

Private and not for publication

BR30018/5

Persons supplied with this Section must make themselves acquainted with it and will be held responsible for the observance of all instructions contained therein so far as they concern them.

RAILTRACK

LONDON NORTH EASTERN ZONE

SECTIONAL APPENDIX TO THE WORKING TIMETABLE AND BOOKS OF RULES AND REGULATIONS

SECTION NO. 5

* * *

Published by Railtrack London North Eastern Zone, Operations Standards, York for and on behalf of all Businesses having lines covered within the Boundaries of this Section.

YORK
August 2000

Production Manager
Railtrack LNE Zone
Room W160
York

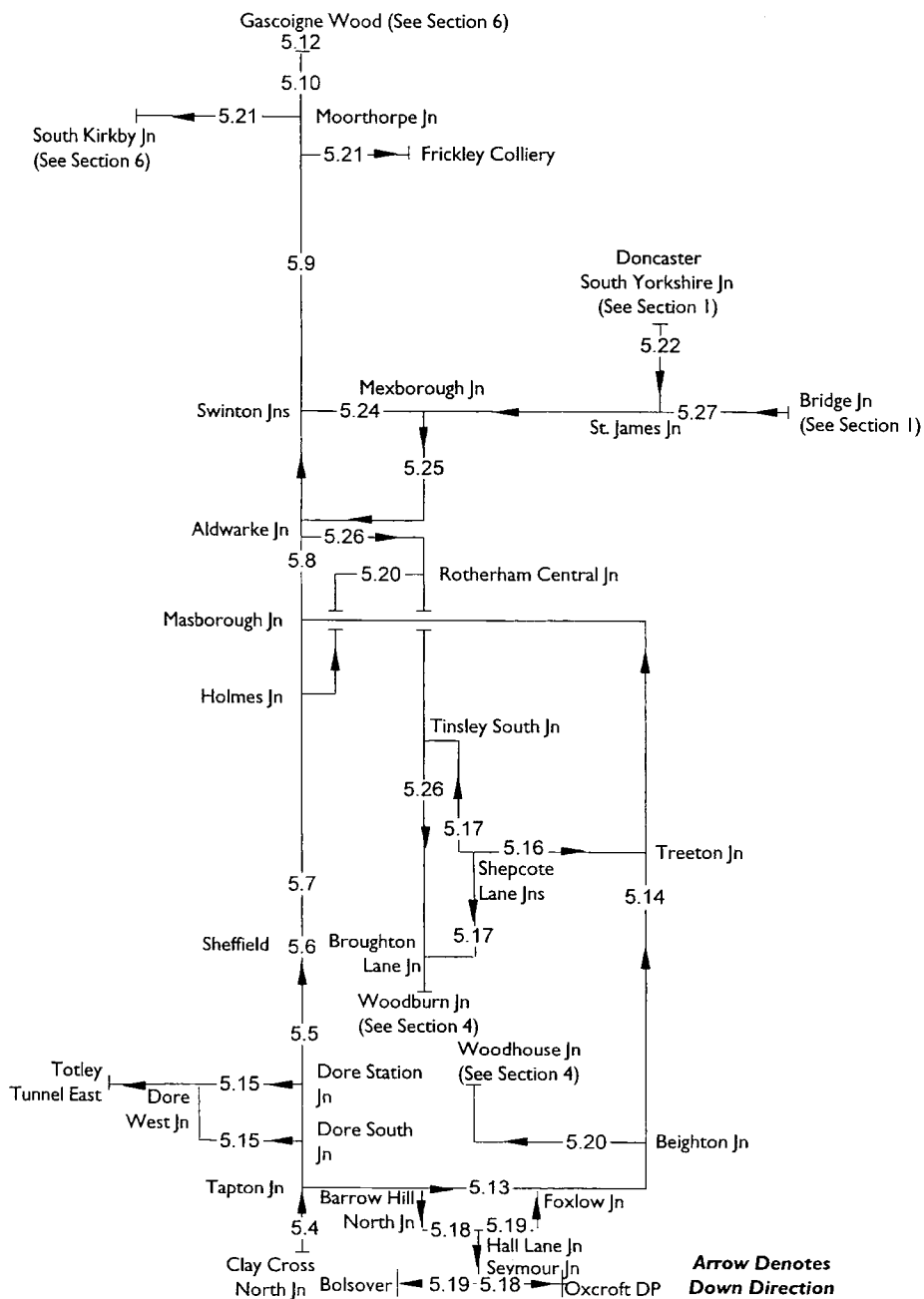
)

)

CONTENTS

	Pages
Line diagrams (the numbers shown are the page numbers in Table A)	5.2
List of lines in the sequence used throughout the section	5.3
TABLE	
A Details of running lines, permissible speed restrictions, etc.	5.4
) B Special Working Arrangements	5.28
E Sections of Running Line where a Track Circuit Operating Device (TCOD) may be used in accordance with Rule Book Section TII	5.29
F Diesel Multiple Unit Route Clearance	5.30
Local Instructions	5.32

LINES COVERED IN SECTION 5



**List of Lines in the sequence used
throughout the section**

**Page in
Table A**

Clay Cross North Jn to Gascoigne Wood via Sheffield	5.4
Tapton Jn to Masborough Jn	5.13
Dore South Jn to Dore West Jn	5.15
Dore Station Jn to Totley Tunnel East	5.15
Shepcote Lane West Jn to Treeton Jn	5.16
Shepcote Lane West Jn to Tinsley South Jn	5.17
Shepcote Lane East Jn to Broughton Lane Jn	5.17
Barrow Hill North Jn to Oxcroft Disposal Point	5.18
Hall Lane Jn to Foxlow Jn	5.19
) Seymour Jn to Bolsover	5.19
Beighton Jn to Woodhouse Jn	5.20
Holmes Curve	5.20
Frickley Colliery Branch	5.21
Moorthorpe Jn to South Kirkby Jn	5.21
Doncaster, South Yorkshire Jn to Swinton Jn North/South	5.22
Mexborough Jn to Aldwarke Jn via Kilnhurst	5.25
Aldwarke Jn to Woodburn Jn	5.26
Doncaster, Bridge Jn to St. James Jn	5.27

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Dore South Jn.	153 73	<p>The diagram shows two main vertical lines: UM (Up Main) and DM (Down Main). - At 153 73, UM has an upward arrow and DM has a downward arrow with a box containing '50'. - At 154 00*, both lines have 'X' marks. DM has a '60' speed restriction. - At 154 50*, both lines have 'X' marks. DM has a '50' speed restriction. - At 155 07*, DM has a '90' speed restriction. - At 156 18, DM has a '90' speed restriction. - At 156 63, a branch labeled 'UPL' (Up Platform Line) joins UM from the left. It has a '15' speed restriction. - At 157 00*, DM has a '40' speed restriction. - At 157 70*, a branch labeled 'DPL' (Down Platform Line) joins DM from the left. It has a '15' speed restriction. - At 158 01 to 158 05, there is a rectangular box representing the East Bank Tunnel. - At 158 14*, both lines have 'X' marks. DM has a '15' speed restriction and a box containing '60' at the bottom.</p>	<p>NRN Channel </p> <p># = To/From Dore West Jn see page 5.15</p> <p>## = To/From Tolley Tunnel East see page 5.15</p> <p>Hot Axle Box Detector on the Down Main line at 155 12 UPL = 100</p> <p>CW Up at 158 14 (533 yards before reaching signal S80).</p>


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Sheffield South Jn Sheffield (S)	158 18* 158 27 158 29 158 32*		<p>BETWEEN 158 18 AND 158 60 DOWN 158 67 UP ALL LINES AND CONNECTIONS 15MPH EXCEPT AS OTHERWISE SHEWN # To/From Carriage Sidings</p> <p>AWS Gap in Station area</p> <p>NRN Channel </p> <p>\$1 = Up Station Siding No1 \$2 = Up Station Siding No2 \$3 = Down Station Siding TL = Through line</p>
SHEFFIELD	158 40		<p>PP is authorised on Platforms 1, 2, 5, 6 and 8 for trains booked to call at Sheffield.</p>
Sheffield North Jn	158 52		
	158 60*		
Nunnery Main Line Jn Broad Street Tunnel (109 yards)	158 67* 158 77 158 77 to 159 02		<p>CW Up at 158 63 (80 yards after passing signal S150)</p> <p>## To/From Retford see Section 4</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN Channel </p> <p>U&DG = Up and Down Goods</p> <p>U&DS = Up and Down Slow</p> <p>DB = Down Barnsley UB = Up Barnsley # To/From Barnsley see Section 6</p> <p>## To/From Rotherham Centrol Jn see page 5 20 RDG = Rotherham Down Goods</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	168 64 17 15		DPT = Down Pontefract UPT = Up Pontefract NRN Channel
BOLTON-ON-DEARNE Footpath LC (R/G)	16 56		
GOLDTHORPE	15 50		
Hickleton (H)	15 05		
THURNSCOE	14 64		
	12 08*		
Frickley Colliery Branch Jn	11 64		## To/From Frickley Colliery see page 5 21 (out of use) Controlled by Moorthorpe (M) Signal box

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Moorthorpe (M) MOORTHORPE Moorthorpe Footpath LC R/G Moorthorpe Jn	11 63 11 29 11 29 11 24 11 20*		DPT = Down Pontefract UPT = Up Pontefract DGL 70 UGL 65 NRN Channel # To/From South Kirkby Jn see page 5 21
PONTEFRACT BAGHILL	4 66* 4 31 4 20* 3 65* 3 00*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Ferrybridge South Jn	2 38		<p>DPT = Down Pontefract UPT = Up Pontefract</p> <p># To/From Pontefract Monkhill Goods Jn see Section 6 ## To/From Knottingley see Section 6</p> <p>NRN Channel </p>
Ferrybridge North Jn	2 27		<p>### To/From Ferrybridge National Power Maintenance Sidings #### To/From Ferrybridge Power Station</p>
Ferrybridge (F)	2 10		
	2 05*		
	1 25*		
Brotherton Tunnel (104 yards)	1 24 to 1 19		
	1 18*		
	0 19*		<p>T = Burlon Lane (Mastermans) UWC at 0 37 TOWS 0 20 to 1 46 + = 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>



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p>UPT DPT</p> <p>60+ 60+ 75 75</p> <p>* *</p> <p>50+ 60+ 70 70</p> <p>* *</p> <p>60+ 60+ 70 70</p> <p>* *</p> <p>60 60</p> <p>70 70</p> <p>UN #</p> <p>DN</p> <p>UPT</p> <p>40 25</p> <p>* *</p> <p>25 30 40</p> <p>DMD</p> <p>30</p> <p>* *</p> <p>20</p> <p>UMD 25</p> <p>25</p> <p>WD WA DUMD</p> <p>25</p> <p>###</p> <p>25</p> <p>###</p>	<p>+ = 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>NRN Channel </p> <p># To/From Castleford see Section 6 DN = Down Normanston UN = Up Normanston</p> <p>DMD = Down Milford UMD = Up Milford ## To/From Church Fenton see Section 6</p> <p>DUMD = Down/Up Milford WA = West Arrival WD = West Departure ### To/From Selby see Section 6 #### To/From Selby Mine Sidings</p>
	0 15*		
	0 01*		
	0 00		
	16 69		
	16 68*		
Hillam Gates LC CCTV	15 57		
Milford Jn	15 07* 7 65		
Milford (M)	7 49		
	7 10*		
	6 45*		
	6 42		
	6 39		
Gascoigne Wood (GW)	6 27		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		TAPTON JN TO MASBOROUGH JN	
Tapton Jn	146 59*		<p>Line Controlled by Sheffield (S) Signal box</p> <p>To/From Clay Cross North Jn see page 5 4</p> <p>DBH = Down Barrow Hill</p> <p>UBH = Up Barrow Hill</p> <p>NRN Channel </p> <p>BHG = Barrow Hill Goods</p> <p>SGL = Staveley Goods Line</p> <p># To/From Seymour Jn see page 5 18</p> <p>## To/From Hall Lane Jn see page 5 19</p> <p>T = Renishaw Slitting Mill UWC at 151 07</p> <p>Hot Axle Box Detector on the Up Barrow Hill line at 151 58</p>
Barrow Hill South Jn	148 76		
Barrow Hill North Jn	149 46		
Foxlow Jn	150 64*		
Renishaw Park	151 55		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Beighton Jn.	155 48		<p># To/From former Westthorpe Branch Run Round Loop</p> <p>DBH = Down Barrow Hill</p> <p>UBH = Up Barrow Hill</p> <p>## To/From Woodhouse Jn see page 5 20</p> <p>NRN Channel </p>
	157 40		
	158 29*		
	158 62*		### To/From former Catcliffe Jn (Line out of use) see page 5 16
Treeton Jn	158 65		
Canklow	160 00		UGL = 125
Masborough Sorting Sidings South Jn	160 61		#### To/From Rotherham Steel Terminal
	162 13*		
Masborough Jn	162 18		##### To/From Aldwarke Jn see page 5 8
	162 24		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Dore South Jn Dore Tunnel (91 yards) Dore West Jn	153 73 154 00 to 154 04 154 16	<p>DORE SOUTH JN TO DORE WEST JN</p>	<p>Line controlled by Sheffield (S) Signal box.</p> <p># To/From Clay Cross North Jn see page 5 5</p> <p>NRN Channel </p> <p>## To/From Totley Tunnel East see below</p>
Dore Station Jn DORE Dore West Jn Railtrack LNE/ North West Boundary Totley Tunnel East (TE)	0 60 0 27 0 08 0 02* 0 00 154 16* 154 20 154 41* 154 62	<p>DORE STATION JN TO TOTLEY TUNNEL EAST</p>	<p>Dore Station Jn to Dore West Jn controlled by Sheffield (S) Signal box</p> <p># To/From Sheffield see page 5 5</p> <p>NRN Channel </p> <p>## To / From Dore South Jn see above</p> <p>C Down at 154 21 (483 yards before reaching signal TE11)</p> <p>### To/From Grindleford see Railtrack North West Sectional Appendix</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SHEPCOTE LANE WEST JN TO TREETON JN	
Shepcote Lane West Jn	161 23		<p>AWS not provided</p> <p># To/from Tinsley South Jn see page 5 17</p> <p>## To/from Broughton Lane Jn see page 5 17</p> <p>Controlled by Woodburn Jn (W) Signal box</p> <p>WDA = West Departure/Arrival Line.</p> <p>NRN Channel </p>
Shepcote Lane East Jn	161 20*		
Tinsley Avesta LC TMO (B)	161 04		
	160 68		
Tinsley Park Jn	160 52		<p>Controlled by Tinsley Yard (TY) Signal box</p> <p>### To/From S.P.A.C.E.</p> <p>#### To/From Tinsley Yard</p>
	160 02		<p>##### To/From S.M.A.C.C.</p>
	159 76		
	159 58		<p>STOP boards at 159 58</p> <p>~ Line between STOP boards and Treeton Jn out of use</p> <p>EAL = East Arrival line</p> <p>EDL = East Departure line</p>
	159 23		
Former Catcliffe Jn	159 15*		
	158 70*		
Treeton Jn	158 66		Controlled by Sheffield (S) Signal box

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Shepcote Lane West Jn	161 23	<p>SHEPCOTE LANE WEST JN TO TINSLEY SOUTH JN</p> <hr/> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">15</div> # </div> <div style="text-align: center;"> ↑ 15 * ↓ 30 ↓ <div style="border: 1px solid black; padding: 2px;">30</div> ## </div>	<p>AWS not provided in Up direction. # To/From Tinsley Yard see page 5 16 Line controlled by Woodburn Jn (W) Signal box</p>
	161 25*		<p>NRN Channel </p>
Tinsley South Jn	161 63		<p>CW Up/Down North West Curve at 161 59 (561 yards before reaching signal W226 in Up direction) ## To/From Aldwarke Jn see page 5 26</p>
Shepcote Lane East Jn	161 20	<p>SHEPCOTE LANE EAST JN TO BROUGHTON LANE JN</p> <hr/> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">15</div> # </div> <div style="text-align: center;"> ↑ 15 * ↓ 30 ↓ <div style="border: 1px solid black; padding: 2px;">30</div> ## </div>	<p>AWS not provided in Up direction. # To/From Tinsley Yard see page 5 16 Line controlled by Woodburn Jn (W) Signal box</p>
	161 26*		<p>NRN Channel </p>
Broughton Lane Jn	161 67		<p>CW Up/Down South West Curve at 161 63 (924 yards before reaching signal W228 in Up direction) ## To/From Woodburn Jn see page 5 26</p>


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BARROW HILL NORTH JN TO OXCROFT DISPOSAL POINT	
Barrow Hill North Jn	149 53		AWS not provided # To/From Taplon Jn see page 5 13 Controlled by Sheffield (S) signal box to 151 33 ## To/From Foxlow Jn see page 5 19
Hall Lane Jn	150 24		NRN Channel
Seymour Jn (SE)	150 56		
	152 21		
	155 06		
	154 15		### To/From Bolsover see page 5 19
	0 00*		OTS Seymour Jn to Oxcroft DP
End/Commencement of Staff Section boards	0 49		Sidings area from 0m 49ch
	0 56		
Oxcroft D P	0 78		
End of Line			

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hall Lane Jn	0 44 0 00 150 47	<p style="text-align: center;">HALL LANE JN TO FOXLOW JN</p>	<p>AWS not provided Line controlled by Sheffield Box (S) Signal # To/From Seymour Jn see page 5 18</p> <p>NRN Channel </p>
Foxlow Jn	150 64		## To/From Masborough Jn see page 5 13
Seymour Jn	7 61	<p style="text-align: center;">SEYMOUR JN TO BOLSOVER</p>	<p>AWS not provided Controlled by Seymour Jn (SE) Signal box # To/From Barrow Hill North Jn see page 5 18</p>
Former Markham Colliery Jn	7 05		OTNS (from 7 05) NRN Channel
	6 00 *		## To/From Bolsover Coalite
	5 64		Q = Ground Frame
	5 46		RR = Run Round Loop
Bolsover	5 24 5 21		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Beighton Jn		BEIGHTON JN TO WOODHOUSE JN	Controlled by Sheffield (S) Signal box
	48 06		# To/From Tapton Jn see page 5 14
	48 00*		NRN Channel
	47 42		
Beighton Station Jn LC. (BX)	47 42		
Woodhouse Jn	46 56*		## To/From Sheffield see Section 4
Holmes Jn		HOLMES CURVE	Controlled by Sheffield (S) Signal box
	0 00		# To/From Sheffield see page 5 7
	0 36		## Westgate Siding
	0 62		NRN Channel
			### To/From Aldwarke see page 5 26
Brinsworth Street LC CCTV	0 36		
Rotherham Control Jn	0 62		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Frickley Colliery Branch Jn	0 00*	<p>FRICKLEY COLLIERY BRANCH</p>	<p>AWS not provided Controlled by Moorthorpe (M) Signal box # To/From Moorthorpe see page 5 9 Line out of use OTNS</p> <p>NRN Channel </p>
Frickley Colliery	0 56		
Moorthorpe Jn	0 57	<p>MOORTHORPE JN TO SOUTH KIRKBY JN</p>	<p># To/From Sheffield see page 5 10 Controlled by Moorthorpe (M) Signal box</p> <p>NRN Channel </p>
South Kirkby Jn	0 05		<p>CW Up at 0 15 # To/From Wakefield Westgate see Section 6 Controlled by Leeds (L) Signal box</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Conisbrough Tunnel (238yards)	19 00* 18 69*		<p>C Up at 19 59 (720 yards before reaching signal 0712).</p> <p>Hot Axle Box Detector on the Up Sheffield line at 19 28</p> <p>DD = Down Doncaster UD = Up Doncaster</p> <p>Lines between Conisbrough Tunnel and Swinton Jns controlled by Sheffield (S) Signal box</p> <p>UGL = 54</p> <p>NRN Channel </p>
Cadeby	18 60		
	18 37*		
	18 29*		
CONISBROUGH	18 13		
Denoby LC CCTV	17 12		
	16 44*		
	16 29*		
			<p>TOWS "Mexborough No.1 Section" between 16m 653 yards and 15m 1331 yards</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
MEXBOROUGH	15 75*		TOWS "Swinton Curve Section" between 15m 1331 yards and 15m 355 yards
Mexborough Jn	15 71		TOWS "Swinton No.3 Section" between 15m 355 yards and 167m 420 yards on the Pontefract lines and 166m 1516 yards on the Main lines.
	15 64		# To/From Thrybergh Jn see page 5 25
	15 37*		DD = Down Doncaster UD = Up Doncaster
	14 78*		NRN Channel 
	167 15*		
Swinton Jn North	167 03		DPT = Down Pontefract UPT = Up Pontefract
	166 76		
SWINTON	166 74		
Swinton Jn South	166 56		
			## To/From Sheffield see page 5 8

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		MEXBOROUGH JN TO ALDWARKE JN VIA KILNHURST	
Mexborough Jn	10 17		<p>Controlled by Sheffield (S) Signal box</p> <p># To/From Doncaster South Yorkshire see page 5 24</p> <p>MS = Mexborough Single line</p> <p>TOWS "Mexborough No.1 section" between Mexborough Junction and 10m 262 yards</p> <p>DMX = Down Mexborough</p> <p>UMX = Up Mexborough</p> <p>UGL = 98</p> <p>CW Down at 8 48 (955 yards before reaching signal S719).</p> <p>NRN Channel </p>
Kilnhurst	8 50		
Thrybergh Jn	7 73*		
	7 42*		
Aldwarke Jn	7 26		## To/From Sheffield see page 5 8

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		ALDWARKE JN TO WOODBURN JN	
Aldwarke Jn	7 17		Aldwarke Jn to Rotherham Central Jn controlled by Sheffield (S) Signal box. # To/from Swinton Jns see page 5 8
Aldwarke New Site	7 15* 6 69* 6 40		DT = Down Tinsley UT = Up Tinsley
	5 53* 5 46*		NRN Channel
ROTHERHAM CENTRAL	4 65* 4 64*		
Rotherham Central Jn	4 60 4 40 4 10*		## To/From Holmes Jn see page 5 20 T = Rotherham Main UWC at 4 01
Tinsley East Jn	3 57* 2 79		Rotherham Central Jn (excl) to Woodburn Jn controlled by Woodburn Jn (W) Signal box
Tinsley South Jn	2 22		### To/From Shepcote Lane West Jn see page 5 17 D/UT - Down/Up Tinsley
Broughton Lane Jn	1 36 0 28* 0 07*		#### To/From Shepcote Lane East Jn see page 5 17
Woodburn Jn	0 00*		##### To/From Sheffield see Section 4


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Bridge Jn	22 54	<p>DONCASTER BRIDGE JN TO ST.JAMES JN</p> <p>▲ #</p> <p> </p> <p>20</p> <p> </p> <p>D/UHG</p> <p> </p> <p>*</p> <p>25</p> <p> </p> <p>▼ ##</p>	<p>Line controlled by Doncaster (D) Signal box</p> <p># To/From Decoy North Jn see Section 1</p> <p>NRN Channel </p> <p>D/UHG = Down/Up Hexthorpe Goods</p>
St James Jn	22 38		## To/From Hexthorpe Jn see page 5 22

TABLE B - SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with Rule Book, Section J, Clause X.8 where shown below as denoted by letter "F".
2. Working in the Wrong direction over lines worked by Absolute Block is authorised where shown below as denoted by the letter "G".
3. These authorities are subject to any special conditions as to speed, length (SLUs) or other feature as shown in the "Restrictions" column. Except where denoted below by the letter "P", movements conveying passengers are not permitted.

A brakevan (in which the Guard or Shunter must ride) must be formed as the leading vehicle where denoted below by the letters "BV".

Between		Lines	Authorities	Restrictions
CLAY CROSS NORTH JN TO GASCOIGNE WOOD VIA SHEFFIELD				
Holmes Jn - Signal S213	Rotherham (rear of position light Signal 1068)	Down Main/ Down Rotherham Goods	F	13 SLU BV.
SHEPCOTE LANE WEST JN TO TREETON NORTH JN				
Tinsley Yard Sidings West End, Signal TY.283	Tinsley Park Jn (rear of Signal TY.284)	West Departure / Arrival	F	27 SLU. Traffic for S.P.A.C.E.

TABLE E - SECTIONS OF RUNNING LINE WHERE A TRACK CIRCUIT OPERATING DEVICE (TCOD) MAY BE USED IN ACCORDANCE WITH RULE BOOK SECTION TII

TCOD's may be used in accordance with Rule Book Section TII Protection Procedure T(ii) A on the sections of line listed below subject to the following restrictions:-

- Must not be used on track circuits between the signals protecting a RC or CCTV level crossing and the track circuit that passes through the crossing deck. On bi-directional and single lines, TCOD's must not be used between the signals protecting the crossing.
- Must not be used where there are check rails.
- TCOD's are best used clear of points and crossings and not in overlap track circuits. If it is necessary for a TCOD to be used in the vicinity of points, the Signaller must before giving permission consider the implications of track circuit controls etc. on other lines, particularly if the points will need to be moved during the time the TCOD is in use.

Table A Pages	Section of line on which TCOD's can be used	Remarks
4 - 12	Chesterfield to Gascoigne Wood	Not to be used between signal S513 Down line or signal H37 Up line and Bolton-on-Deerne Footpath R/G LC. Not to be used between signal M2 Down line or signal M588 Up line and Moorthorpe Footpath R/G LC (includes Down Goods Loop at Moorthorpe)
13 - 14	Tapton Jn. to Masborough Jn.	To be used on Down line only
15	Dore South Jn. to Dore West Jn.	
15	Dore Station Jn. to Totley Tunnel East	
18	Barrow Hill North Jn. to Seymour Jn.	
19	Hall Lane Jn. to Foxlow Jn.	
20	Beighton Jn. to Woodhouse Jn	
21	Moorthorpe Jn to South Kirkby Jn	
22 -24	South Yorkshire Jn. to Swinton Jn. North/South	
25	Mexborough Jn. to Aldwarke Jn via Kilnhurst	
26	Aldwarke Jn to Woodburn Jn.	
27	Bridge Jn. to St. James Jn.	

TABLE F - DIESEL MULTIPLE UNIT ROUTE CLEARANCE

Route clearance listed in this table is a compendium of authorities for different classes of diesel multiple unit rolling stock to operate over Railtrack London North Eastern controlled infrastructure. Lines which are shown as running lines in the Sectional Appendix are included, but Sidings are excluded and 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.

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

COLUMN HEADINGS

Route = The Sectional Appendix Line Heading, or part thereof when significant variation occurs within the route, for which this entry applies.

MATRIX CODES

- 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.

	(VB)	(AB)										
Route	101-127	141-144	150	153	155	156	158	159	165-166	170	Notes	
Clay Cross North Jn. to Gascoigne Wood via Sheffield	Y	Y	Y	R	R	Y	Y	Y	R	R	Class 165-166 units require special authority to operate south of Sheffield South Jn. Sheffield platform 7 is prohibited to Class 153, 155 and 165-166 units with deflated suspension. Class 170 units are permitted to use Sheffield platforms 1,2,5,6,7 and 8 ONLY. Rotherham Masborough: 50 mph Down line through platform. Doncaster Platforms 1, 3, 4 and 8 ONLY. Class 170 units only authorised to operate between Clay Cross North Jn and Swinton.	
Tapton Jn. to Masborough	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
Dore South Jn. to Totley Tunnel East.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
Shepcote Lane West Jn. to Treeton North Jn.	Y	-	Y	Y	Y	Y	Y	Y	Y	N		
Shepcote Lane West Jn. to Tinsley South Jn.	Y	-	Y	Y	Y	Y	Y	Y	Y	N		
Shepcote Lane East Jn. to Broughton Lane Jn.	Y	-	Y	Y	Y	Y	Y	Y	Y	N		
Catcliffe Jn to Treeton Jn.	Y	-	Y	Y	Y	Y	Y	Y	Y	N		

Route	(VB)	(AB)									Notes
	101-127	141-144	150	153	155	156	158	159	165-166	170	
Barrow Hill North Jn. to Oxcroft Disposal Point	-	N	-	-	-	-	-	-	-	N	
Hall Lane to Foxlow Jn.	-	N	-	-	-	-	-	-	-	N	
Seymour Jn. to Bolsover	-	N	-	-	-	-	-	-	-	N	
Beighton Jn. to Woodhouse Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Holmes Curve	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Frickley Colliery Branch	-	N	-	-	-	-	-	-	-	N	
Moorthorpe Jn. to South Kirkby Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	
Doncaster, South Yorkshire Jn. to Swinton Jn North / South	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Mexborough Jn. to Aldwarke Jn. via Kilnhurst	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	
Aldwarke Jn. to Woodburn Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Doncaster, Bridge Jn. to St. James Jn.	Y	-	Y	Y	Y	Y	Y	Y	Y	N	

LOCAL INSTRUCTIONS INDEX

	Page
A	
Aldwarke New Site	5.37
B	
Barrow Hill	5.35
Bolsover	5.36
F	
Ferrybridge “C” Power Station	5.34
M	
Meadowhall Station	5.34
R	
S	
Sheffield	5.33
South Yorkshire PTE Supertram - Instructions to Traincrews and Other Staff concerned working on Railtrack Lines adjacent to	5.33
T	
Tinsley Main Yard	5.35
Tinsley Yard - Avesta Level Crossing	5.36

CLAY CROSS NORTH JN TO GASCOIGNE WOOD VIA SHEFFIELD

INSTRUCTIONS TO TRAINCREWS AND OTHER PERSONS CONCERNED WORKING ON RAILTRACK LINES ADJACENT TO SOUTH YORKSHIRE P.T.E. SUPERTRAM

Supertram lines run adjacent to Railtrack lines at the following locations:-

between Meadowhall Station and Bridge 12A (Tinsley Viaduct)

between Tinsley South Jn and Woodburn Jn

Additionally, Supertram lines pass over Railtrack lines at Nunnery Main Line Jn. Except where clearances are inadequate, a fence is provided between Railtrack 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, Section Z (Part i), 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 Railtrack 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 Railtrack lines when necessary.

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.

Coupling of DMUs - DMUs fitted with BSI couplers must not normally be coupled in platform 4. If it is necessary to couple in emergency (ie. to remove a failed train), it is essential that the BSI Coupler instructions are rigidly applied.

Movement of Down Passenger trains over the Up Main line between Sheffield Station and Nunnery Main line Jn.

In an emergency or during pre-planned engineering work passenger trains are authorised to depart from platforms 3, 4, 5, 6 and 8 on the authority of a position light signal over the Up Main Line between Sheffield Station and Ground Position Light Signal No. S.153 positioned on the approach to Nunnery Main Line Junction.

MEADOWHALL STATION

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.

FERRYBRIDGE “C” POWER STATION

Incoming “Open Level Crossing” The provisions of Rule Book Section L Clause X.4 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 Section L Clause X.3.3, 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.

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.

SHEPCOTE LANE WEST JN TO TREETON JN

TINSLEY MAIN 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 and the associated "OFF" indicator will be Drivers authority to proceed and it will not be necessary for the Driver to comply with the Rule Book Section J, Clause X.1.1 and 1.2. but he must proceed cautiously, keeping a sharp lookout and be prepared to act on handsignals.

Drivers of light locomotives entering the Yard from the East must stop at the Stop boards on the approach to Sidings 9 to 21 until instructed to proceed by the Person in Charge of the Yard.

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.

Train Preparation Sidings 2 to 21

The Train Preparer or Guard must:-

1. Prior to commencing train preparation request permission from the Person in Charge of the Yard and raise the STOP Board at the West end of the relevant siding.
2. If the train locomotive has arrived on the siding the Train Preparer or Guard must conduct it and couple it on to train.
3. On completion of train preparation the Train Preparer or Guard must lower the Stop board and advise the Person in Charge that train preparation is complete.

The Person in Charge must:-

1. When permitting train preparation to take place ensure that no movements are authorised towards the siding, and use his reminder device to indicate train preparation is taking place.
2. When advised that train preparation is complete remove the reminder device to show that the train Preparer is clear of the siding.

TINSLEY YARD - AVESTA LEVEL CROSSING

This crossing operates, so far as a train Driver is concerned, as shown in the Rule Book section L clauses X.3.4.1 & X.3.4.2., and *not* clause X.6.

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 section L clause X.3.5 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.**

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.

ALDWARKE JN. TO WOODBURN JN.

ALDWARKE NEW SITE

Movements entering Aldwarke New Site

The Signaller at Sheffield must advise the EWS Shunter of all trains approaching for the sidings.

Before giving permission for a train to enter the siding, the Shunter must consult with the Rotherham Engineering Steels Person in Charge who will agree which siding is to be used and confirm no internal movements will be made until the inward movement has come to a stand.

-) When agreement is reached the Shunter must set the route, lower and lock the level crossing barriers across the road, before authorising the Signaller to clear the signal for the movement to enter the sidings.

Trains may be hauled or propelled into the sidings. Propelled trains will additionally be controlled by radios.

Drivers of trains required to propel into the sidings must stop on the Down Tinsley opposite the Shunters Cabin where they will be issued with a radio handset. After a satisfactory radio transmission test has been completed the train must draw forward clear of S1092 GPL signal and await the Shunter's instructions.

Before authorising the Signaller to clear S1092 signal the Shunter must have complied with the instructions for an arriving train.

When the signal is cleared the Shunter must advise the Driver by radio that the propelled movement may commence. The Shunter must proceed and control the propelled movement in accordance with Rule Book, Section J.

The clearance of the signal at the entrance to the sidings, for a train other than a light locomotive is the Drivers authority to proceed and to pass the Stop board at the entrance to the sidings.

-) **At all other times and for all other movements the Stop boards must not be passed without authority.**

Departing Movements.

Before a train departs from the sidings the Shunter must proceed to the level crossing lower and lock the barriers across the road, advise the Signaller and instruct the Driver to await the clearance of S1091 signal.

Trains may be propelled out of the sidings but must not exceed 55 SLU's.

Internal Movements.

No movement can be made toward or from the exchange sidings without agreement between Rotherham Steels Person in Charge and the Shunter and assurances being given that no conflicting movements will be made by either party.

Protection of Staff Working on Trains.

In addition to the provisions of Rule Book Section B(iv) Clause X.2, before commencing any repair, examination, preparation or any other work on trains or vehicles, the following instructions must be observed:-

1. Agreement must be reached between Shunter and the Rotherham Steels Person in Charge and the person who is to undertake the work as to which siding is to be used.
2. The person carrying out the work must erect the moveable Stop boards on the sidings concerned.
3. No movement must be permitted towards that siding until the work is complete and the moveable Stop boards have been removed.

)

)

)

)