

Module LN5

London North Eastern Route

Sectional Appendix

Module 5

South Humberside, North Nottinghamshire & Lincolnshire

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LIST OF MODULE PAGES AND DATES

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1	02 December 2006
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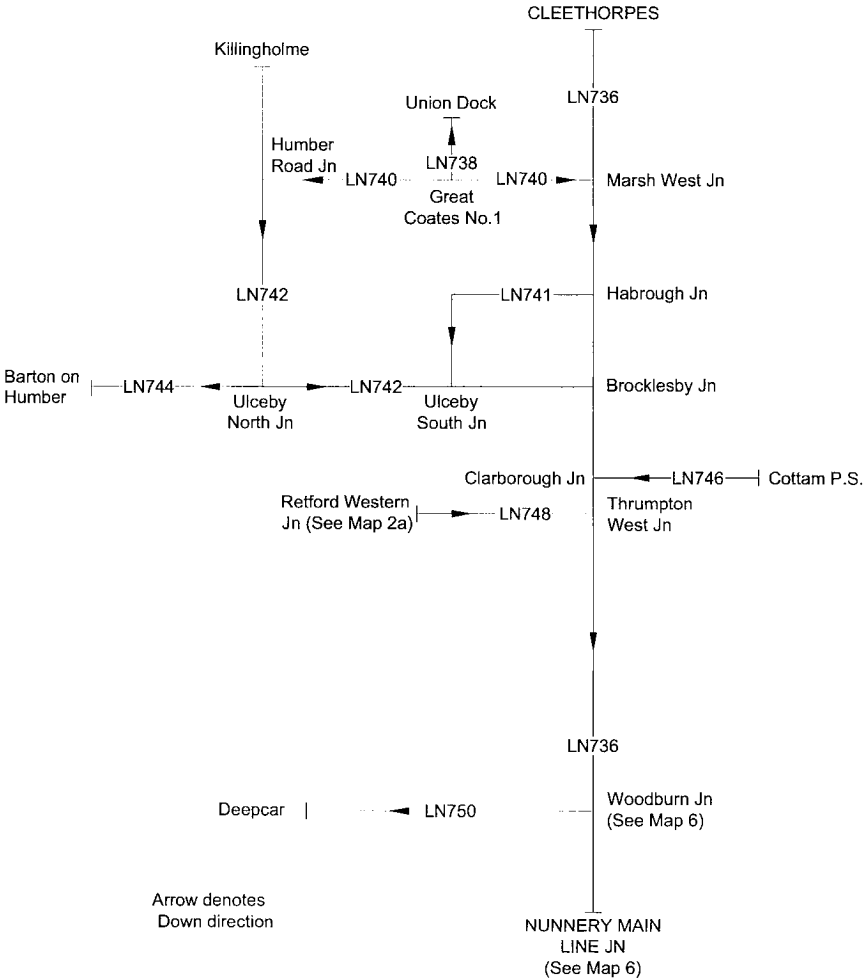
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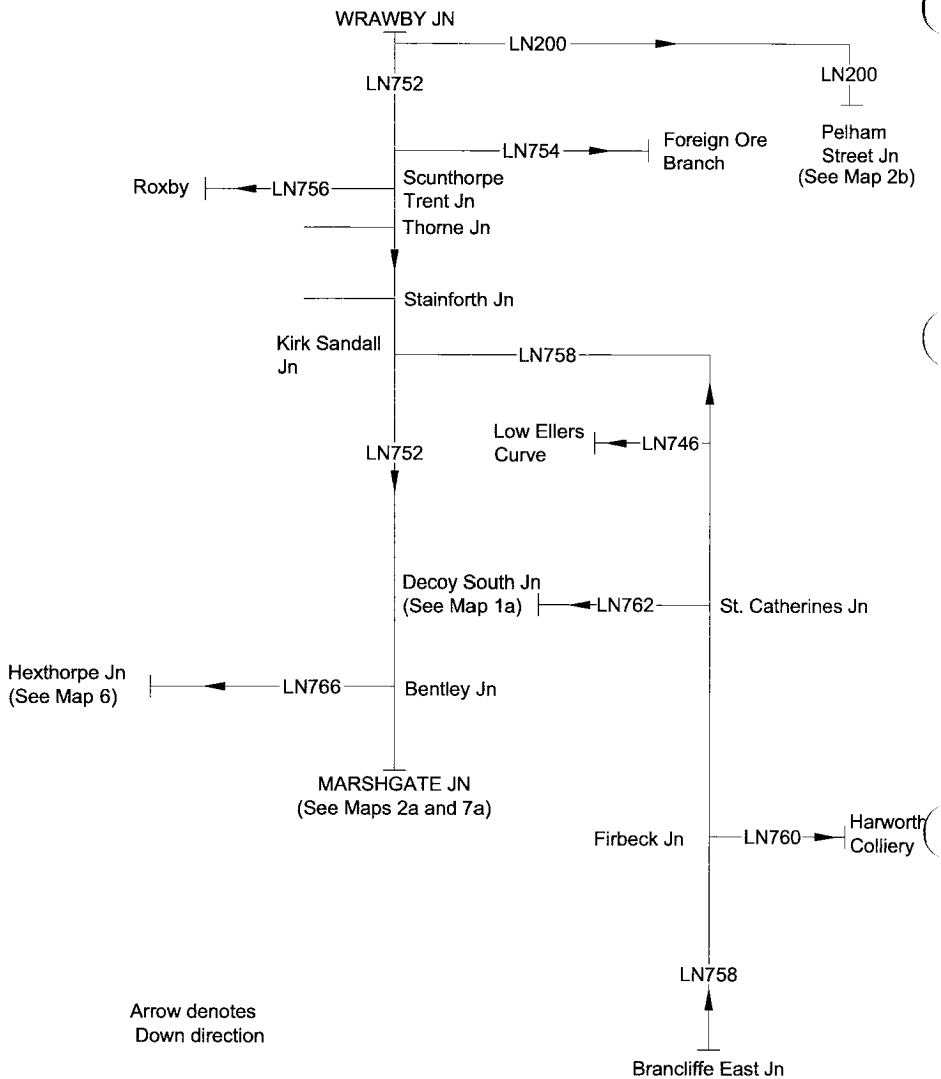
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MAPS

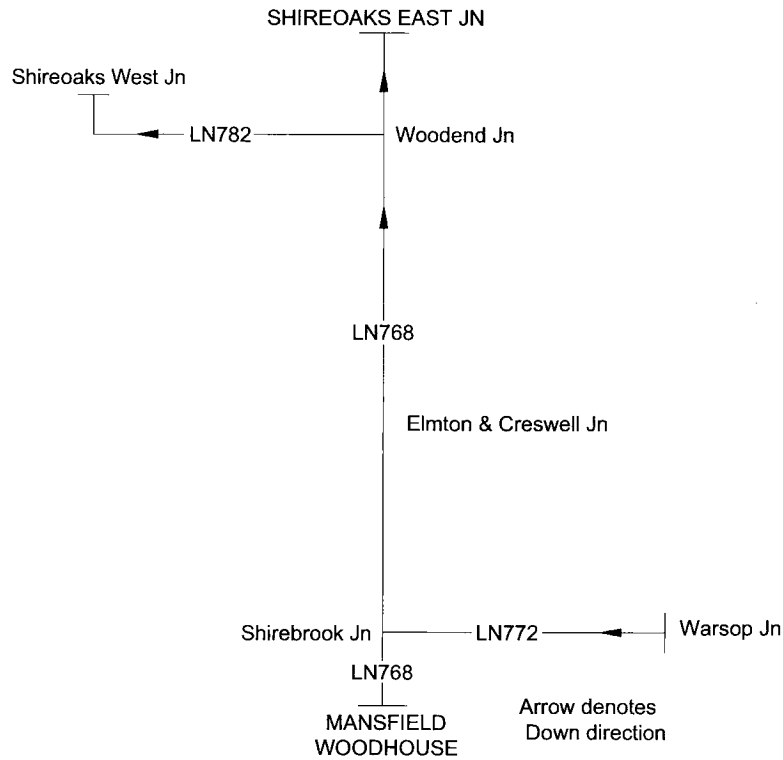
MAP 5a: CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD AND BRANCHES



MAP 5b: WRAWBY JN TO MARSHGATE JN AND BRANCHES



MAP 5c: MANSFIELD WOODHOUSE TO SHIREOAKS EAST JN AND BRANCHES



MAP 5d: HIGH MARNHAM TO SHIREBROOK EAST JN AND BRANCHES

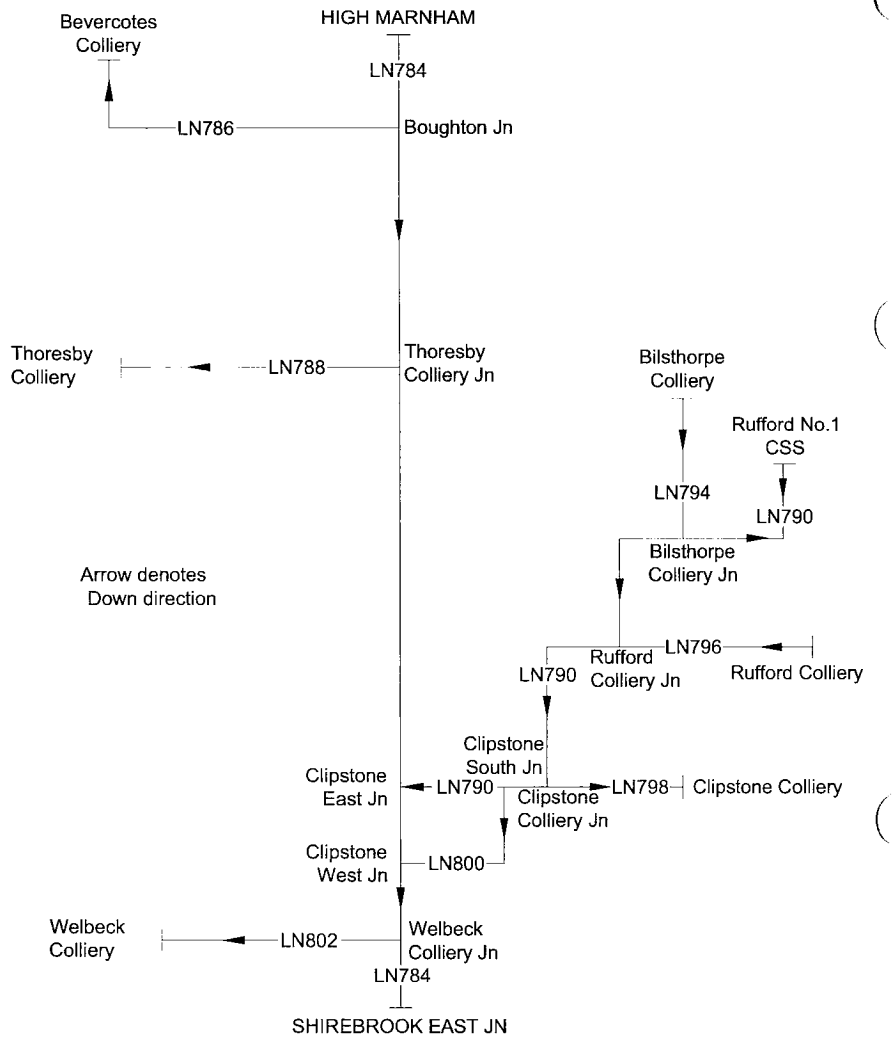


TABLE A DIAGRAM

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN200	001	Wrawby Jn to Pelham Street Jn	NOB3	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Wrawby Jn SB (WJ)	12 56 12 67 * 12 68 *	<p>To / From Cleethorpes LN738 seq 4</p>	<p>AB RA8</p> <p>Wrawby Jn SB</p> <p>NRN 031</p>		
Howsham LC (AHBC-X)	16 17				
Folley Lane LC (UWC)	17 52				
North Kelsey LC (AHBC-X)	18 03				
Smithfield Road LC (AHBC-X)	18 25				
Moorlown LC (AHBC-X)	19 34				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN200	002	Wrawby Jn to Pelham Street Jn	NOB3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Holton Gatehouse LC (AHBC-X)		20 43		<div>AB</div> <div>RA8</div> <div>Wrawby Jn SB</div> <div>NRN</div> <div>031</div>	
Holton-le-Moor SB (H)		21 11		<div>Holton-le-Moor SB (H)</div>	
Holton-le-Moor LC (MCB)		21 11			
Claxby Gatehouse (No 24) LC (AHBC-X)		22 07			
Claxby & Usselby LC (AHBC-X)		23 69 *			
Walesby LC (AHBC-X)		24 46			
		25 18 *			
Hamiltons LC (UWC)		25 34			
Maypole Raseen LC (UWC)		25 58			
		26 25 *			

London North Eastern Route Sectional Appendix Module LA

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN200	003	Wrawby Jn. to Pelham Street Jn.	NOB3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<div><div>UM</div><div>DM</div><div>50</div><div>60</div><div>*</div><div>50</div><div></div><div></div><div></div><div></div><div>50</div><div>50</div><div>60</div><div>75</div><div>*</div><div>30</div><div>60</div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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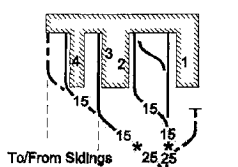
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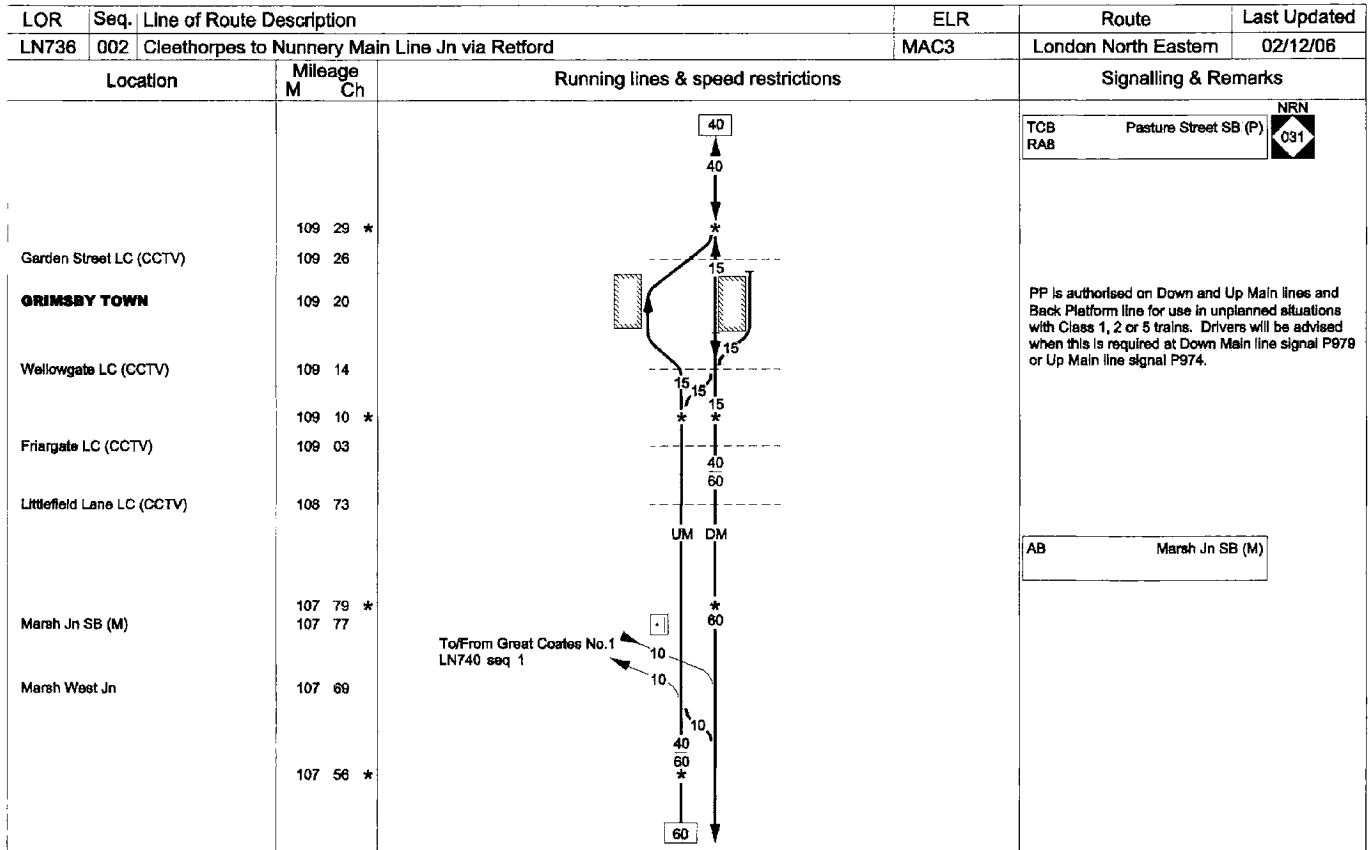
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN200	005	Wrawby Jn. to Pelham Street Jn.	NOB3	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div> <div>AB</div> <div>RAB</div> </div> <div>Wickenby SB (W)</div> <div> <div>NRN</div> <div>031</div> </div> <div>Langworth SB (L)</div> <div>① To/From Welton Oil Sidings</div>		
Stalnton LC (AHBC-X)	33 80				
Scotham LC (AHBC-X)	34 51				
Langworth LC (MCB)	35 25				
Langworth SB (L)	35 25				
Welton Crossover	35 74				
Welton Oil Sidings					
Manor Farm LC (UWC)	36 25				
Reepham LC (CCTV)	36 61				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN200	006	Wrawby Jn. to Pelham Street Jn.	NOB3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<div> <div>UM</div> <div>DM</div> <div>50</div> <div>75</div> </div>	<div> <div>AB</div> <div>RA8</div> </div> <div>Langworth SB (L)</div> <div>NRN 031</div>	
Stonefield Farm (No. 65) LC (UWC)		37 04	T		
Stonefield Farm (No. 66) LC (UWC)		37 16	T		
		37 22 *	<div>50</div> <div>75</div> <div>*</div>		
Cherry Willingham LC (AHBC-X)		37 55	X40	X40	
No. 68 LC (UWC)		38 18	T		
			<div>50</div> <div>60</div>		

London North Eastern Route Sectional Appendix Module LN

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN200	007	Wrawby Jn. to Pelham Street Jn.		NOB3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Spa Street LC (UWC)		38 79 *			<div> <div>AB RAB</div> <div>Langworth SB (L)</div> <div>NRN 031</div> </div>	
		40 42				
		41 03 *				
Pelham Street Jn		41 07 *			<div> <div>TCB</div> <div>Pelham Street SB</div> </div>	
		41 21 *				
		41 26				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	001	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
CLEETHORPES		112 40	 <p>To/From Sidings</p>	<div>TCB</div> <div>RA8</div> <div>Pasture Street SB (P)</div> <div>NRN 031</div>	
		112 20 *			
		112 15 *			
NEW CLEE		112 00 *		TOWS between 111 14 and 110 00	
		110 78			
		110 75 *			
		110 44 *			
		110 33 *			
Fish Dock Road LC (CCTV)		110 31			
		110 26 *			
GRIMSBY DOCKS		110 11			
		110 02			
Pasture Street SB (P) Pasture Street LC (MCB)		109 59		D/UPL = 252 metres/276 yards (both directions)	
		109 48			
		109 48			



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
LN736	003	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	02/12/06		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
GREAT COATES		107 19			AB RA8	Marsh Jn SB (M)	NRN 031
Great Coates LC (AHBC)		107 19					
No. 29 LC (UWC)		106 69			T		
HEALING		105 75					
Healing LC (UWC)		105 74			T		
STALLINGBOROUGH		104 72					
Stallingborough LC (MCG)		104 72					
Stallingborough SB		104 72			T		
Little London LC (AHBC)		103 56					
Roxton Sidings LC (MCG)		102 55					
Roxton Sidings SB		102 55			T		
HABROUGH		101 13					
Habrough LC (AHBC)		101 13					
Habrough Jn		100 55					
Old Junction LC (UWC)		100 38			T		
Gorwood's (No. 9) LC (UWC)		99 60			T		

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
LN736	004	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Brocklesby East Jn	99 39		TCB RAB		
Brocklesby Jn SB (B)	99 31		NRN CS1		
	99 21		AB Barnetby East SB (BE)		
Brocklesby West Jn	99 20		UP LINE ONLY		
New Barnetby LC (MCG)	97 03		Other crossings in this area.		
	95 79		T = Pushpole UWC at 98 64		
			T = Ulceby Chase Farm UWC at 98 40		
	94 70 *		Up side only		
Barnetby East SB (BE)	94 64		AB Barnetby East SB (BE)		
BARNETBY	94 56		Rule Book Module M1, Section 4 and M2 Section 4.3 when a train is stopped on the Down Goods line between Barnetby East and Wrawby Jn, and the Driver is not able to immediately communicate with the Signaller, emergency protection must be carried out on those lines		
	94 50 *				
	94 21 *				
Wrawby Jn SB (WJ)	94 12		TCB Wrawby Jn SB (WJ)		
	94 06 *				
	93 78 *				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	006	Cleethropes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Kilton Lime Sidings SB (KL)		86 20		<div>TCB RAB Kilton Lime Sidings SB (KL) NRN 031</div>	
Kilton Tunnel (1334 yards)		85 72 to 85 10			
KIRTON LINDSEY		84 65			
		82 67		D/UL = Down/Up Loop	
		82 17			
Northorpe SB (N)		82 14		Northorpe SB (N)	
Northorpe LC (MCG)		82 14			
		82 10 *			
Swinedyke LC (R/G)		81 38			
Bonsall Lane LC (MCG)		80 23 78 40 *			
Thonock Lane Farm LC (UWC)		76 39 T			
		76 06			
		76 00 *		Gainsborough Central SB (GC)	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
LN736	007	Cleethorpes tto Nunnery Main Line Jn via Retford	MAC3	London North Eastern	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
GAINSBOROUGH CENTRAL		74 42			TCB RAB	Northorpe SB (N)
Gainsborough Central SB (GC)		74 36 74 33			AB Gainsborough Central SB (GC)	
Gainsborough Trent Jn SB (TJ) Trent East Jn		73 24 73 24			Hot Axle Box Detector on the Down Main line at 73 24 TCB Gainsborough Trent Jn SB	
Trent West Jn		73 12 73 08 *				
West Burton East Jn GF Bole Lane LC (UWC) West Burton East Jn		72 18 72 18 72 18 72 09				
West Burton SB (WB)		71 40			① = To/From West Burton Power Station West Burton SB (WB)	
West Burton West Jn		70 66				
Freemane Lane LC (UWC)		69 60				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	008	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Clarlborough Jn	68 32			<div>TCB RAB</div> <div>West Burton SB (WB)</div> <div>Thrumpton SB (T)</div>	
Rat Hole Lane No. 80 LC (UWC)	68 19				
Clarlborough Tunnel (658 yards)	67 79 67 49			TOWS both lines in Clarlborough Tunnel	
Cherryholt LC (UWC)	67 33			S Up at 65 10 (from UGL at Gringley Road end)	
Gringley Road LC (RC)	65 15			UGL = 64	
Thrumpton LC (MCB)	64 47				
Thrumpton SB (T)	64 47				
RETFORD	64 32				
Thrumpton West Jn (Down)	63 46				
	63 33 *				
Thrumpton West Jn (Up)	63 28 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	009	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		Continued on LN736 seq 8	<div>TCB RAB</div> <div>Thrumpton SB (T)</div> <div>NRN 031</div>		
Rushey Slidings LC (AHBC-X)	62 45		<p>G Down at 62 02 (700 yards before reaching Signal D.62). Hot Axle Box Detector on the Up Main line at 60 41</p>		
Mansfield Road LC (CCTV)	62 25				
	60 41				
Manton Wood	58 54		<div>Workshop SB (WP)</div>		
Workshop East Crossover	56 68				
Workshop Station LC (CCTV)	56 66				
WORKSHOP	56 61		<p>PP is authorised in the Down Platform and Up Platform for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised by the Signaller when this is required at Down Main signal WP537 or Up Main signal WP 530</p>		
Workshop SB (WP)	56 58				
Workshop West Jn	56 40		<p>① To/From Workshop Reception/Departure Slidings</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	010	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Shireoaks East Jn	55 62		<div>TCB Workshop SB (WP) NRN 031</div> <p>① To/From Workshop Reception/Departure Slidings</p> <p>CW Down at 55 55 (456 yards before reaching signal WP.531)</p>		
Shireoaks West Jn	55 00		<p>C Down at 54 21 (847 yards before reaching signal WP.523)</p>		
Shireoaks Station LC (CCTV)	54 56		<p>C Down at 53m 01Ch</p>		
SHIREOAKS	54 52		<p>C Down at 52m 27Ch (587 yards before reaching KS 515 signal).</p>		
	54 46		<div>AB Kiveton Park SB (KS)</div>		
Brandcliffe East Jn	53 57		<p>C Down at 51 41 (587 yards before reaching KS 513 signal).</p>		
Thorpe Salvin Public Bridleway LC	52 21		<p>② To/from former Kiveton Park Colliery</p>		
Kiveton Park SB (KS)	51 53		<p>C Up at 49 72</p>		
Kiveton Park LC (MCB)	51 53		<p>C Up at 49 02</p>		
KIVETON PARK	51 50				
	50 70				
KIVETON BRIDGE	50 34				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN736	011	Cleethorpes to Nunnery Main Line Jn via Retford	MAC3 NUJ2 NUJ1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>NRN</div> <div>AB RA8 Kiveton Park SB (KP) CS1</div> <div>C Up at 47 44</div> <div>① To/From Sidings</div> <div>Woodhouse Jn SB (WH)</div> <div>C Down at 46m 30 ch</div> <div>TCB Woodburn Jn SB (W)</div>
Woodhouse Jn		46 62 *			
Woodhouse Jn SB (WH)		46 56			
		46 53 *			
WOODHOUSE		46 52			
		46 18			
DARNALL		43 23			
Woodburn Jn SB (W)		42 29			
		41 68			
		159 33			
		159 30 *			
		159 16 *			
Broad Street Tunnel (109 yards)		159 02 to 158 77			
Nunnery Main Line Jn		158 77			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN738	001	Great Coates No. 1 to Union Dock	MWN	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Great Coates No. 1 SB		108 34	<div><div><div></div></div><div>To/From Marsh West Jn LN740 seq 1</div><div>10</div><div>10 ①</div><div>10 ①</div><div>10 ①</div><div>STOP</div></div>		<div><div>OT(S) RAB</div><div>Great Coates No. 1 SB</div><div><div>NRN</div><div>031</div></div></div> <div>AWS not provided. TPWS not provided.</div> <div>① Approaching level crossing</div>
Network Rail / ABP Boundary		108 44			
Moody Lane LC (AOCL)		108 69			
ABP LC (AOCL)		108 74			
Union Dock					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN740	001	Grimsby, Marsh West Jn to Humber Road Jn	MWN PYE3 PYE2	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Marsh West Jn	107 69		<p>AB Marsh Jn SB (M) </p> <p>AWS not provided TPWS not provided</p> <p>① To/From Reception Sidings</p>		
Great Coates No. 1 SB	108 34		<p>TCB Great Coates No. 1 SB</p>		
Network Rail / ABP boundary	108 44		<p>Rule Book Modules M1 Section 4 and M2 Section 4.3 when a train is stopped on the Down (from either the Pyewipe Road or Union Dock direction) or Up between Great Coates No.1 and Marsh Jn. and the Driver is not able to immediately communicate with the Signaller, emergency protection must be carried out on those lines.</p>		
	108 73* 4 79				
ABP / Network Rail boundary	4 33				
Pyewipe Road SB (P)	4 20				
Pyewipe Road LC (MCG)	4 19		<p>ET Pyewipe Road SB (P)</p>		
Tioxide UK GF	4 06				
Woad Lane LC (AHBC)	3 36				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN740	002	Grimsby, Marsh West Jn to Humber Road Jn	PYE2 PYE1 BRI2	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Marsh Lane LC (AHBC)	1 25 0 75	<p>To/From Brocklesby Jn LN742 seq 1</p>	<div>ET RAB</div> <div>Pyewipe Road SB (P)</div> <div>NRN 031</div> <p>AWS not provided</p> <p>① = Ground Frame controlled connection To/From E.L.C Transport Siding. ② = approaching level crossing. ③ = To/From Freight Terminal Siding ④ = To/From Eastern Jetty Sidings 10 mph during fog or falling snow when approaching Texaco Ltd Occupation Crossing from commencement of the Texaco Ltd installation to the Occupation crossing. 5 mph all lines on Eastern Jetty 107 32 to 107 00 10 mph Eastern Jetty to Immingham East Jn 107 00 to 106 34. 10 mph To/From No 3 Transit shed 106 34 to 107 30 ⑤ = ABP boundary on Jetty sidings at 106 43</p> <div>AB Immingham East Jn SB (I)</div> <p>⑥ = To Grain Store Sidings</p> <p>Rule Book Modules M1, Section 4 and M2, Section 4.3 When a train is stopped on the Down or Up Main lines between Immingham East Jn. and Immingham Reception Sidings and the Driver is not able to immediately communicate with the Signaller, emergency protection must be carried out on those lines.</p> <p>⑦ = To/From Locomotive Depot</p> <div>TCB Immingham Reception Sidings SB (IR)</div>		
Kiln Lane LC (AOCL)	0 51 0 18				
	0 00 106 50				
Immingham East Jn SB (I)	106 34				
Immingham East Jn	106 31				
	106 21				
Ambulance LC (UWC)	104 39				
Immingham Reception Sidings SB (IR)	104 30				
Humber Road Jn	104 05				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
LN741	001	Habrough Jn to Ulceby South Jn	HAU	London North Eastern	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Habrough Jn		0 32	<div>To/From Cleethorpes LN736 seq 3</div> <div>40</div> <div>↑</div> <div>40</div> <div>*</div> <div>35</div> <div>50</div> <div>-----</div> <div>*</div> <div>40</div> <div>↓</div> <div>40</div> <div>To/From Ulceby North Jn LN742 seq 2</div>		<div>TCB RA8</div> <div>Ulceby Jn SB (UJ)</div> <div>NRN 031</div>	
		0 38 *				
Rye Hill Farm LC (UWC)		1 12	T			
Ulceby South Jn		1 41 *				
		1 45				

London North Eastern Route Sectional Appendix Module L.

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
LN742	001	Killingholme to Brocklesby Jn	KIL2	KIL1	BRI2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Killingholme (End of line)		2 70				<div>NRN</div> <div>OT(S) RA8 Immingham West Jn SB (IW)</div> <div>031</div>	
Yorkshire Tar LC (TMO)		2 44				AWS not provided between Killingholme and Ulceby North Jn	
Admiralty Sidings GF		2 42				① See Local Instruction	
		2 39				② Ground Frame controlled connections	
Shell Max LC (Open)		2 34				③ To/From Admiralty Sidings	
New Inn LC (Open)		2 19				④ Approaching level crossing	
Marsh Farm LC (Open)		0 49				⑤ To/From Coal Pad 2 line	
		0 11 *				⑥ To/From Coal Pad 1 line	
		0 04				⑦ To/From Ore Terminal line	
		0 00				⑧ To/From Humber International Terminal Arrival/Departure line No. 1	
Immingham West Jn SB (IW)		105 10				TCB	
		105 06				DK = Down Killingholme	
Immingham West Jn		104 74				UK = Up Killingholme	
		104 72				⑨ To/From Humber International Terminal Arrival/Departure line No. 2, Western Jetty Arrival/Departure lines/Henderson No. 8 Quay and Mineral Quay Sidings	
		104 71 *				Immingham Reception Sidings SB (IR)	
		104 87				⑩ To/From NCB Terminal	
Western Entrance LC (CCTV)		104 63 *				⑪ To/From Lindsey Refinery	
		104 56				⑫ To/From Humber Refinery	
Humber Road Jn		104 08					
		104 05 *					
		103 54					
		103 48					
		103 18					
		102 73					

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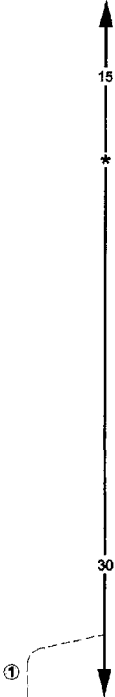
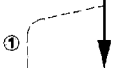
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN744	001	Ulceby North Jn to Barton On Humber	BAR	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Ulceby North Jn		100 44 100 48 100 50 * 100 52 *		<div> <div>AB</div> <div>RA8</div> </div> <div>Ulceby Jn SB (UJ)</div> <div> <div>NRN</div> <div>031</div> </div> <p>AWS not provided</p> <p>Classes 4,6,7 and 8 trains must not exceed 20mph in the Down or Up direction between the level crossing speed restriction sign and Butterswood level crossing.</p> <p>① - Speed approaching level crossing in wrong direction from 103 22 to 103 48</p> <p>② - Speed approaching level crossing in wrong direction from 103 75 to 103 48</p> <div>Goxhill SB</div>	
Garola House LC (UWC)		101 39			
Meadow Croft Farm LC (UWC)		101 40			
Bystable Lane LC (MCG)		102 10			
		102 72 *			
		103 01 *			
THORNTON ABBEY		103 04			
		103 07 *			
		103 10 *			
Barton Road LC (MCG)		103 12 *			
Butterswood LC (ABCL-X)		103 48 *			
		104 16 *			
Goxhill SB		104 51			
Goxhill LC (MCG)		104 51			
GOXHILL		104 55			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN744	002	Ulceby North Jn to Barton On Humber	BAR	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
				<div> <div>AB RAB</div> <div>Goxhill SB</div> <div>NRN 031</div> </div> <p>AWS not provided</p> <div> <div>OT(S)</div> <div>Oxmarsh SB (OM)</div> </div> <p>Maximum speed of Class 4,6,7 and 8 trains between Oxmarsh Crossing and Barton on Humber is 20 mph.</p>	
		106 34 *			
		106 35			
		106 37 *			
Oxmarsh Crossing LC (MCG)		106 38			
Oxmarsh SB (OM)		106 38			
NEW HOLLAND		106 52			
Barrow Road LC (MCG)		106 57			
		106 69 *			
BARROW HAVEN		108 05			
Barrow Haven LC (OPEN)		108 07			
		108 62 *			
Pasture Road LC (ABCL-X)		109 63			
BARTON ON HUMBER		110 18			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN746	001	Cottam Power Station Branch	TYB1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Cottam Power Station		71 79	UP	DN 20	<div>TCB</div> <div>RAB</div> <div>Thrumpton SB (T)</div> <div>NRN 031</div>
		71 70 *	20 *	* 30	
Westbrecks LC (AHBC-X)		71 22 *	X20	* X20	AWS not provided
Leverton LC (AHBC-X)		70 16	X20	40 X20	
		70 14 *		* 20	
Windmill Lane LC (UWC)		69 05	T		
		68 50 *		40 *	
Clarlborough Jn		68 32	20		
			To/From Retford LN736 seq 8		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN748	001	Retford Western Jn to Thrumpton West Jn	WHR	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Retford Western Jn		64 29			<div>TCB RAB</div> <div>Doncaster SB (D)</div> <div>NRN 031</div> <div>Thrumpton SB (T)</div> <div>C Up at 63 33 (808 yards before reaching Signal D 152).</div>
		64 20			
		64 12 *			
		63 67 *			
Thrumpton West Jn (Down)		63 46			
Thrumpton West Jn (Up)		63 28			

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN750	001	Woodburn Jn to Deepcar		MAC3	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Woodburn Jn SB (W)		42 29			<div> <div>OTN(S) RAB</div> <div>Woodburn Jn SB (W)</div> <div> <div>NRN</div> <div>031</div> </div> </div>	
		42 24 *			AWS not provided	
Deepcar Deepcar Exchange Sidings		33 35			① Deepcar Exchange Sidings	



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN752	001	Wrawby Jn. to Marshgate Jn.	DOW	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Wrawby Jn		33 34	<p>To/From Cleethorpes LN736 seq 4</p> <p>US UM DM</p> <p>15 30 30 15 55</p> <p>To/From Foreign Ore Branch LN754 seq 1</p> <p>15 15 15 25 15 15</p> <p>USG DSG</p> <p>55 25</p>		<p>AB RA8</p> <p>Wrawby Jn SB</p> <p>Eisham SB (EM)</p> <p>TCB</p> <p>Appleby SB (AY)</p> <p>Scunthorpe SB (S)</p> <p>C Up Main at 24 25 (670 yards before reaching signal S356).</p> <p>DSG = Down Scunthorpe Goods USG = Up Scunthorpe Goods</p>
		33 31			
		33 29 *			
		33 24 *			
Moor Lane LC (UWC)		31 42			
Elsham SB (EM)		31 34			
Elsham LC (MCB)		31 33			
Kings College LC (UWC)		30 75			
Worlaby LC (UWC)		29 10			
Kebwood Lane LC (UWC)		27 40			
Appleby LC (MCB)		26 60			
Appleby SB (AY)		26 59			
Foreign Ore Branch Jn		25 34			
Santon Ore Mining LC (UWC)		25 11			
		24 66			
		24 20			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN752	002	Wrawby Jn. to Marshgate Jn.	DOW	London North Eastern	02/12/06
Location			Running lines & speed restrictions		
Mileage M Ch			Signalling & Remarks		
<p>North Lincoln Jn</p> <p>24 10 *</p> <p>24 01</p> <p>23 63</p> <p>Trent Jn</p> <p>23 51</p> <p>23 42</p> <p>Scunthorpe SB (S)</p> <p>23 27</p> <p>Scunthorpe West Jn</p> <p>23 13</p> <p>SCUNTHORPE</p> <p>22 54</p> <p>22 30 *</p> <p>22 29</p> <p>Gunhouse Jn</p> <p>20 32</p> <p>ALTHORPE</p> <p>19 21</p>			<p>UM DM USG DSG</p> <p>55 40 25 25</p> <p>25 15 15 15</p> <p>USGL 15 15 15 15</p> <p>DSG 15 15 15 15</p> <p>TRL</p> <p>To/From Roxby LN756 seq 1</p> <p>15 15 15 15</p> <p>25 15 15 15</p> <p>15 15 15 15</p> <p>25 15 15 15</p> <p>40 55 55 25</p> <p>E Line</p> <p>15 15 15 15</p> <p>55</p>		
			<p>TCB RA8</p> <p>Scunthorpe SB (S)</p> <p>NRN 031</p> <p>DSG = Down Scunthorpe Goods</p> <p>USG = Up Scunthorpe Goods</p> <p>USGL = Up Scunthorpe Goods Loop</p> <p>TRL = Trent Yard Reception Line</p> <p>TL = Transfer Line</p> <p>① - Down Arrival and Up Departure Line</p> <p>OL = Outwards Line</p> <p>IL = Inwards Line</p> <p>UGL = 674 metres / 738 yards</p>		

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London North Eastern Route Sectional Appendix Module LN.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN752	004	Wrawby Jn. to Marshgate Jn.	DOW	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Thorne Jn		8 07	<p>To/From Goole LN912 seq 1</p> <p>To/From Applehurst Jn LN842 seq 1</p> <p>To/From Brandcliffe East Jn LN758 seq 1</p> <p>To/From Hexthorpe Jn LN766 seq 1</p> <p>See LN101 seq 29 and LN836 seq 1</p>		<div>TCB RAB</div> <div>Doncaster SB (D)</div> <div>NRN 031</div> <p>TOW/S Up Fast and Up Slow 8 mp to Goole 8 05</p>
	8 05 *				
	7 67				
	7 16				
	7 00 *				
HATFIELD AND STAINFORTH		6 40			<p>C Up South Yorkshire line at 4 10 (918 yards before reaching Signal D657).</p> <p>USY = Up South Yorkshire</p>
Stainforth Jn		6 20			
The Haggas LC (UWC)		5 68			
Hatfield Lane LC (UWC)		4 71			
	4 12				
KIRK SANDALL		3 60			<p>① - To/From Rockware Sidings</p>
Kirk Sandall Jn		3 24			
	3 22 *				
	3 19				
Arksey Ings Lane LC (UWC)		2 20			
Bentley Jn		1 04			
	0 56 *				
	0 21 *				
Marshgate Jn		0 03			

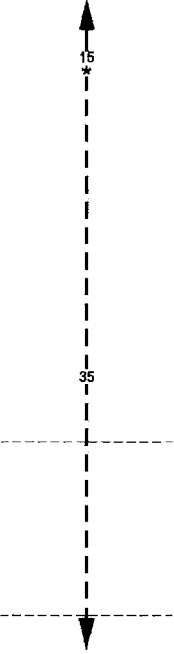
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN754	001	Scunthorpe Foreign Ore Branch	SAN	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Foreign Ore Branch Jn		0 00	<p>To/From Wrawby Jn LN752 seq 1</p>  <p>15</p>	<p>TCB RA10 Scunthorpe SB (S) </p> <p>AWS not provided TPWS not provided</p>	
British Steel Corporation Foreign Ore Terminal. End of line		1 16			

London North Eastern Route Sectional Appendix Module LN

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN756	001	Scunthorpe Trent Jn. to Roxby	NOP	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Trent Jn		0 00 *			<div>TCB RAB</div> <div>Scunthorpe SB (S)</div> <div>NRN 031</div> <div>AWS not provided</div> <div>TPWS not provided</div> <div>OT(S)</div> <div>Train Staff Kept at North Lincoln Jn In Chargemens cabin</div>
		0 28			
		0 25			
Dawes Lane LC (AOCL)		0 32			STOP Before passing over level crossing
		1 36 *			
Normanby Park G.F.		2 11			
		2 63 *			① - BSC line To/From Fliborough Wharf
					② - Normanby Park Sidings
Roxby		3 60			
End of Line		4 20			


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London North Eastern Route Sectional Appendix Module LA

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN760	001	Firbeck Jn. to Harworth Colliery		HAC	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Firbeck Jn		11 20	<p>To/From Brandliffe East Jn LN758 seq 1</p> 		<div>TCB RA7</div> <div>Maltby Colliery SB (M)</div> <div>NRN 031</div> <p>AWS not provided TPWS not provided</p>	
Huttons LC (UWC)		11 53 *			<p>S. at exit from Run-round line, facing arriving trains.</p>	
Ramsons LC (UWC) Harworth Colliery		13 50				
		14 00 14 21				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN762	001	St. Catherines Jn. to Decoy South Jn. (St. Catherines Curve)	YDS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
St. Catherines Jn		15 17	To/From Branciff East Jn LN768 seq 1		<div>TCB RAB</div> <div>Doncaster SB (D)</div> <div>NRN 031</div>
Decoy South Jn		15 71	See LN150 seq 1 & LN722 seq 1		

London North Eastern Route Sectional Appendix Module LX


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN764	001	Low Ellers Curve	UDS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Low Ellers Curve Jn		15 55	<p>To/From Branciffle East Jn LN758 seq 1</p> <p>↑</p> <p>15</p> <p>↓</p> <p>See LN101 seq 28</p>		<div> <div>TCB RAB</div> <div>Doncaster SB (D)</div> <div> NRN  </div> </div> <p>AWS not provided TPWS not provided</p>
Potteric Carr Jn (Decoy Up Sdgs)		16 56			

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN766	001	Bentley Jn. to Hexthorpe Jn. (Doncaster avoiding Line)		HJB	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Bentley Jn		3 24	<p>To/From Thorne Jn LN752 seq 4</p> <p>UP DN</p> <p>↑ ↓</p> <p>50 50</p>		<p>TCB Doncaster SB (D)</p> <p>RA8 </p> <p>C Down at 3 12 (950 yards before reaching signal D687)</p> <p>C Down at 0 46 (962 yards before reaching signal D695)</p>	
Hexthorpe Jn		0 00	<p>50 ↓</p> <p>To/From LN826 seq 1</p>			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN768	001	Mansfield Woodhouse to Shireoaks East Jn	PSE	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
MANSFIELD WOODHOUSE		142 13 142 17 142 21 Signal KS 120 Up Signal KS 115 Down 142 30 142 53 143 40 * 144 07 * 144 14 *			<div> <div>AB</div> <div>RAB</div> </div> <div> <div>Kirby Summit SB</div> <div>NRN</div> <div>031</div> </div>
SHIREBROOK Shirebrook Jn Shirebrook Jn SB (SJ)		145 06 145 10 145 14			<div>Shirebrook Jn SB (SJ)</div> <div>① - Siding To/From W.H.Davies Ltd (at former Langwith Jn)</div>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN768	002	Mansfield Woodhouse to Shireoaks East Jn	PSE	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Shirebrook East Jn		145 62			<div>AB RAB</div> <div>Shirebrook Jn SB (SJ)</div> <div>NRN 031</div>
		145 65 *			
LANGWITH WHALEY - THORNS		147 14			
Norwood LC (MCG)		147 71			
CRESWELL		149 05			
		149 26			
Elmton & Creswell Jn SB		149 37			Elmton & Creswell Jn
Whitwell Tunnel (544 yards)		150 03 150 28			DMF = Down Mansfield UMF = Up Mansfield
WHITWELL		150 56			C. Up at 153 10 (265 yards after passing WP 794 signal) (Secured out of use)
Woodend Jn		153 70 *			TCB Workshop SB (WP)
					C. Up at 153 74 (233 yards after passing signal WP 796)
Shireoaks East Jn		154 30			CW. Down at 153 76 (423 yards before reaching signal WP 780)

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN772	001	Warsop Jn to Shirebrook Jn	SWP	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Warsop Jn		0 00	<p>To/From Welbeck Colliery Jn LN784 seq 2</p> <p>UP DN</p> <p>↑ ↓</p> <p>15 15</p>		<p>TCB Shirebrook Jn SB (SJ)</p> <p>RA9 </p> <p>AWS not provided</p>
Shirebrook Jn		0 45	<p>To/From Mansfield Woodhouse LN768 seq 1</p> <p>↓ ↑</p> <p>15 15</p>		<p>CW Up at 0 40 (672 yards before reaching signal SJ20).</p>

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN782	001	Woodend Jn to Shireoaks West Jn		SHW	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Woodend Jn		153 71	<p>To/From Shirebrook LN768 seq 2</p> <p>↑</p> <p>20</p> <p>↓</p> <p>To/From Brandliffe East Jn LN736 seq 10</p>		<div>TCB</div> <div>RA8</div> <div>Workshop SB (WP)</div> <div>NRN 031</div>	
Shireoaks West Jn		154 36				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN784	001	High Marnham to Shirebrook East Jn	HIM	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
High Marnham	27 48		<div>OT(S) RA8</div> <div>Ollerton Colliery SB (OC)</div> <div>NRN 031</div> <div>AWS not provided</div> <div>① - To/From Arrival/Departure and Run Round lines (Secured out of use)</div> <div>TCB</div> <div>Line between High Marnham and Thoresby Colliery Jn (excl) not normally in use. Trains may only run when authorised by the Area Operations Manager, Network Rail LNE Territory</div> <div>AB</div> <div>② - To/From Sidings</div> <div>Thoresby Colliery Jn SB</div> <div>TCB</div> <div>Clipstone SB (C)</div> <div>WITHIN STATION LIMITS</div>		
Limbs No 1 LC (UWC)	22 29				
Boughton Jn	20 15 20 13				
Ollerton Colliery SB (OC)	19 33				
Thoresby Colliery Jn SB	17 21				
Clipstone East Jn	17 17 15 45 *				
	15 40				
	15 35 *				
Clipstone West Jn	15 15				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN784	002	High Marnham to Shirebrook East Jn.	HIM	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<p>UP DN</p> <p>50 50</p> <p>50 *</p> <p>20 *</p> <p>15 15</p> <p>50 15</p> <p>15 *</p> <p>25 25</p> <p>25</p> <p>To/From Shireoaks East Jn LN768 seq 2</p>	<p>TCB RAB</p> <p>Clipstone SB (C)</p> <p>NRN 031</p> <p>AWS not provided</p> <p>Shirebrook Jn SB (SJ)</p> <p>RA10</p>		
Welbeck Colliery Jn	15 14 *				
	14 43 *				
	13 17	To/From Welbeck Colliery LN802 seq 1			
Warsop Jn	10 60 *				
	10 59				
Shirebrook South Jn	10 19				
Shirebrook East Jn	9 72				

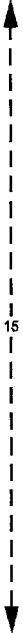
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN786	001	Bevercotes Colliery Branch	BEC	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Boughton Jn		0 00	<p>To/From High Marnham LN784 seq 1</p>	<p>OTNS Ollerton Colliery SB (OC)</p> <p>AWS not provided TPWS not provided</p>	
		0 30		<p>Line not normally in use. Trains may only run when authorised by the Operations and Safety Manager, Network Rail LNE Region</p>	
Boughton Brake Tunnel (350 yards)		0 40 *			
		1 to 49 1 to 65			
		2 09 *			
Bevercotes Colliery (Network Rail / RJB Boundary)		4 22			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN788	001	Thoresby Colliery Branch	TYC	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Thoresby Colliery Jn		0 00		<div> <div>OTNS RA7</div> <div>Thoresby Colliery Jn SB</div> <div>NRN 031</div> </div> <p>AWS not provided TPWS not provided</p> <p>① - To/From Sidings</p>	
Thoresby Colliery Jn SB		0 03		<p>② - See special working arrangements table for Up direction propelling movements</p>	
		0 04			
Thoresby Colliery		1 18			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN794	001	Bilthorpe Colliery Branch	RUB2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Bilthorpe Colliery		4 39		<div> <div>OTNS RAB</div> <div>Clipstone SB (C)</div> <div> <div>NRN</div> <div>031</div> </div> </div> <p>AWS not provided TPWS not provided</p>	
		1 40 *			
Bilthorpe Colliery Jn		1 08 *		<p>Line not normally in use. Trains may only run when authorised by the Area Operations Manager, Network Rail LNE</p>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN796	001	Rufford Colliery Branch	RUC	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Rufford Colliery	2 10		<div>OTNS</div> <div>RAB</div> <div>Clipstone SB (C)</div> <div>NRN 031</div>		
	2 07		AWS not provided. TPWS not provided		
	1 67				
Elmsley LC (OPEN)	1 07				
Rufford Colliery Jn	0 00	<div>To/From Clipstone East Jn LN790 seq 1</div>			

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN798	001	Clipstone Colliery Branch		CCN	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Clipstone Colliery Jn		9 17	To/From Clipstone East Jn LN790 seq 1		<div> <div>OTNS RA7</div> <div>Clipstone SB (C)</div> <div>NRN 031</div> </div>	
Clipstone Colliery		9 56			AWS not provided TPWS not provided	

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN800	001	Clipstone South Jn to Clipstone West Jn		CWS	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Clipstone South Jn		10 66	<p>To/From Clipstone Colliery Jn LN790 seq 1</p> <p>UP DN</p> <p>↑ ↓</p> <p>15 15</p>		<p>TCB Clipstone SB (C) NRN</p> <p>RAB 031</p> <p>AWS not provided</p> <p>TPWS not provided</p>	
Clipstone SB (C)		10 74	<p>□</p>		<p>Within Clipstone (C) Signal box Station limits</p>	
Clipstone West Jn		11 04	<p>15 ↓</p> <p>To/From Shirebrook East Jn LN784 seq 1</p>			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN802	001	Welbeck Colliery Branch	WKC	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Welbeck Colliery Jn		0 00		<div>OTNS RA7</div> <div>Clipstone SB (C)</div> <div>NIRN 031</div>	
		0 05		AWS not provided TPWS not provided	
		0 38		① - To/From Loco Spur	
		0 40 *		DW = Down Welbeck UW = Up Welbeck	
		2 13 *			
		2 20 *			
		2 27 *			
Network Rail / RJB Boundary		2 63 *			
Wellbeck Colliery East GF		2 65			
Wellbeck Colliery West GF		3 15			
Wellbeck Colliery		3 54			
End of line					

SPECIAL WORKING ARRANGEMENT

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LN200 (WRAWBY JN TO PELHAM STREET JN)

From	To	Type of Train	Line(s)	Remarks
Pelham Street Jn	Wickenby	1 freight brakevan.	Up	May be propelled in accordance with the Rule Book.

Dated: 02/12/06

LN736 (CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD)

From	To	Type of Train	Line(s)	Remarks
Wrawby Jn	Barnetby East	Non-passenger	Down Goods	Working in the Wrong Direction is authorised
Retford (rear of position light signal 1341 - Up ECML)	Thrumpton West Jn (rear of position light signal 31)	Freight train, maximum length of 20 SLU. With a brakevan as the leading vehicle (in which the Guard or Shunter must ride).	Down Slow/Down	Trains or vehicles may be propelled in accordance with the Rule Book.
Worksop West Jn	Worksop East	Non-passenger	Up	Trains or vehicles may be propelled in accordance with the Rule Book.
Worksop East	Worksop West Jn	Non-passenger	Up	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 02/12/06

LN740 (GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN)

From	To	Type of Train	Line(s)	Remarks
Great Coates No.1	Pyewipe Road (Ti-oxide GF)	Freight vehicles for Ti-oxide GF.	Single	Trains or vehicles may be propelled in accordance with the Rule Book.
Immingham East Jn	Immingham Reception Sidings	Light Locomotives	Up	Working in the Wrong Direction is authorised
Immingham Reception Sidings	Humber Road Jn (rear of signal IR213)	Freight train of maximum length of 60 SLU	Down and Up	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.
Humber Road Jn (rear of signal IR213)	Immingham Reception Sidings	Freight train of maximum length of 60 SLU	Down and Up	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.

Dated: 02/12/06

LN742 (KILLINGHOLME TO BROCKLESBY JN)

From	To	Type of Train	Line(s)	Remarks
Immingham West Jn	Killingholme	Freight train of maximum 36 MGR with a brakevan as the leading vehicle. equipped with headlight and horn (in which the Guard or Shunter must ride)	Down, Up and Single	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book. Trains or vehicles may not be propelled onto the Branch if there are any vehicles already on it.
Humber Road Jn (rear of signal IR213)	Immingham West Jn	Freight train of maximum 36 MGR with a brakevan as the leading vehicle. equipped with headlight and horn (in which the Guard or Shunter must ride).	Up	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.
Immingham Reception Sidings	Humber Road Jn (rear of signal IR213)	Freight train of maximum length of 60 SLU	Down and Up	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.
Humber Road Jn (rear of signal IR213)	Immingham Reception Sidings	Freight train of maximum length of 60 SLU	Down and Up	Trains or vehicles may be propelled in clear weather only in accordance with the Rule Book.

Dated: 02/12/06**LN748 (RETFORD WESTERN JN TO THRUMPTON WEST JN)**

From	To	Type of Train	Line(s)	Remarks
Retford (rear of position light signal 1341 - Up ECML)	Thrumpton West Jn (rear of position light signal 31)	Freight train, maximum length of 20 SLU. With a brakevan as the leading vehicle (in which the Guard or Shunter must ride).	Down Slow/Down	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 02/12/06

LN752 (WRAWBY JN. TO MARSHGATE JN.)

From	To	Type of Train	Line(s)	Remarks
Marshgate Jn Down Thorne Signal D308	Carriage Sidings	Freight trains or vehicles with a maximum length of 64 metres / 70 yards with a brakevan as the leading vehicle. (in which the Guard or Shunter must ride), or empty coaching stock, max length of 12 cars	via Platform 1	Trains or vehicles may be propelled in accordance with the Rule Book.
Marshgate Jn Down Thorne Signal D308	Doncaster	Freight trains or vehicles with a maximum length of 64 metres / 70 yards with a brakevan as the leading vehicle. (in which the Guard or Shunter must ride), or empty coaching stock, max length of 12 cars	Platform 3A	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 02/12/06**LN758 (BRANCLIFFE EAST JN TO KIRK SANDALL JN.)**

From	To	Type of Train	Line(s)	Remarks
Doncaster Up Decoy	Doncaster Down Decoy	Freight and ECS Vehicles for repair	Via Bessacarr Jn or St.Catherine's Jn and Low Ellers Jn	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.
St. Catherine's Jn	Decoy Up Sidings	Freight train with a maximum length of 10 SLU	Single	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 02/12/06**LN762 (ST. CATHERINES JN. TO DECOY SOUTH JN. (ST. CATHERINES CURVE))**

From	To	Type of Train	Line(s)	Remarks
Doncaster Up Decoy	Doncaster Down Decoy	Freight and ECS Vehicles for repair	Via Bessacarr Jn or St.Catherine's Jn and Low Ellers Jn	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.

Dated: 02/12/06

LN764 (LOW ELLERS CURVE)

From	To	Type of Train	Line(s)	Remarks
St. Catherine's Jn	Decoy Up Sidings	Freight train with a maximum length of 10 SLU	Single	Trains or vehicles may be propelled in accordance with the Rule Book.
Doncaster Up Decoy	Doncaster Down Decoy	Freight and ECS Vehicles for repair	Via Bessacarr Jn or St. Catherine's Jn and Low Ellers Jn	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.

Dated: 02/12/06

LN788 (THORESBY COLLIERY BRANCH)

From	To	Type of Train	Line(s)	Remarks
Thoresby Colliery	Thoresby Colliery Jn Signal Box	Fully fitted Freight train with a maximum length of 68 SLU.	Single	Trains or vehicles may be propelled in the Up direction only in accordance with the Rule Book. Speed must not exceed 10 m.p.h.

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

		(VB)				(AB)											
Line of route	Line of Route / Sector Description	101 - 127	141 - 144	150	153	155	156	158	159	165 - 166	170	185	220 - 221	222	Notes		
LN200	Wrawby Jn. to Pelham Street Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-				
LN736	Cleethorpes to Nunnery Main Line Jn. via Retford.	Y	Y	Y	Y	R1	Y	Y		-	R2	R3	R4	R4	<div>R1 Class 155 units are prohibited in platform 1 at Cleethorpes.</div> <div>R2 Class 170 authorised only between Cleethorpes - Grimsby Town - Wrawby Jn; also between Workop East and Shireoaks East Jn; also between Woodhouse Jn and Nunnery Main Line Jn, with the following restrictions:- Platforms 2 and 3 at Cleethorpes to be used only. 10mph speed restriction through Brocklesby Up Platform.</div> <div>R3 Class 185 units PROHIBITED in deflated suspension condition on Up Slow at Barnetby platform 1.</div> <div>R4 Class 222 & 220 units authorised between Woodhouse Jn and Nunnery Main Line Jn only.</div>		
LN738	Great Coates No. 1 to Union Dock	-	N	N	N	N	N	N		N	-	-	-	-			

London North Eastern Route Sectional Appendix Module LN5

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		
LN740	Grimsby Marsh West Jn. to Humber Road Jn.	-	N	N	N	N	N	N		N	-	-	-	-		
LN741	Habrough to Ulceby South Jn.	Y	Y	Y	Y	N	Y	Y		-	-	Y	-	-		
LN742	Killingholme to Brocklesby Jn.	R1	R1	R1	R1	-	R2	R2		-	-	R3	-	-	R1	Class 101-127, 141-144,150, 153 units authorised only between Ulceby North Jn and Ulceby South Jn. R2 Special arrangements apply for Class 156 and 158 units see Local Instruction. R3 Class 185 units authorised between Ulceby South Jn and Brocklesby only.
LN744	Ulceby North Jn. to Barton on Humber	Y	Y	Y	Y	N	R1	R1		-	-	Y	-	-	R1	Special arrangements apply for Class 156 and 158 units see Local Instruction.
LN746	Cottam Power Station Branch.	-	N	-	-	-	-	-		-	-	-	-	-		
LN750	Woodburn Jn. to Deepcar	-	-	-	-	-	-	-		-	-	-	-	-		
LN752	Wrawby Jn. to Marshgate Jn.	Y	Y	Y	Y	R1	Y	Y		-	R2	R3	-	R2	R1	Class 155 units are prohibited between Wrawby Jn. and Thorne Jn. R2 Class 170 and Class 222 units authorised between Thorne Jn and Marshgate Jn only. R3 Class 185 units PROHIBITED in Scunthorpe Up Bay platforms 1 and 2.
LN754	Scunthorpe Foreign Ore Branch	-	N	-	-	-	-	-		-	N	-	-	-		
LN756	Scunthorpe Trent Jn. to Roxby	-	N	-	-	-	-	-		-	N	-	-	-		
LN758	Branccliffe East Jn. to Kirk Sandall Jn.	-	N	-	-	-	-	-		-	N	-	-	-		
LN760	Firbeck Jn. to Harworth Colliery	-	N	-	-	-	-	-		-	N	-	-	-		
LN762	St. Catherines Jn. to Decoy South Jn. (St Catherines Curve)	-	N	-	-	-	-	-		-	N	-	-	-		
LN764	Low Ellers Curve	-	N	-	-	-	-	-		-	N	-	-	-		
LN766	Bentley Jn. to Hexthorpe Jn.	Y	N	Y	Y	Y	Y	Y		Y	N	Y	-	Y		

London North Eastern Route Sectional Appendix Module LN

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	
LN768	Mansfield Woodhouse to Shireoaks East Jn.	Y	-	Y	Y	Y	Y	Y		Y	Y	-	-	-	
LN772	Warsop Jn to Shirebrook Jn.	-	N	-	-	-	-	-	-	-	N	-	-	-	
LN782	Woodend Jn. to Shireoaks West Jn.	-	N	-	-	-	-	-		-	Y	-	-	-	
LN784	High Marnham to Shirebrook East Jn.	-	N	-	-	-	-	-		-	N	-	-	-	
LN786	Bevercotes Colliery Branch	-	N	-	-	-	-	-		-	N	-	-	-	
LN788	Thoresby Colliery Branch	-	N	-	-	-	-	-		-	N	-	-	-	
LN790	Rufford No. 1 Coal Stacking Site to Clipstone East Jn.	-	N	-	-	-	-	-		-	N	-	-	-	
LN794	Bilthorpe Colliery Branch	-	N	-	-	-	-	-		-	N	-	-	-	
LN798	Rufford Colliery Branch	-	N	-	-	-	-	-		-	N	-	-	-	
LN798	Clipstone Colliery Branch	-	N	-	-	-	-	-		-	N	-	-	-	
LN800	Clipstone South Jn. to Clipstone West Jn.	-	N	-	-	-	-	-		-	N	-	-	-	
LN802	Welbeck Colliery Branch	-	N	-	-	-	-	-		-	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
LN200	Wrawby Jn to Pelham Street Jn	Y	Y	-	
LN736	Cleethorpes to Nunnery Main line Jn via Retford	Y	Y	-	
LN738	Great Coates No.1 to Union Dock	Y	Y	-	
LN740	Grimsby, Marsh West Jn to Humber Road Jn	Y	Y	-	
LN741	Habrough to Ulceby South Jn	Y	Y	-	
LN742	Killingholme to Brocklesby Jn	Y	Y	-	
LN744	Ulceby North Jn to Barton on Humber	N	N	N	
LN746	Cottam Power Station Branch	-	-	-	
LN748	Retford Western Jn to Thrumpton West Jn	Y	Y	-	
LN750	Woodburn Jn to Deepcar	Y	Y	-	
LN752	Wrawby Jn to Marshgate Jn	Y	Y	-	
LN754	Scunthorpe Foreign Ore Branch	-	-	-	
LN756	Scunthorpe Trent Jn to Roxby	-	-	-	

London North Eastern Route Sectional Appendix Module LN.

Line of route	Line of Route / Sector Description	C1	C3	MK4	Notes
LN758	Branchcliffe East Jn to Kirk Sandall Jn	R1	R1	-	R1 C1 and C3 coaching stock are cleared between Branchcliffe East Jn and St Catherines Jn only.
LN760	Firbeck Jn to Harworth Colliery	-	-	-	
LN762	St. Catherines Jn to Decoy South Jn (St Catherines Curve)	Y	Y	-	
LN764	Low Ellers Curve	-	-	-	
LN766	Bentley Jn to Hexthorpe Jn (Doncaster Avoiding Line)	Y	Y	-	
LN768	Mansfield Woodhouse to Shireoaks East Jn	Y	Y	-	
LN772	Warsop Jn to Shirebrook Jn	Y	-	-	
LN782	Woodend Jn to Shireoaks West Jn	Y	-	-	
LN784	High Marnham to Shirebrook South Jn	Y	-	-	
LN784	Shirebrook South Jn to Shirebrook East Jn	-	-	-	
LN786	Bevercotes Colliery Branch	-	-	-	Not in use.
LN788	Thoresby Colliery Branch	-	-	-	
LN790	Rufford No.1 Coal Stacking Site to Clipstone East Jn	-	-	-	
LN794	Bilthorpe Colliery Branch	-	-	-	Not in use.
LN796	Rufford Colliery Branch	-	-	-	
LN798	Clipstone Colliery Branch	-	-	-	
LN800	Clipstone South Jn to Clipstone West Jn	-	-	-	
LN802	Welbeck Colliery Branch	-	-	-	

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
LN200	Wrawby Jn to Pelham Street Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1		R1 Class 67's are restricted to 60mph.
LN736	Cleethorpes to Nunnery Main line Jn via Retford	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN738	Great Coates No.1 to Union Dock	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN740	Grimsby, Marsh West Jn to Humber Road Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN741	Habrough to Ulceby South Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN742	Killingholme to Brocklesby Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN744	Ulceby North Jn to Barton on Humber	8	R	R	R	R	R	Y	R	R	Y	R		R1 Locomotives are prohibited between Pasture Road L/C (109 63) and Barton on Humber (110 18).
LN746	Cottam Power Station Branch	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN748	Retford Western Jn to Thrumpton West Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN750	Woodburn Jn to Deepcar	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN752	Wrawby Jn to Marshgate Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1		R1 Class 67's are restricted to 60 mph.
LN754	Scunthorpe Foreign Ore Branch	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN756	Scunthorpe Trent Jn to Roxby	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN758	Branchcliffe East Jn to Kirk Sandall Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN760	Firbeck Jn to Harworth Colliery	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	-		

London North Eastern Route Sectional Appendix Module LN

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
LN762	St. Catherines Jn to Decoy South Jn (St Catherines Curve)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN764	Low Ellers Curve	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN766	Bentley Jn to Hexthorpe Jn (Doncaster Avoiding Line)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN768	Mansfield Woodhouse to Shireoaks East Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN772	Warsop Jn to Shirebrook Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN782	Woodend Jn to Shireoaks West Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN784	High Marnham to Shirebrook South Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN784	Shirebrook South Jn to Shirebrook East Jn	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN786	Bevercotes Colliery Branch	-	-	-	-	-	-	-	-	-	-	-		Not in use.
LN788	Thoresby Colliery Branch	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	N		
LN790	Rufford No.1 Coal Stacking Site to Clipstone East Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN794	Bilthorpe Colliery Branch	8	-	-	-	-	-	-	-	-	-	-		Not in use.
LN796	Rufford Colliery Branch	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN798	Clipstone Colliery Branch	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	-		
LN800	Clipstone South Jn to Clipstone West Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN802	Welbeck Colliery Branch	7	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
LN200	Wrawby Jn to Pelham Street Jn	8	-	-	-	-	-	-	
LN736	Cleethorpes to Nunnery Main line Jn via Retford	8	-	-		-	-	-	
LN738	Great Coates No.1 to Union Dock	8	-	-	-	-	-	-	
LN740	Grimsby, Marsh West Jn to Humber Road Jn	8	-	-	-	-	-	-	
LN741	Habrough to Ulceby South Jn	8	-	-	-	-	-	-	
LN742	Killingholme to Brocklesby Jn	8	-	-	-	-	-	-	
LN744	Ulceby North Jn to Barton on Humber	8	-	-	-	-	-	-	
LN746	Cottam Power Station Branch	8	-	-	-	-	-	-	
LN748	Retford Western Jn to Thrumpton West Jn	8	-	-	-	-	-	-	
LN750	Woodburn Jn to Deepcar	8	-	-	-	-	-	-	
LN752	Wrawby Jn to Marshgate Jn	8	-	-	-	-	-	-	
LN754	Scunthorpe Foreign Ore Branch	10	-	-	-	-	-	-	
LN756	Scunthorpe Trent Jn to Roxby	8	-	-	-	-	-	-	
LN758	Branccliffe East Jn to Kirk Sandall Jn	8	-	-	-	-	-	-	
LN760	Firbeck Jn to Harworth Colliery	7	-	-	-	-	-	-	
LN762	St. Catherines Jn to Decoy South Jn (St Catherines Curve)	8	-	-	-	-	-	-	

London North Eastern Route Sectional Appendix Module LI.

Line of route	Line of Route / Sector Description	RA	86	87	89	90	91	92	Notes
LN764	Low Ellers Curve	8	-	-	-	-	-	-	
LN766	Bentley Jn to Hexthorpe Jn (Doncaster Avoiding Line)	8	-	-	-	-	-	-	
LN768	Mansfield Woodhouse to Shireoaks East Jn	8	-	-	-	-	-	-	
LN772	Warsop Jn to Shirebrook Jn	9	-	-	-	-	-	-	
LN782	Woodend Jn to Shireoaks West Jn	8	-	-	-	-	-	-	
LN784	High Marnham to Shirebrook South Jn	8	-	-	-	-	-	-	
LN784	Shirebrook South Jn to Shirebrook East Jn	10	-	-	-	-	-	-	
LN786	Bevercotes Colliery Branch	-	-	-	-	-	-	-	Not in use.
LN788	Thoresby Colliery Branch	7	-	-	-	-	-	-	
LN790	Rufford No.1 Coal Stacking Site to Clipstone East Jn	8	-	-	-	-	-	-	
LN794	Bilsthorpe Colliery Branch	8	-	-	-	-	-	-	Not in use.
LN796	Rufford Colliery Branch	8	-	-	-	-	-	-	
LN798	Clipstone Colliery Branch	7	-	-	-	-	-	-	
LN800	Clipstone South Jn to Clipstone West Jn	8	-	-	-	-	-	-	
LN802	Welbeck Colliery Branch	7	-	-	-	-	-	-	

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LOCAL INSTRUCTIONS

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LN200 - WRAWBY JN TO PELHAM STREET JN

Welton Oil Sidings

Set back movements into Welton (BP) Oil Sidings. Guards of trains requiring to set back into the sidings from the Up line must, after setting the hand points in the sidings, advise the Signaller accordingly. The Guard must then place himself in the most suitable position to control the movement.

The clearing of the position light signal (No.53/53R) will be the Driver's authority to proceed, and it will not be necessary for the Driver to comply with Rule Book, Module SS2 Section 2, but he must proceed cautiously, keeping a sharp look out and be prepared to act on a hand signal from the Guard when he comes into view. The train must be stopped when the locomotive is in rear of signal 54.

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD CLEETHORPES

Lockouts are provided which prevent trains being signalled into or out of the platforms shown:-

Platforms 1 & 2 (combined system - both platforms closed at the same time).

The protected area does not extend beyond the ends of the platforms.

Lockouts are not provided on other platforms.

The lockout must be used to protect staff who are to carry out work such as:-

- watering coaching stock at track level,
- fitters working on trains,
- clearing litter from the track,
- white lining platform edges.

If the lockout has been used, it will not be necessary to appoint a COSS. Where work is to take place on a train, or a train is standing in the platform whilst work is in progress, a NOT TO BE MOVED board must be securely fitted to the Drivers cab in such a position that it is clearly visible to the Driver of the train as well as being visible along the platform.

The operation of the lockout is as follows:-

The person taking the lockout must telephone the Signaller, identify himself by name and employing organisation, say what is to be done and ask for the lockout to be given.

When the Signaller is able to give the lockout, the light on the instrument will light; the button must then be pressed and the key turned and withdrawn. The Signaller must be advised when the key has been withdrawn.

There are two instruments in the cupboard, these work in parallel and it is only necessary to operate one of them.

The key must be retained by the person removing it and not left in the instrument cupboard, as long as it is out of the instrument the platforms are protected from train movements by the signalling system.

The same person must normally remain in charge of the key throughout the time it is out of the instrument; if this is not possible, he must, before transferring the key, telephone the Signaller, identify himself by name and employing organisation, and tell the Signaller to whom the key is to be transferred; that person must then identify himself by name and employing organisation.

When work is complete, the person who has charge of the key must telephone the Signaller, identify himself by name and employing organisation, and give the Signaller an assurance that all staff and equipment are clear of the line. When instructed to do so, he must return the key to the instrument and turn it to the lock position.

The platforms are now no longer protected.

ALWAYS ENSURE THAT YOU KNOW EXACTLY WHAT IS PROTECTED

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

Barnetby East SB (BE) To Wrawby Jn SB (WJ)

Prohibition Of Rule Book Module T2 Procedure T2-T

"Line Clear" release facilities are not provided at the locations listed below, therefore Rule book Module T2 Procedure T2-T is prohibited from use:

Barnetby East to Wrawby Jn – Down Goods Line Only.

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

BARNETBY

Nos. 1 and 2 Reception Sidings. Drivers of trains arriving in Nos.1 and 2 Reception Sidings in the Up direction must as far as practicable, stop clear of the inlet points.

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

Kettleby LC (AHBC)

Local control of Kettleby LC must be taken before an On Track machine not guaranteed to operate track circuits is allowed to pass over it.

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

KIRTON LINDSEY

Multiple unit trains terminating at Kirton Lindsey station are authorised to return to the Signal box in rear.

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

WORKSOP

Workshop Sidings. Drivers of trains approaching the foot crossing on the Main line during darkness and/or fog or falling snow must sound the horn.

Dated: 02/12/06

LN736 - CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

Kirton Lime Sdgs SB (KL)

Failure of track circuits. During a failure of a track circuit between the double/single line connection and signal KL3, working by Pilotman will not be introduced provided the Signaller is satisfied that the line is clear. The Driver will be advised of the circumstances when he is instructed to pass a signal controlling the entrance to the affected portion of line at Danger. If the train subsequently stops on the affected portion of line owing to accident or failure, detonator protection must be carried out.

Dated: 02/12/06

LN738 - GREAT COATES NO. 1 TO UNION DOCK

Entire Line Of Route

The train staff must normally be delivered to and collected from the Signaller at Great Coates No. 1.

To enable a second train to run between Great Coates No. 1 and Union Dock, the EWS Person in Charge is authorised to receive or deliver the train staff at the End of One Train Working and to convey the train staff between Great Coates No. 1 and the End of One Train Working other than by train.

If the EWS Person in Charge does not request the train staff, the train staff should be retained by the Driver until the movement arrives back at Great Coates No. 1. If the EWS Person in Charge has requested the train staff from a train at the End of One Train Working, the train must not pass the "Commencement of Staff Section" board until the train staff has been returned to the Driver by the EWS Person in Charge.

Dated: 02/12/06

LN738 - GREAT COATES NO. 1 TO UNION DOCK

Entire Line Of Route

Grimsby Docks Level Crossings

Locomotives must not exceed 4 m.p.h. when passing over level crossings in the Docks area. Drivers approaching all level crossings in the Docks Area must sound the locomotive horn.

Dated: 02/12/06

LN740 - GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN

Immingham East Jn

Working at junction of Up Locomotive Line and Up Goods Line at East End of Locomotive Shed. Before locomotives leaving the Locomotive Depot upon the Up Locomotive line at the east end of the Locomotive Depot are permitted to foul the Up Through Siding, Drivers must satisfy themselves that no train is approaching on the Up Goods line. Similarly before trains running on the Up Through Siding are permitted to foul the Up Locomotive line. Drivers must satisfy themselves that no locomotives are leaving the Locomotive Depot.

Dated: 02/12/06

LN740 - GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN

Immingham Reception Sidings SB (IR)

1. A movement between the Reception Sidings or Storage Sidings and Humber Road Junction or vice versa may be hauled, propelled (subject to the limitations in Table B) or worked with a locomotive at each end to facilitate reversal. The Guard or Shunter in charge of the movement must advise the Signaller how the movement is to be worked, whether a locomotive is to be detached when the movement reverses and also whether the movement is fully fitted and if not, whether there is a brakevan.
2. When the movement has arrived complete and is at a stand at IR100 signal (Down Main) or in rear of IR213 signal (Up Main), the Guard or Shunter must advise the Signaller.
3. After reaching a clear understanding with the Driver of a train standing at IR100 signal that the train will not be moved, the Signaller is authorised to permit a light locomotive to pass IR207 signal at Danger to attach to the rear of the train.
4. A locomotive may be detached from the rear of a train standing at IR213 signal and the light locomotive may then follow the train as far as IR213 signal where the provisions of Rule Book Module TW3 Section 12.2 must be carried out.
5. Propelled movements from the Reception Sidings to the rear of IR213 signal are permitted to convey a red light on the leading vehicle; the provisions of Rule Book Module TW1, Section 4.6 are amended accordingly.

Dated: 02/12/06

LN740 - GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN

Entire Line Of Route

Prohibition Of Rule Book Module T2 Procedure T2-T

"Line Clear" release facilities are not provided at the locations listed below, therefore Rule book Module T2 Procedure T2-T is prohibited from use:

Great Coates No. 1 to Marsh Jn

Immingham Reception Sidings to Immingham East Jn.

Dated: 02/12/06

LN740 - GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN

Entire Line Of Route

Immingham Dock Siding Level Crossings

Locomotives must not exceed a speed of 4 m.p.h. when passing over level crossings in the Dock area.

Drivers of locomotives, when approaching all level crossings in the Dock area, must sound the locomotive warning horn to give warning of approach.

Dated: 02/12/06

LN742 - KILLINGHOLME TO BROCKLESBY JN

Killingholme (End of line) To Immingham West Jn

Working Of Shell Mex Open Level Crossing At 2 M. 34 Ch. And Yorkshire Tar Train Crew Operated Gates Level Crossing At 2m 44 Ch. By Trains For The Admiralty Sidings.

Light locomotive or trains comprised of one vehicle only may, after stopping and sounding the warning horn at Shell Mex Open level crossing, proceed to the Admiralty Sidings. Any other train must be worked in accordance with the following instructions:-

Arriving Trains for Admiralty Sidings

Trains must stop at the "STOP AWAIT INSTRUCTIONS WHISTLE BEFORE PROCEEDING" board positioned 25 metres before reaching Shell Mex Open level crossing at 2 m. 34 ch. The Trainman must then go forward to Yorkshire Tar level crossing and close the gates to road traffic. When the gates are secured for the rail movement, the Trainman must call the Driver forward. After sounding the warning horn, the Driver may proceed over both crossings towards the end of the branch to a point where the rear of the train has passed clear of Yorkshire Tar level crossing.

The crossing gates must be opened for road traffic and the Trainman must proceed to the Admiralty Sidings Ground Frame and set the route for the arriving train. The Trainman must then return to the Yorkshire Tar level crossing and close the crossing to road traffic. The Trainman must then instruct and control the set back movement towards the Admiralty Sidings until the train is clear of Yorkshire Tar level crossing. The crossing gates must then be opened to road traffic. The train may then be controlled into the Admiralty Sidings.

Trains Departing from Admiralty Sidings

Departing trains must be propelled towards and stopped at the "STOP AWAIT INSTRUCTIONS" board positioned 25 metres before reaching the Admiralty Sidings Ground Frame. The Trainman must then walk forward and close Yorkshire Tar level crossing to road traffic. When this has been done, the train may be called forward to the "PROPELLED TRAIN LOCOMOTIVE TO STOP HERE" board clear of the crossing. The Trainman must then reopen the crossing gates to road traffic and then close and lock the Admiralty Sidings Ground Frame. The gates of Yorkshire Tar level crossing must then be closed to road traffic and the Driver instructed to proceed over both the Yorkshire Tar and Shell Mex level crossings and stop with the rear of the train clear on the Immingham side of Shell Mex Open level crossing. The Trainman must then open Yorkshire Tar level crossing to road traffic and then rejoin the train.

Dated: 02/12/06

LN742 - KILLINGHOLME TO BROCKLESBY JN

Immingham West Jn To Killingholme (End of line)

The Driver of each train traveling to the Killingholme Branch must stop at the **STOP** board lettered “**Telephone Signaller for Instructions Commencement of Staff Section**”, and contact the Signaller via the Signal Post Telephone on IW253 and obtain permission to remove the Train Staff. The train must not proceed until the Train Staff has been obtained and permission to pass the Stop board lettered “**Telephone Signaller for Instructions Commencement of Staff Section**” has been given by the Signaller. The Driver or shunter must also inform the Signaller when the train has passed clear of the connection from the Double line to the Single line complete with tail lamp.

When a train is to travel to Admiralty Sidings and will be locked inside the sidings it is authorised for the token to be returned to Immingham West end of the single line to facilitate engineering work on the Killingholme line or to allow another train to proceed onto the branch. The following procedure must be followed when this is to be done:

1. When the Driver of the train travelling to Admiralty Siding has passed clear of the Killingholme Single line and the Ground Frame has once again been returned to the Normal Position locking the train inside, the Driver must contact the Signaller at Immingham West and inform him/her this has been done.
2. The Signaller at Immingham West may authorise the Nominated Person to travel to Admiralty Sidings, take possession of the Train Staff and return it to the secure cabinet at the Immingham West end of the line.

When it is necessary to return the Train Staff to the Admiralty Sidings to allow the train to return to Immingham West, the Signaller at Immingham West must authorise the Nominated Person to:

1. Remove the Train Staff from the secure cabinet.
2. Return it to the Driver of the train locked in at Admiralty Sidings and instruct him/her to contact the Signaller at Immingham West, confirm they are in possession of the staff and obtain permission to return.

The Driver of each train leaving the Killingholme Branch must stop at signal IW253, replace the Train Staff in the secure cabinet, lock the cabinet and contact the Signaller via the Signal Post Telephone on IW253, and inform the Signaller the Train Staff has been replaced. The Driver must then obey signal IW253.

Dated: 02/12/06

LN742 - KILLINGHOLME TO BROCKLESBY JN

Immingham West Jn

Simon Storage West And Mineral Quay Level Crossings

1. The instructions headed "Traincrew Operated Crossings (TMO)." in Rule Book Module TW8, Section 10 apply at these crossings, modified as shown below.
2. An Attendant will be appointed to operate the crossing.
3. The normal position of the barriers at each crossing situated over the Western Jetty Arrival and Departure lines and the Mineral Quay Sidings single line connection is in the raised position.
4. Arriving Trains
 - 4.1 When a train is required to proceed to the Western Jetty or Mineral Quay Sidings, the Attendant must press the crossing barrier "DOWN" button. When the barriers are lowered and the crossing is clear, the Attendant must authorize the Driver to proceed over the crossing.
 - 4.2 When the train with tail lamp attached has passed clear of the crossing, the Attendant must press the crossing barrier "UP" button.
5. Departing Trains
 - 5.1 When a train from either the Western Jetty or Mineral Quay Sidings is at a stand at the appropriate signal, the Signaller has been advised the train is ready to depart and the Signaller has indicated that he is able to allow the train to depart, the Attendant must press the crossing barrier "DOWN" button. When the barriers are lowered and the crossing is clear of road traffic the "CROSSING CLEAR" button must be pressed. This will illuminate a slot off the indication in the signal box and the Signaller will clear the signal for the train to depart.
 - 5.2 When the train with tail lamp attached has passed clear of the crossing, the Attendant must press the crossing barrier "UP" button.
6. Stopping Level Crossing Barriers in an Emergency
 - 6.1 Should it be necessary to interrupt the lowering of the crossing barriers, the Attendant must press the crossing barrier "STOP" button, which will hold the barriers in the position they have reached. The sequence may then be resumed by pressing the crossing barrier "DOWN" button to complete closure of the crossing or by pressing the crossing barrier "UP" button to return the barriers to the raised position.

Dated: 02/12/06

LN750 - WOODBURN JN TO DEEPCAR

Deepcar Exchange Sidings

Over Deepcar Viaduct there is a **5 mph** speed restriction for all locomotives.

Dated: 02/12/06

LN752 - WRAWBY JN. TO MARSHGATE JN.

HATFIELD AND STAINFORTH

Hatfield Colliery Bunker Loading Sidings. Shutting in facilities apply in respect of trains arriving for Bunker loading only.

Dated: 02/12/06

LN756 - SCUNTHORPE TRENT JN. TO ROXBYP

Dawes Lane LC (AOCL)

Rule Book Module TW8, Section 4.5 will not apply at this crossing provided the Emergency Plunger Unit has been used and the Driver has satisfied himself that the Road Traffic Signal on both road approaches are operating. In such circumstances, the Driver may, even if the Driver's red light continues to show take his train over the crossing, ensuring it is safe to do so and sounding the horn continuously until the front of the train is on the crossing.

Dated: 02/12/06

LN756 - SCUNTHORPE TRENT JN. TO ROXBY

Entire Line Of Route

The train staff must normally be delivered to and collected from Drivers at North Lincoln Jn. (S.353/S.357 signals) and the Signaller advised when this has been done.

To enable a second train to run between Trent Junction and Normanby Park, the Mobile R.S.T. is authorised to receive or deliver the train staff at Normanby Park and Roxby and to convey the train staff between North Lincoln Jn., Normanby Park and Roxby other than by train.

If the Mobile RST does not request the train staff, the train staff should be retained by the Driver until the movement arrives back at North Lincoln Jn.

If the R.S.T. has requested the train staff from a train at Roxby, the train must not pass the "Commencement of Staff Section" board until the train staff has been returned to the Driver by the Mobile R.S.T.

Delivery and receipt of staff by persons other than the signaller

Staff Station	Person authorised to receive or deliver staff other than the signaller
Scunthorpe Trent Jn. (North Lincoln Jn Chargemans Office)	North Lincoln Chargeman
Normanby Park	Mobile R.S.T.
Roxby	Mobile R.S.T.

Dated: 02/12/06

LN758 - BRANCLIFFE EAST JN TO KIRK SANDALL JN.

Dinnington Jn To Maltby Colliery

Tokenless Block working between Dinnington Jn. and Maltby Colliery

Rule Book Module P2, Section 1.1

If a Pilotman is not immediately available, a Driver's Ticket may be issued to the Driver of each train. Drivers of Down trains will be brought to a stand at WP607 signal and will be instructed by the Signaller at Worksop to take a Driver's Ticket from the locked box located at this signal. The box is opened by a Drivers BR.No.1 key. The Driver must complete the Driver's Ticket by dictation given by the Signaller and repeat the contents to the Signaller. The Signaller will then authorise the Driver to enter the section.

If a train, the Driver of which is in possession of a Driver's Ticket, becomes disabled necessitating an assisting train entering the section, the Driver's Ticket must be left in the driving compartment of the disabled train. The Driver's Ticket must be handed to and retained by the Driver of the assisting train until both trains have been cleared from the section.

In all cases, the Driver's Ticket issued to the Driver of an Up train must be retained by him until reaching his depot and handed in at the depot with the word "Cancelled" written across it. The Driver's Ticket must then be forwarded to the Network Rail Signaller Manager at Worksop.

Dated: 02/12/06

LN758 - BRANCLIFFE EAST JN TO KIRK SANDALL JN.

Maltby Colliery

Maltby North Shunt Spur

Immediately a locomotive has arrived clear inside the spur and to the rear of signal 28, the traincrew must advise the Signaller accordingly.

Dated: 02/12/06

LN760 - FIRBECK JN. TO HARWORTH COLLIERY

Harworth Colliery

Hydro Pneumatic Points

On passing the Down Distant board, the Driver must regulate the speed of his train in order to stop at the Point Indicator on the approach side of the Branch/Colliery Arrival lines points, in the event of it not being illuminated.

Illumination of the Points Indicator for the Branch/Colliery Arrival line points signifies the points are set for the Arrival Line.

Illumination of the Point Indicator for the Bunker Line/Run – Round and Departure line signifies the points are sent for the Run – Round and Departure line.

If a train is stopped due to either Point Indicator not being illuminated, the Driver or Train Preparer must advise the Signaller and the Train Preparer must then liaise with the Signaller and secure the points in the normal position and the train authorised to proceed forward.

Before a subsequent movement is authorised to pass in the trailing direction, the secured points must be released.

The points must continue to be secured and released as necessary until the failure is rectified.

Dated: 02/12/06

LN766 - BENTLEY JN. TO HEXTHORPE JN. (DONCASTER AVOIDING LINE)

Entire Line Of Route

Working of passenger trains over Goods Lines.

Passenger trains may run over Up and Down Avoiding Goods lines between Bentley Jn and Hexthorpe Jn when authorised in the WTT or STN.

Dated: 02/12/06

LN768 - MANSFIELD WOODHOUSE TO SHIREOAKS EAST JN

MANSFIELD WOODHOUSE

Instructions to Traincrew departing from the bay line platform - Train ready to start plunger

When a train is ready to depart from Mansfield Woodhouse bay platform the Conductor must press the "Train Ready To Start" plunger.

When signal KS.118 is cleared and the associated "OFF" indicator has illuminated, the Conductor must give the train ready to start signal in accordance with the Rule Book.

Dated: 02/12/06

LN768 - MANSFIELD WOODHOUSE TO SHIREOAKS EAST JN

Shirebrook Jn

Langwith Jn Down Yard. When it is necessary for a movement to be made into Langwith Jn Down Yard, the Person-in-charge of the movement must instruct Messrs. W. H. Davis Ltd. staff to stand their locomotive clear in the group of sidings 3 to 6 until the movement has been withdrawn from the sidings.

Dated: 02/12/06

LN784 - HIGH MARNHAM TO SHIREBROOK EAST JN

Welbeck Colliery Jn

Trains setting back from the Up Main line to the Welbeck Colliery Branch.

When the "Off" indicator for 3-aspect colour light signal C233 is illuminated for a train to set back from the Up Main line to the Welbeck Colliery Branch, it will not be necessary for the Driver to comply with Rule Book Module SS2, Section 3.2 but he must proceed cautiously, keeping a sharp look out and be prepared to act on any hand signal received from the Guard or Shunter.

Propelled movements from the Welbeck Colliery Branch to the Up Main line.

A red light is permitted to be carried on the leading vehicle of a propelling movement between Up Welbeck line 3-aspect colour light signal C222 on the Welbeck Colliery Branch and the Up Main line. Rule Book Module TW1, Section 4 is modified accordingly.

Dated: 02/12/06

LN784 - HIGH MARNHAM TO SHIREBROOK EAST JN

Warsop Jn

Trains setting back from Up Warsop line to Warsop Up Yard.

The Person in Charge must ensure that the hand points within the Yard are correctly set for the reception of the train before advising the Signaller that the train may be signalled to set back from the main line.

When signal 38/28/28R clears it will not be necessary for the Driver to comply with Rule Book Module SS2, Section 3.2 but must proceed cautiously, keeping a sharp lookout and be prepared to act on a hand signal from the Person-in-Charge when he comes into view.

Dated: 02/12/06

LN802 - WELBECK COLLIERY BRANCH

Wellbeck Colliery

Rapid Loading Bunker. An RJB Mining level crossing is situated approximately eight locomotive lengths beyond the Bunker. The crossing is protected by red and green lights for road operation.

Dated: 02/12/06