Woodburn Jn SB (W)</p> <p>NRN 031</p> <p>AWS not provided in Up direction TPWS not provided</p> <p>CW Up/Down South West Curve at 161 63 (924 yards before reaching signal W228 in Up direction)</p> |
| | | 161 26 ★ | | | |
| Broughton Lane Jn | | 161 67 | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------------------|------|-----------------------------|---|----------------------|---|
| LN816 | 001 | Beighton Jn to Woodhouse Jn | BEW | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Beighton Jn | | 48 06 | <p>To/From Tipton Jn see LN806 seq 2</p> <p>UP DN</p> <p>25</p> | | <p>TCB RAB</p> <p>Sheffield SB (S)</p> <p>NRN 031</p> |
| | | 48 00 * | <p>25 *</p> <p>55 *</p> | | |
| Beighton Station Jn LC (MCB) | | 47 42 | <p>15</p> <p>①</p> | | |
| Beighton Station Jn SB (BX) | | 47 42 | <p>15</p> <p>②</p> | | |
| | | 46 65 * | <p>55 *</p> <p>40 *</p> | | |
| | | 46 61 * | <p>40</p> | | |
| Woodhouse Jn | | 46 56 | <p>To/From Sheffield see LN736 seq 11</p> | | <p>① To/From Sidings</p> <p>② To/From Sidings</p> <p>Woodhouse Jn SB (WH)</p> |

| LOR | Seq. | Line of Route Description | | ELR | Route | Last Updated |
|-----------------------------|------|---------------------------|---|-----|--|--------------|
| LN818 | 001 | Holmes Curve | | HCD | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Holmes Jn | | 0 00 | <p>To/From Sheffield see LN804 seq 4</p>  <p>15 ①</p> <p>30</p> <p>To/From Aldwarke Jn see LN830 seq 1</p> | | <p>TCB RA10</p> <p>Sheffield SB (S)</p> <p>NRN 031</p> | |
| Brinsworth Street LC (CCTV) | | 0 36 | | | <p>① To/From Westgate Siding</p> | |
| Rotherham Central Jn | | 0 62 | | | | |

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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------|------|----------------------------------|---|----------------------|---|
| LN824 | 001 | Moorthorpe Jn to South Kirkby Jn | SKM | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Moorthorpe Jn | | 0 57 | <p>To/From Sheffield see LN804 seq 7</p> <p>UP DN</p> <p>50</p> | | <div>TCB</div> <div>RAB</div> <div>Moorthorpe SB (M)</div> <div>NRN 031</div> |
| South Kirkby Jn | | 0 05 | <p>50</p> <p>To/From Wakefield Westgate see LN836 seq 3</p> | | <div>York SB</div> <p>(signals prefixed L)</p> |

[illegible]

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------------------|------|--|------------------------------------|--|--------------|
| LN826 | 002 | Doncaster South Yorkshire Jn to Swinton Jn North / South | PED5 | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | |
| Conlsbrough Tunnel (238yards) | | 19 28 | | <div>TCB Doncaster SB (D)</div> <div>RAB</div> <div>NRN 031</div> <p>C Up at 19 59 (720 yards before reaching signal D712). Hot Axle Box Detector on the Up Sheffield line at 19 28</p> <p>DS = Down Sheffield US = Up Sheffield DD = Down Doncaster UD = Up Doncaster</p> <div>Sheffield SB (S)</div> <p>UGL = 548 metres/600 yards</p> | |
| | | 19 00 * | | | |
| | | 18 69 * | | | |
| Codeby | | 18 60 | | | |
| | | 18 37 * | | | |
| | | 18 29 * | | | |
| CONISBROUGH | | 18 20 | | | |
| | | 18 13 | | | |
| | | | | | |
| Denaby LC (CCTV) | | 17 12 | | | |
| | | 16 44 * | | | |
| | | 16 29 * | | | |
| | | | | <p>TOWS "Mexborough No.1 Section" between 16m 653 yards and 15m 1331 yards</p> | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------|------|--|---|----------------------|--|
| LN826 | 003 | Doncaster South Yorkshire Jn to Swinton Jn North / South | PED5 SJM1 | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| MEXBOROUGH | | 15 75 * | <p>UD DD</p> <p>75 75</p> <p>60 60</p> <p>40 40</p> <p>To/From Thrybergh Jn see LN828 seq 1</p> <p>To/From Moorhorpe LN804 seq 5</p> <p>DPT UPT</p> <p>DM UM</p> <p>To/From Sheffield see LN804 seq 5</p> | | <p>TCB RA8</p> <p>Sheffield SB (S)</p> <p>NRN 031</p> <p>TOWS "Swinton Curve Section" between 15m 1331 yards and 15m 355 yards</p> <p>TOWS "Swinton No.3 Section" between 15m 355 yards and 166m 1516 yards on the Main lines.</p> <p>DD = Down Doncaster UD = Up Doncaster</p> <p>DPT = Down Pontefract UPT = Up Pontefract</p> |
| Mexborough Jn | | 15 71 | | | |
| | | 15 64 | | | |
| | | 15 37 * | | | |
| | | 14 78 * | | | |
| | | 167 15 | | | |
| Swinton Jn North | | 167 03 | | | |
| | | 166 76 | | | |
| SWINTON | | 166 74 | | | |
| Swinton Jn South | | 166 56 | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------|-----------------|--|---|----------------------|--------------|
| LN828 | 001 | Mexborough Jn to Aldwarke Jn via Kilmhurst | WME | London North Eastern | 02/12/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Mexborough Jn | 10 17 | <p>To/From Doncaster South Yorkshire Jn see LN826 seq 3</p> <p>MS 40</p> <p>UGL 15 40 50 25</p> <p>DMX 40 50 25</p> <p>To/From Sheffield see LN804 seq 5</p> | <p>TCB RA8</p> <p>Sheffield SB (S)</p> <p>NRN 031</p> | | |
| | 9 71 * | | <p>MS = Mexborough Single line</p> | | |
| | | | <p>TOWS "Mexborough No.1 section" between Mexborough Junction and 10m 262 yards</p> | | |
| | | | <p>DMX = Down Mexborough UMX = Up Mexborough UGL = 637 metres / 687 yards</p> | | |
| | | | <p>CW Down at 8 48 (955 yards before reaching signal S719).</p> | | |
| Kilmhurst | 8 50 | | | | |
| Thrybergh Jn | 7 73 * | | | | |
| | 7 42 * | | | | |
| Aldwarke Jn | 7 26 | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------|------|----------------------------|------------------------------------|----------------------|---|
| LN830 | 001 | Aldwarke Jn to Woodburn Jn | WME | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Aldwarke Jn (Down) | | 7 25 | | | <div>TCB RAB</div> <div>Sheffield SB (S)</div> <div>NRN 031</div> |
| Aldwarke Jn (Up) | | 7 12 * | | | ① To/From Aldwarke - Corus Sidings |
| | | 6 69 * | | | DT = Down Tinsley UT = Up Tinsley |
| Aldwarke New Site | | 6 39 | | | |
| | | 5 53 * | | | |
| | | 5 46 * | | | |
| | | 4 65 * | | | |
| | | 4 64 * | | | |
| ROTHERHAM CENTRAL | | 4 60 | | | Woodburn Jn SB (W) |
| Rotherham Central Jn | | 4 45 | | | |
| | | 4 40 | | | |
| | | 4 10 * | | | |
| Rotherham Main LC (UWC) | | 4 05 * | | | |
| | | 4 01 | | | |
| | | 3 60 * | | | |
| | | 3 57 * | | | |
| Tinsley East Jn | | 2 79 | | | |
| Tinsley South Jn | | 2 22 | | | |
| Broughton Lane Jn | | 1 36 | | | |
| | | 0 28 * | | | |
| | | 0 07 * | | | |
| Woodburn Jn SB (W) | | 0 00 | | | |

ndon North Eastern Route Sectional Appendix Module LNE

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------|------|-------------------------------------|--|----------------------|--|
| LN832 | 001 | Doncaster Bridge Jn to St. James Jn | SJB | London North Eastern | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Bridge Jn | 22 | 54 | To/From Decoy North Jn see LN101 seq 28 | | <div>TCB RA8</div> <div>Doncaster SB (D)</div> <div>NRN 031</div> <div>D/UHG = Down/Up Hexthorpe Goods</div> |
| | | | ↑ | | |
| | | | ↓ | | |
| | | 20 | | | |
| | | D/UHG | | | |
| | 22 | 42 * | ↓ | | |
| | | | * 25 | | |
| | | | ↓ | | |
| St. James Jn | 22 | 38 | To/From Hexthorpe Jn see LN826 seq 1 | | |

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SPECIAL WORKING ARRANGEMENT
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| LN809- SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END | 38 |

LN804 (CLAY CROSS NORTH JN TO GASCOIGNE WOOD (VIA SHEFFIELD))

| From | To | Type of Train | Line(s) | Remarks |
|-----------------------------------|--|---|---------------------------------|---|
| Holmes Jn – Down Main Signal S213 | Rotherham Down Goods line (rear of position light Signal 1068) | Freight train of a maximum length of 13 SLU | Down Main/ Down Rotherham Goods | Trains or vehicles may be propelled in accordance with the Rule Book. |

Dated: 02/12/06

LN809 (SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END)

| From | To | Type of Train | Line(s) | Remarks |
|--|--|--|--------------------------|---|
| Tinsley Yard Sidings West End, Signal TY.283 | Tinsley Park Jn (rear of Signal TY.284) | Freight train of a maximum length of 27 SLU. for Asvesta Stainless Plate And Coil Expansion Plant (S.P.A.C.E). | West Departure / Arrival | Trains or vehicles may be propelled in accordance with the Rule Book. |
| Tinsley Park Jn (rear of Signal TY.284) | Tinsley Yard Sidings West End, Signal TY.283 | Freight train of a maximum length of 27 SLU. for Asvesta Stainless Plate And Coil Expansion Plant (S.P.A.C.E). | West Departure / Arrival | Trains or vehicles may be propelled in accordance with the Rule Book. |

Dated: 02/12/06

ROUTE CLEARANCE

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LONDON NORTH EASTERN

GENERAL NOTES

Route clearance listed in these tables are a compendium of authorities for different classes of traction and rolling stock to operate over Network Rail London North Eastern Territory. Lines which are shown as running lines in the Sectional Appendix are included, but Sidings are excluded. Reference to the controller of the sidings MUST take place before planning to operate any class of vehicle not previously cleared.

The clearances take account of gauging restrictions and compatibility with signalling systems.

RA = Route Availability, the maximum axleweight which may operate over the named route without restriction. Locomotives and vehicles with a heavier rating MAY be permitted subject to restrictions and prior authority MUST be obtained from the Train Planning Manager, York in the form of an Exceptional Load form, (RT3973HAW), issued for each movement.

Exceptionally certain classes of traffic will be authorised over specific routes by the appropriate Engineer. Authority will be held for this traffic and published specifically by the Track Access Manager for the service(s) concerned. [Working Manual for Rail Staff, Freight Train Operations, (GO/RT3056) Section C Clause 1.4 refers].

Electrical Multiple Unit Trains – All routes except LN3XXX series

It is not normal to consider the operation of electric units over non-electrical lines with incompatible systems. The exception to this is the 325 class units which may additionally operate as hauled stock over all routes which have been cleared for passenger stock provided the pantograph is locked down, and third rail shoes retracted. Only electrified lines are shown in these tables. Sectional Appendix Table 'A' line headings are retained in their entirety where only part of the route is electrified, so that consistency with Table 'A' can be maintained.

All routes are electrified on the 25kV A.C. overhead system, except between Drayton Park and Moorgate where the supply is 750V D.C. third rail. Only units of class 313 are permitted to operate between Drayton Park and Moorgate.

TRAIN TO SHORE RADIO

Trains fitted with DOO(P) Cab Secure Radio must not operate over routes where Cab Secure Radio coverage is not available unless a suitable NRN or BRUNEL radio is available and working in the driving cab of the train.

Diesel Locomotives – On LN3XXX series routes only

Where route clearances are published (indicated Y in the 'Route Availability Table' pages), these clearances apply to all running lines and loops on that line of route.

Where restrictions apply, these are indicated by 'R' in the 'Route Availability Table' followed by a number (e.g. R1) indicating the relevant restriction note.

Published clearances are shown for interim or full service operation.

Refer to the relevant NRAB certificate (or published special instructions in the Weekly Operating Notice, Special Traffic Notice or Special Notice for any additional routes cleared for test train operations or special movements).

All entries refer to both right and wrong line movements unless otherwise stated.

The Route Availability classification of a running line or loop also applies to a terminal or sidings connected thereto unless shown otherwise.

The attention of all concerned is drawn to the contents of Table 'A' drawings in this Appendix, where Permanent Speed Restrictions relating to the movement of locomotives, over particular sections of line are published.

Table D1A – Route clearance of diesel multiple unit trains – all routes except LN3XXX series

The notation used in the table is explained below:

- Y** This class permitted to operate over the route without restriction
- R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.
- N** This class is PROHIBITED throughout this route.
- This class has not been considered for this route, and specific clearance must be obtained before operating.

Class 325 EMU's are authorised to operate on all routes authorised for Class150 Units subject to all restrictions applied to Class 150 Units on these routes.

Note 1 – Class 325 EMU are restricted between Monkwearmouth and East Bolden. If it is necessary for a Class 325 unit to operate between these two locations the train will be signalled throughout the route as out of gauge with the special instructions issued to all Signal boxes concerned

| Line of route | Line of Route / Sector Description | (VB) | | | | | (AB) | | | | | | | | Notes |
|---------------|--|-----------|-----------|-----|-----|-----|------|-----|-----|-----------|-----|-----|-----------|-----|---|
| | | 101 - 127 | 141 - 144 | 150 | 153 | 155 | 156 | 158 | 159 | 165 - 166 | 170 | 185 | 220 - 221 | 222 | |
| LN774 | Barrow Hill North Jn. to Oxcroft Disposal Point | - | N | - | - | - | - | - | - | - | N | - | - | - | |
| LN776 | Hall Lane to Foxlow Jn. | - | N | - | - | - | - | - | - | - | N | - | - | - | |
| LN778 | Seymour Jn. to Bolsover | - | N | - | - | - | - | - | - | - | N | - | - | - | |
| LN804 | Clay Cross North Jn. to Gascoigne Wood (via Sheffield) | Y | Y | Y | Y | Y | Y | Y | Y | - | R1 | R2 | Y | Y | R1 Class 170 units only authorised to operate between Clay Cross North Jn and Moorthorpe Jn. Class 170 units with deflated suspension are prohibited from Sheffield platform 7. Rotherham Masborough: 50 mph Down line through platform. R2 Class 185 units authorised between Dore South Jn & Moorthorpe Jn, & between Milford Jn & Gascoigne Wood Jn only. |
| LN806 | Tapton Jn. to Masborough Jn. | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | - | Y | Y | |
| LN807 | Dore South Jn. to Dore West Jn | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN808 | Dore Station Jn to Totley Tunnel East | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

London North Eastern Route Sectional Appendix Module LN6

| Line of route | Line of Route / Sector Description | (VB) | | (AB) | | | | | | | | | | | Notes |
|---------------|--|-----------|-----------|------|-----|-----|-----|-----|-----|-----------|-----|-----|-----------|-----|--|
| | | 101 - 127 | 141 - 144 | 150 | 153 | 155 | 156 | 158 | 159 | 165 - 166 | 170 | 185 | 220 - 221 | 222 | |
| LN809 | Shepcote Lane West Jn. to Tinsley Yard East End | Y | - | Y | Y | Y | Y | Y | Y | Y | N | - | - | - | |
| LN810 | Shepcote Lane West Jn. to Tinsley South Jn. | Y | - | Y | Y | Y | Y | Y | Y | Y | N | - | - | - | |
| LN812 | Shepcote Lane East Jn. to Broughton Lane Jn. | Y | - | Y | Y | Y | Y | Y | Y | Y | N | - | - | - | |
| LN816 | Beighton Jn. to Woodhouse Jn. | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | - | Y | Y | |
| LN818 | Holmes Curve | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | - | |
| LN822 | Frickley Colliery Branch | - | N | - | - | - | - | - | - | - | N | - | - | - | |
| | | | | | | | | | | | | | | | <p>R2 Classes 159, 165/1 & 166 prohibited between Knottingley East Jn. and Goole Potters Grange Jn.</p> <p>R3 Class 220 units authorised between Calder Bridge Jn and Knottingley West Jn only. (Including into and out of Crofton Depot).</p> |
| LN824 | Moorthorpe Jn. to South Kirkby Jn. | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN826 | Doncaster, South Yorkshire Jn. to Swinton Jn North / South | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN828 | Mexborough Jn. to Aldwarke Jn. via Kilnhurst | Y | Y | Y | Y | Y | Y | Y | Y | Y | N | Y | Y | Y | |
| LN830 | Aldwarke Jn. to Woodburn Jn. | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN832 | Doncaster, Bridge Jn. to St. James Jn. | Y | - | Y | Y | Y | Y | Y | Y | Y | N | - | - | - | |

Table D3A – Route clearance of coaching stock – all routes except LN3XXX series

The three types of coaching stock referred to in this table are:-

C1 = The standard passenger coaching stock gauge for Mark 1 coaches with 9'0" wide bodywork and 64'6" or (57') long underframes. Mark 2 coaches also conform to this profile.

C3 = The standard profile for Mark 3 coaching stock which is 23 metres (75') long overall. HST (class 253/254) stock conforms to this gauge.

Mk 4 = Normally operates as part of the GNER, 1C225 fleet in fixed formation trains

References to AC in the comments column refer to the following classes of electric locomotives 86, 87, 90 and 91.

The notation used in the table is explained below:

Y This class permitted to operate over the route without restriction

R This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

N This class is PROHIBITED throughout this route.

- This class has not been considered for this route, and specific clearance must be obtained before operating. To be read in conjunction with the "General Notes"

| Line of route | Line of Route / Sector Description | C1 | C3 | Mk4 | Notes |
|---------------|--|----|----|-----|-------|
| LN774 | Barrow Hill North Jn to Oxcroft Disposal Point | - | - | - | |
| LN776 | Hall Lane Jn to Foxlow Jn | - | - | - | |
| LN778 | Seymour Jn to Bolsover | - | - | - | |
| LN804 | Clay Cross North Jn to Ferrybridge (via Sheffield) | Y | Y | - | |
| LN804 | Ferrybridge to Milford Jn | Y | Y | Y | |
| LN804 | Milford Jn to Gascoigne Wood | Y | Y | - | |
| LN806 | Tapton Jn to Masborough Jn | Y | Y | - | |
| LN807 | Dore South Jn to Dore West Jn | Y | Y | - | |
| LN808 | Dore Station Jn to Totley Tunnel East | Y | Y | - | |
| LN809 | Shepcote Lane West Jn to Tinsley Yard East End | Y | Y | - | |
| LN810 | Shepcote Lane West Jn to Tinsley South Jn | Y | Y | - | |
| LN812 | Shepcote Lane East Jn to Broughton Lane Jn | Y | Y | - | |

| Line of route | Line of Route / Sector Description | C1 | C3 | MK4 | Notes |
|---------------|---|----|----|-----|-------------|
| LN816 | Beighton Jn to Woodhouse Jn | Y | Y | - | |
| LN818 | Holmes Curve | Y | Y | - | |
| LN822 | Frickley Colliery Branch | - | - | - | Not in use. |
| LN824 | Moorthorpe Jn to South Kirkby Jn | Y | Y | - | |
| LN826 | Doncaster, South Yorkshire Jn to Swinton Jn North/South | Y | Y | - | |
| LN828 | Mexborough Jn to Aldwarke Jn via Kilnhirst | Y | Y | - | |
| LN830 | Aldwarke Jn to Woodburn Jn | Y | Y | - | |
| LN832 | Doncaster, Bridge Jn to St. James Jn | Y | Y | - | |

Table D4A – Route clearance of diesel locomotives – all routes except LN3XXX series

The notation used in the table is explained below:

Y This class permitted to operate over the route without restriction

R This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

N This class is PROHIBITED throughout this route.

- This class has not been considered for this route, and specific clearance must be obtained before operating. To be read in conjunction with the "General Notes"

RA Route Availability

| Line of route | Line of Route / Sector Description | RA | 37/0 to 6 | 37/7 to 9 | 43 | 47 | 56 | 57 | 58 | 60 | 59 / 66 | 67 | 73 | Notes |
|---------------|--|----|-----------|-----------|----|----|----|----|----|----|---------|----|----|--|
| LN774 | Barrow Hill North Jn to Oxcroft Disposal Point | 7 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN776 | Hall Lane Jn to Foxlow Jn | 7 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN778 | Seymour Jn to Bolsover | 7 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN804 | Clay Cross North Jn to Ferrybridge (via Sheffield) | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | Y | R1 Class 67's are restricted to 60mph. |
| LN804 | Ferrybridge to Milford Jn | 9 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | Y | R1 Class 67's are restricted to 60mph. |
| LN804 | Milford Jn to Gascoigne Wood | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN806 | Tapton Jn to Masborough Jn | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | Y | R1 Class 67's are restricted to 60mph. |
| LN807 | Dore South Jn to Dore West Jn | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN808 | Dore Station Jn to Totley Tunnel East | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | Y | R1 Class 67's are restricted to 60mph. |
| LN809 | Shepcote Lane West Jn to Tinsley Yard East End | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN810 | Shepcote Lane West Jn to Tinsley South Jn | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN812 | Shepcote Lane East Jn to Broughton Lane Jn | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN816 | Beighton Jn to Woodhouse Jn | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN818 | Holmes Curve | 10 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN822 | Frickley Colliery Branch | 8 | - | - | - | - | - | - | - | - | - | - | - | Not in use. |

London North Eastern Route Sectional Appendix Module LN6

| Line of route | Line of Route / Sector Description | RA | 37/0 to 6 | 37/7 to 9 | 43 | 47 | 56 | 57 | 58 | 60 | 59 / 66 | 67 | 73 | Notes |
|---------------|---|----|-----------|-----------|----|----|----|----|----|----|---------|----|----|--|
| LN824 | Moorthorpe Jn to South Kirkby Jn | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN826 | Doncaster, South Yorkshire Jn to Swinton Jn North/South | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | R1 | Y | R1 Class 67's are restricted to 60mph. |
| LN828 | Mexborough Jn to Aldwarke Jn via Kilnhirst | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN830 | Aldwarke Jn to Woodburn Jn | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN832 | Doncaster, Bridge Jn to St. James Jn | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

Table D4G – Route clearance of electric locomotives – all routes except LN3XXX series**General Notes**

The notation used in the table is explained below:

- Y** This class permitted to operate over the route without restriction
- R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.
- N** This class is PROHIBITED throughout this route.
- This class has not been considered for this route, and specific clearance must be obtained before operating.
- RA** Route Availability

A.C. Electric locomotives may be hauled with the pantograph locked down or removed on routes other than those indicated in this table.

| Line of route | Line of Route / Sector Description | RA | 86 | 87 | 89 | 90 | 91 | 92 | Notes |
|---------------|--|----|----|----|----|----|----|----|-------------|
| LN774 | Barrow Hill North Jn to Oxcroft Disposal Point | 7 | - | - | - | - | - | - | |
| LN776 | Hall Lane Jn to Foxlow Jn | 7 | - | - | - | - | - | - | |
| LN778 | Seymour Jn to Bolsover | 7 | - | - | - | - | - | - | |
| LN804 | Clay Cross North Jn to Ferrybridge (via Sheffield) | 8 | - | - | - | - | - | - | |
| LN804 | Ferrybridge to Milford Jn | 9 | Y | Y | - | Y | Y | - | |
| LN804 | Milford Jn to Gascoigne Wood | 10 | - | - | - | - | - | - | |
| LN806 | Tapton Jn to Masborough Jn | 8 | - | - | - | - | - | - | |
| LN807 | Dore South Jn to Dore West Jn | 8 | - | - | - | - | - | - | |
| LN808 | Dore Station Jn to Totley Tunnel East | 8 | - | - | - | - | - | - | |
| LN809 | Shepcote Lane West Jn to Tinsley Yard East End | 10 | - | - | - | - | - | - | |
| LN810 | Shepcote Lane West Jn to Tinsley South Jn | 10 | - | - | - | - | - | - | |
| LN812 | Shepcote Lane East Jn to Broughton Lane Jn | 10 | - | - | - | - | - | - | |
| LN816 | Beighton Jn to Woodhouse Jn | 8 | - | - | - | - | - | - | |
| LN818 | Holmes Curve | 10 | - | - | - | - | - | - | |
| LN822 | Frickley Colliery Branch | 8 | - | - | - | - | - | - | Not in use. |

London North Eastern Route Sectional Appendix Module LN6

| Line of route | Line of Route / Sector Description | RA | 86 | 87 | 89 | 90 | 91 | 92 | Notes | |
|---------------|---|----|----|----|----|----|----|----|-------|--|
| LN824 | Moorthorpe Jn to South Kirkby Jn | 8 | - | - | - | - | - | - | | |
| LN826 | Doncaster, South Yorkshire Jn to Swinton Jn North/South | 8 | - | - | - | - | - | - | | |
| LN828 | Mexborough Jn to Aldwarke Jn via Kilnhirst | 8 | - | - | - | - | - | - | | |
| LN830 | Aldwarke Jn to Woodburn Jn | 8 | - | - | - | - | - | - | | |
| LN832 | Doncaster, Bridge Jn to St. James Jn | 8 | - | - | - | - | - | - | | |

LOCAL INSTRUCTIONS

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LN778 - SEYMOUR JN TO BOLSOVER

Bolsover

Derbyshire Coalite Sidings. Guards must obtain permission of the Person in charge at the Weigh Office before commencing work at the Exchange sidings and must not reverse the points in the Arrival line until such permission has been obtained.

In the event of there being no staff on duty in the Weigh Office, Guards must ensure that no Coalite movements are taking place before reversing the points in the Arrival Line.

Dated: 02/12/06

LN804 - CLAY CROSS NORTH JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

SHEFFIELD

Telephones associated with Signals S101, S112 and S116. The telephones associated with the above Signals are affixed to the walls of the Station buildings on Platform 1 almost opposite the relative signals.

Carriage Washing Plant - Before any movement is made through the washing plant all windows must be closed. The washer will operate for movements in either direction. Such movements must be made at a speed not exceeding 3 m.p.h. until the last vehicle is clear of the equipment.

Dated: 02/12/06

LN804 - CLAY CROSS NORTH JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

Nunnery Main Line Jn To Holmes Jn

Instructions To Traincrews And Other Persons Concerned Working On Network Rail Lines Adjacent To South Yorkshire P.T.E. Supertram

Supertram lines run adjacent to Network Rail lines at the following locations:-

between Meadowhall Station and Bridge 12A (Tinsley Viaduct)

Additionally, Supertram lines pass over Network Rail lines at Nunnery Main Line Jn.

Except where clearances are inadequate, a fence is provided between Network Rail lines and Supertram lines.

Supertram lines are electrified at 750v DC overhead and the equipment must be regarded as alive at all times. The provisions of Rule Book Modules AC1 & AC2, must be observed as far as is practicable; reference to the Electrical Control Room or Electrical Control Operator must be taken to refer to the Supertram Electrical Power Controller.

If anything unsafe is observed or an emergency arises where it is necessary to stop or restrict in any way traffic on the Supertram line, the Signaller must be advised. If it would be quicker to do so, the Supertram control (tel.no.Sheffield (0114) 2798128) must first be informed direct. Except at Meadowhall, Supertram lines are not signalled and track circuit operating clips must not be relied upon to stop a Supertram train in an emergency. If circumstances arise which require isolation of the overhead line equipment, the Supertram Authorised Person will issue a Permit to Work.

Engineering work which requires the opposite/adjoining line to be blocked or protected must not normally be carried out on lines which adjoin the Supertram line unless preplanned. In an emergency, work must not start until an assurance has been obtained from the Signaller that the Supertram line has been blocked or arrangements for its protection have been agreed and are in place.

Persons who work on Network Rail lines must not go onto the Supertram except in emergency or when authorised to do so. Supertram staff who are trained in personal track safety will carry a SYPTE Supertram Track Access Pass and may come onto adjacent Network Rail lines when necessary.

Dated: 02/12/06

LN804 - CLAY CROSS NORTH JN TO GASCOIGNE WOOD (VIA SHEFFIELD) MEADOWHALL

Between 08.00 and 19.00 hours

Drivers of all trains not booked to call at Meadowhall Station must sound the locomotive horn when approaching the Station.

Cleaning of Meadowhall Station covered footbridge exterior windows will take place on selected Sundays between 01 00 and 07 30. Drivers to note this will involve the use of a cradle above the Down and Up Main lines.

Dated: 02/12/06

LN804 - CLAY CROSS NORTH JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

Ferrybridge South Jn To Brotherton Tunnel

Ferrybridge South Jn And Milford Jn Knottingley West Jn And Ferrybridge North Jn

"Lockout" systems are provided between the following locations: -

- Ferrybridge South/North Jns (inclusive) and Ferrybridge Power Station Jn (inclusive) : all lines - Ref. No. 4005.
- Signal FE6626 (exclusive) and Signal FE6624 (exclusive) : Up Pontefract line (Brotherton Bridge and Tunnel) - Ref. No. 4006.
- Signal FE6623 (exclusive) and Signal M625 (exclusive) : Down Pontefract line (Brotherton Bridge and Tunnel) – Ref. No. 4007.

The "lockout" systems provide a safe method of signal protection on the lines shown. The area protected and instructions for its operation are displayed at each "lockout" instrument. The "lockout" may be used instead of protection under Rule Book Modules T2 or T12. The person requesting protection must be either a certified "Controller of Site Safety" (COSS), or "Individual Working Alone" (IWA).

Method of Protection

When a "lockout" system is to be used to provide protection, the following procedure must be observed:-

- a) The COSS/IWA must telephone the Signaller giving his/her Name, Grade, Employer, location and contact telephone number. He/she must state which "lockout" section they require to be protected by and the time duration. If use of the "lockout" is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS/IWA who must confirm they are correct. When satisfied the arrangements are correct, the Signaller may authorise the COSS/IWA to remove the Lockout Key. The COSS/IWA must observe the instructions displayed and remove the lockout key.
- b) When the protection is no longer required, the persons working under the control of the COSS must be moved to a position of safety and briefed on the changed protection arrangements. When the line(s) is/are clear and safe for trains to run on, the COSS/IWA must advise the Signaller of his/her Name, Grade, Employer and location. When advised to do so by the Signaller, he/she must replace the Key, and turn it clockwise until it is locked. The Signaller must be advised and he/she must check that the normal indication has been restored. The Signaller must advise the COSS/IWA and make an entry in the train register.
- c) The COSS/IWA who gives up the "lockout" protection, must, except in exceptional circumstances, be the same individual who obtained the "lockout" protection. In exceptional circumstances, the COSS/IWA may hand over to a relief provided he/she advises the Signaller of the Name, Grade, Employer, location, and contact telephone number of his/her relief.

Dated: 02/12/06

LN804 - CLAY CROSS NORTH JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

Ferrybridge Power Station

Incoming "Open Level Crossing" The provisions of Rule Book Module TW8, Section 6 headed "Open Crossings (Non Automatic)" apply at this crossing.

If it becomes necessary for a set back movement to be made over the crossing, a member of the Edison Mission staff will be stationed at the crossing and no movement over the crossing must be made without their authority.

Edison Mission Level Crossing

The provisions of Rule Book Module TW8, Section 4.2 headed "Instructions the Driver must carry out at an ABCL or AOCL crossing at which trains are not required to stop", apply as far as practicable at this crossing.

Dated: 02/12/06

LN804 - CLAY CROSS NORTH JN TO GASCOIGNE WOOD (VIA SHEFFIELD)

Ferrybridge Power Station Jn. To Milford Jn

Single Line Working. Rule Book Module P1

When Single Line Working is in operation over the Down Pontefract Line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signal FE6616.

Rule Book Module P1 Sections 3.5 a) and 6.2 a) and b) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman.

The above arrangements are applicable in all weather conditions.

Dated: 02/12/06

LN806 - TAPTON JN TO MASBOROUGH JN

Barrow Hill

Stabling of freight trains on Down Barrow Hill Goods line. A freight train may be stabled on the Down Barrow Hill Goods line between Barrow Hill South Junction, signal 1002 and Barrow Hill North Junction signal 243.

The Guard, when leaving his train, must ensure the tail lamp is illuminated and, should the locomotive be detached, a white light must be placed on the leading wagon.

Dated: 02/12/06

LN809 - SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END

Tinsley Avesta LC (TMO) (B)

The crossing operates so far as a train Driver is concerned as shown in the Rule Book module TW8 sections 4.1 and 4.2 and not section 10.

Operation of the crossing is by means of control wires which are at cab height on the left hand side of the line on the approach to the crossing from either direction. The Driver must pull the control wire to initiate the lowering sequence of the barriers. Releasing the wire and pulling it a second time will stop the lowering sequence and pulling it a third time will restart the lowering sequence. After the train has passed completely over the crossing, the barriers will rise automatically.

If the street lighting is working correctly, it will not be necessary to apply the provisions of the Rule Book Module TW8, Section 4.5 in the event of a failure of the crossing during darkness.

If it is necessary to make a propelled movement towards the crossing at the Tinsley end, the Shunter controlling the movement must ensure that the movement does not pass the STOP board. **Shunting over the crossing is prohibited.**

Dated: 02/12/06

LN809 - SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END

Tinsley Yard

Set back movements - East Departure to Main Yard

This movement is authorised for a movement not exceeding 35 SLU's.

The Signaller at Tinsley Yard signalbox must obtain authority from the Person in Charge before clearing TY 251 Signal.

The clearing of GPL 251 will be the Driver's authority to proceed. The Driver need not comply with the Rule Book Module SS2 sections 4.1 and 4.2, but must proceed cautiously, keeping a sharp lookout and be prepared to act on handsignals.

West Arrival to Main Yard

Before giving authority the Person in Charge must be satisfied that all hand points are in the correct position and no conflicting movement is taking place.

Dated: 02/12/06

LN809 - SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END

Tinsley Yard

All movements between Tinsley Yard and SMACC and vice versa will be equipped with an audible tail lamp. This combines the function of a conventional battery electric trail lamp and the emission of a warning tone. When the movement is being propelled it will not be preceded by a Shunter.

Dated: 02/12/06

LN830 - ALDWARKE JN TO WOODBURN JN

Tinsley South Jn To Woodburn Jn SB

Instructions To Traincrews And Other Persons Concerned Working On Network Rail Lines Adjacent To South Yorkshire P.T.E. Supertram

Supertram lines run adjacent to Network Rail lines at the following location:-

- Between Tinsley South Jn and Woodburn Jn

Except where clearances are inadequate, a fence is provided between Network Rail lines and Supertram lines.

Supertram lines are electrified at 750v DC overhead and the equipment must be regarded as alive at all times. The provisions of Rule Book Modules AC1 & AC2, must be observed as far as is practicable; reference to the Electrical Control Room or Electrical Control Operator must be taken to refer to the Supertram Electrical Power Controller.

If anything unsafe is observed or an emergency arises where it is necessary to stop or restrict in any way traffic on the Supertram line, the Signaller must be advised. If it would be quicker to do so, the Supertram control (tel.no.Sheffield (0114) 2798128) must first be informed direct. Except at Meadowhall, Supertram lines are not signalled and track circuit operating clips must not be relied upon to stop a Supertram train in an emergency. If circumstances arise which require isolation of the overhead line equipment, the Supertram Authorised Person will issue a Permit to Work.

Engineering work which requires the opposite/adjoining line to be blocked or protected must not normally be carried out on lines which adjoin the Supertram line unless preplanned. In an emergency, work must not start until an assurance has been obtained from the Signaller that the Supertram line has been blocked or arrangements for its protection have been agreed and are in place.

Persons who work on Network Rail lines must not go onto the Supertram except in emergency or when authorised to do so. Supertram staff who are trained in personal track safety will carry a SYPTE Supertram Track Access Pass and may come onto adjacent Network Rail lines when necessary.

Dated: 02/12/06