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BR30018/4

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RAILTRACK

LONDON NORTH EASTERN ZONE

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

SECTION NO. 4

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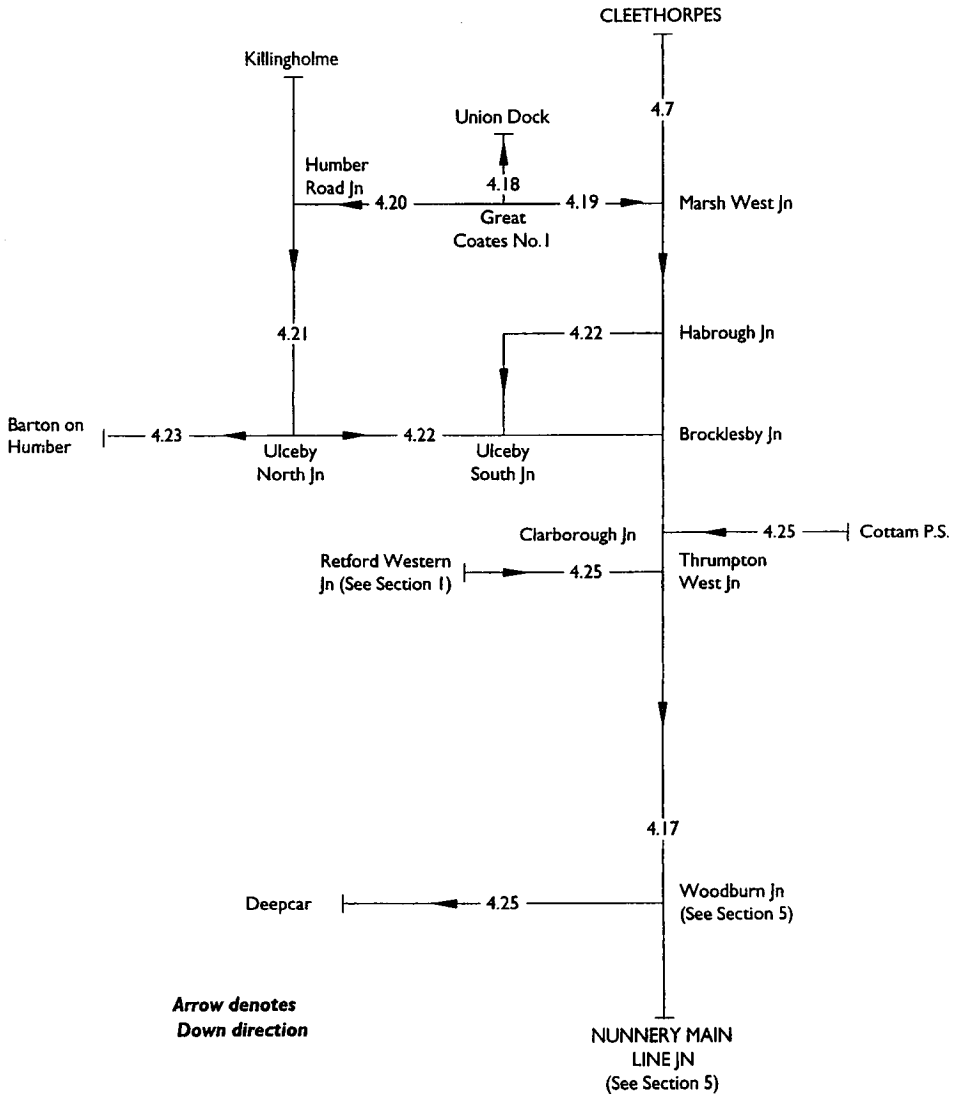
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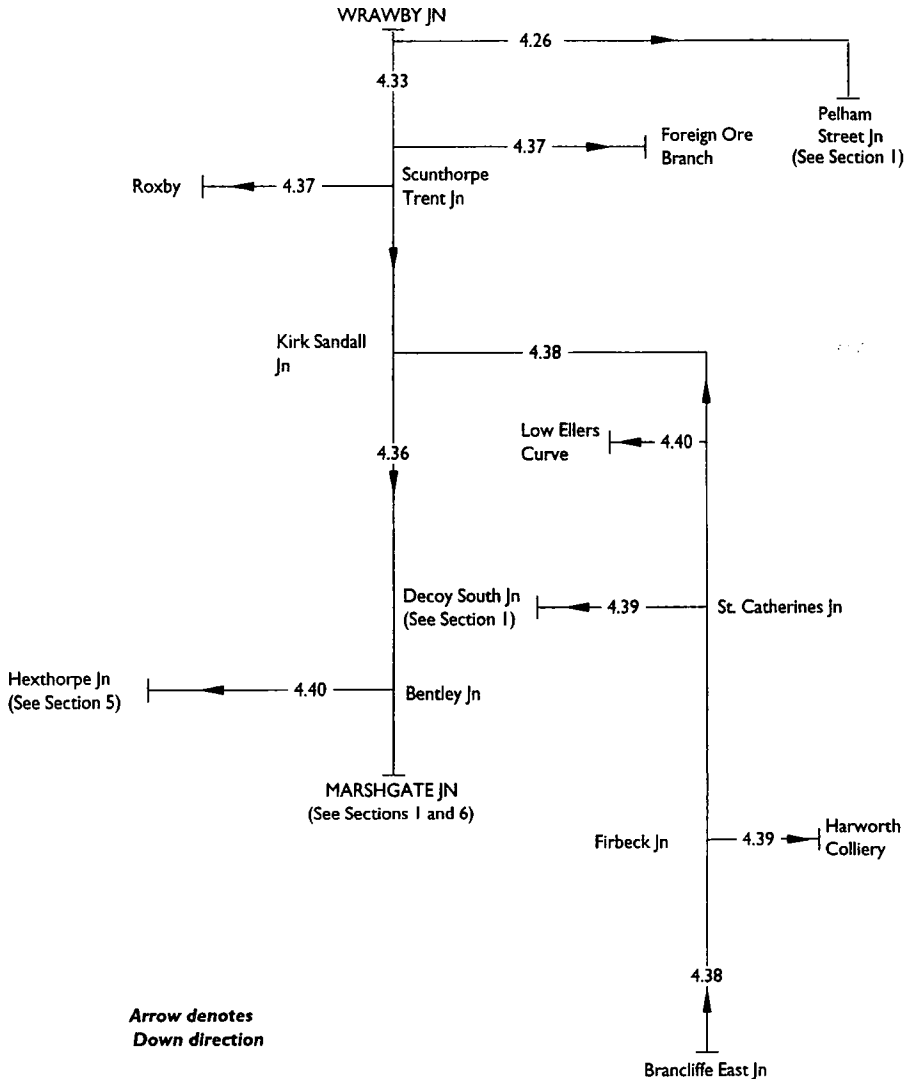
LINES COVERED IN SECTION 4

CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD AND BRANCHES



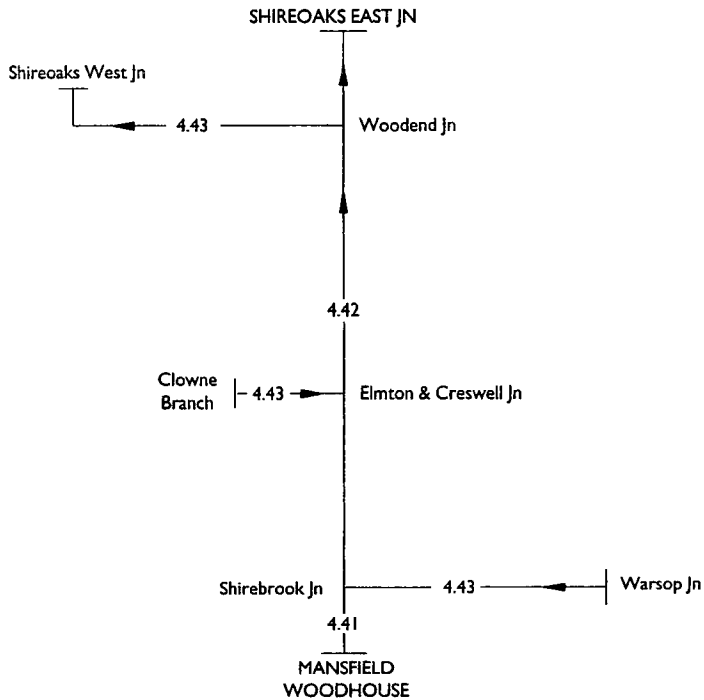
LINES COVERED IN SECTION 4 - Continued

WRAWBY JN TO MARSHGATE JN AND BRANCHES



LINES COVERED IN SECTION 4 - Continued

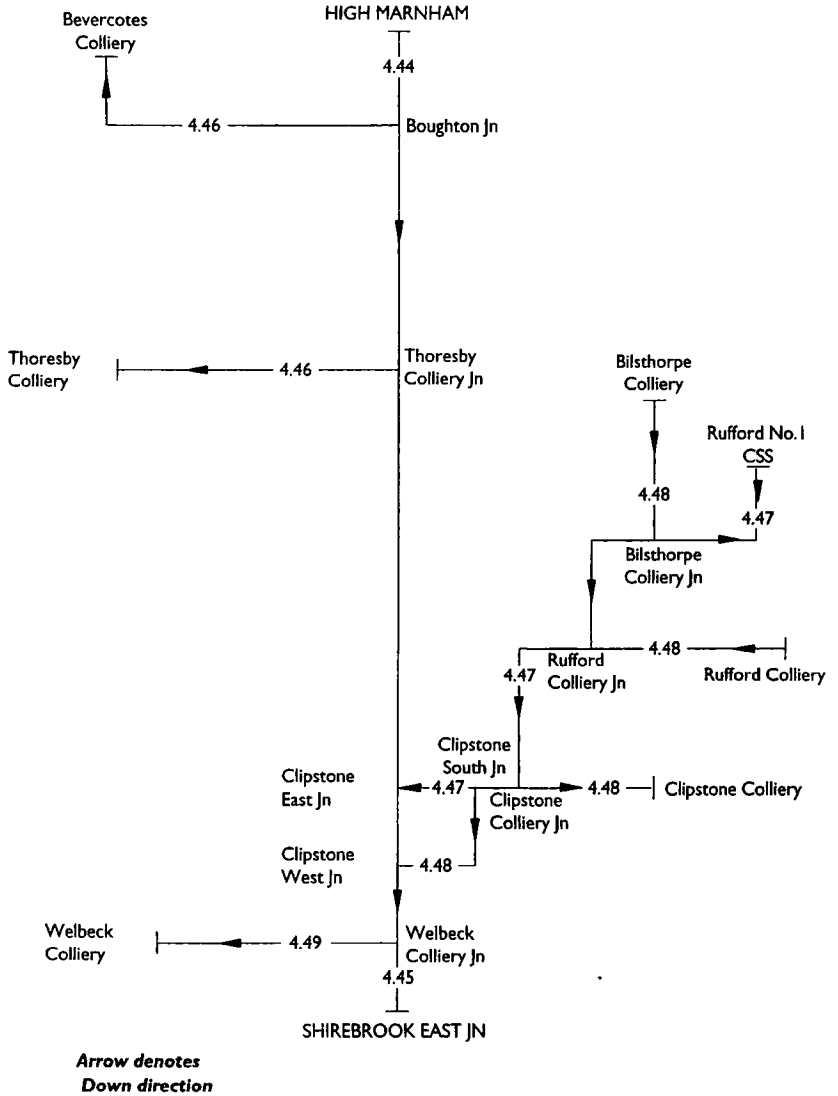
MANSFIELD WOODHOUSE TO SHIREOAKS EAST JN AND BRANCHES



**Arrow denotes
Down direction**

LINES COVERED IN SECTION 4 - Continued

HIGH MARNHAM TO SHIREBROOK EAST JN AND BRANCHES



CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD AND BRANCHES

Cleethorpes to Nunnery Main Line Jn via Retford	4.7
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WRAWBY JN TO MARSHGATE JN AND BRANCHES

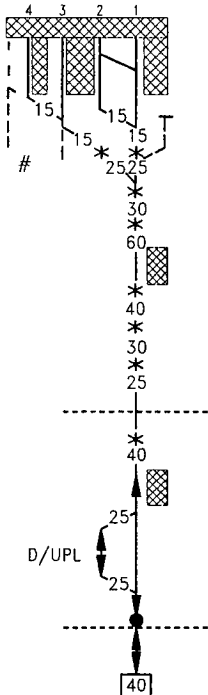

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HIGH MARNHAM TO SHIREBROOK EAST JN AND BRANCHES

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Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
CLEETHORPES	112 40	<p>CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD</p> 	Controlled by Pasture Street (P) Signal box
	112 20*		NRN Channel 
	112 15*		# To/From Sidings
	112 00*		
NEW CLEE	110 78		TOWS between 111 14 and 110 00
	110 75*		
	110 44*		
	110 33*		
Fish Dock Road LC CCTV	110 31		
	110 26*		
GRIMSBY DOCKS	110 11		
	110 02		
Pasture Street (P) LC	109 59		D/UPL 20
	109 48		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>Controlled by Pasture Street(P) Signal Box to 108 25.</p> <p>NRN Channel </p> <p>PP is authorised on Down and Up Main lines and Back Platform line for use in unplanned situations with Class 1, 2 or 5 trains. Drivers will be advised when this is required at Down Main line signal P979 or Up Main line signal P974.</p>
Garden Street LC CCTV	109 29* 109 26		
GRIMSBY TOWN	109 20		
Wellowgate LC CCTV	109 14		
Friargate LC CCTV	109 10* 109 03		
Littlefield Lane LC CCTV	108 73		
	107 79*		
Marsh Jn (M)	107 77		AB Marsh Jn to Stallingborough
Marsh West Jn	107 69		Controlled by Marsh Jn (M) Signal box. # To/From Great Coates No.1 see page 4.19
	107 56*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
GREAT COATES LC AHB	107 19		NRN Channel
HEALING	105 75		T = No 29 UWC at 106 69
STALLINGBOROUGH LC	104 72		T = Healing UWC at 105 74
Little London LC AHB	103 56		AB Stallingborough to Roxton Siding
Roxton Sidings LC	102 55		
HABROUGH LC AHB	101 13		
Habrough Jn	100 55		Controlled by Ulceby Jn (UJ) Signal box. # To/From Ulceby South Jn see page 4 22 T = Old Junction UWC at 100 38


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Brocklesby East Jn	99 39		# To/From Ulceby see page 4.22 Controlled by Brocklesby Jn (B) Signal box NRN Channel
Brocklesby Jn (B)	99 31		AB Barnetby East to Brocklesby Jn UP LINE ONLY
Brocklesby West Jn	99 21 99 20		Controlled by Brocklesby Jn (B) Signal box T = Pushpole UWC at 98 64 T = Ulceby Chase Farm UWC at 98 40 T at 97 03 (Up side only)
New Barnetby LC	95 79 94 70*		
Barnetby East (BE)	94 64		AB Barnetby East to Wrawby Jn
BARNETBY	94 56 94 50* 94 21*		
Wrawby Jn (WJ)	94 12 94 06* 94 00*		US = UP SLOW UF = UP FAST DF = DOWN FAST DS = DOWN SLOW DG = DOWN GOODS ## = To/From Pelham Street Jn see page 4.26 ### = To/From Scunthorpe see page 4.33

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel
Kettleby LC AHB	93 30		
	92 58		
Brigg LC	91 30		
	91 23		
BRIGG	91 10*		AB Brigg to Kirton Lime Sidings
	91 01		40\$ = through crossover Up to Single line
	90 47*		
	90 35*		
Hibaldstow LC AHB	89 03		
	86 35*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Kirton Lime Sdgs (KL)	86 20		NRN Channel
Kirton Tunnel (1334 yards)	85 72 to 85 10		
KIRTON LINDSEY	84 65		
	82 67		
	82 17		D/UL = Down/Up Loop Controlled by Northorpe (N) Signal box
Northorpe (N) LC	82 14 82 10*		
Swinedyke LC(R/G)	81 38		
		40 60	
Bonsall Lane LC	80 23 76 40* 76 06		Controlled by Gainsborough Central (GC) Signal box.


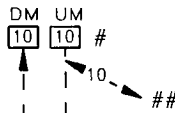
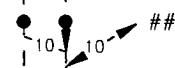
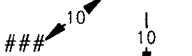

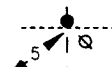

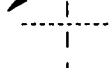
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
GAINSBOROUGH CENTRAL	74 42		NRN Channel
Gainsborough Central (GC)	74 36		AB Gainsborough Central to Gainsborough Trent Jn
			# = To/From Lincoln see Section 1
Gainsborough Trent Jn/ Trent East Jn	73 24		Hot Axle Box Detector on the Down Main line at 73 24
Trent West Jn	73 12		Controlled by Gainsborough Trent Jn Signal box
	73 08*		## = To/From Flyover East Jn see Section 1
West Burton East Jn	72 20		T = Bole Lane UWC at 72 18
West Burton (WB)	71 40		### = To/From West Burton Power Station
West Burton West Jn	70 66		T = Freemans Lane UWC at 69 60

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Rushey Sidings LC AHB-X	62 45		NRN Channel
Mansfield Road LC CCTV	62 25		C Down at 62 02 (700 yards before reaching Signal D.62). Hot Axle Box Detector on the Up Main line at 60 41
Manton Wood	58 54		Controlled by Worksop (WP) Signal box
Worksop East LC CCTV	56 65		Controlled by Worksop (WP) Signal box
WORKSOP	56 61		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
Worksop (WP)	56 58		
Worksop West Jn	56 40		Controlled by Worksop (WP) Signal box # To/From Worksop Reception/Departure Sidings

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Shireoaks East Jn	55 62		<p># To/From Workshop Reception/Departure Sidings</p> <p>NRN Channel  031</p> <p>Controlled by Workshop (WP) Signal box</p> <p>CW Down at 55 55 (456 yards before reaching signal WP.531)</p> <p>## To/From Woodend Jn see page 4 42</p> <p>### To/From Woodend Jn see page 4.43</p> <p>Controlled by Workshop (WP) Signal box</p>
Shireoaks West Jn	55 00		
Shireoaks Station LC	54 56		
CCTV	54 52		
SHIREOAKS	54 46		
Broncliffe East Jn	53 57		<p>C Down at 54 21 (847 yards before reaching signal WP.523)</p> <p>Controlled by Workshop (WP) Signal box</p> <p>#### To/From Kirk Sandall Jn see page 4 38</p> <p>C Down at 53 01</p> <p>C Down at 52 27 (587 yards before reaching KS 515 signal).</p> <p>AB Kiveton Park to Woodhouse Jn</p>
Kiveton Park (KS) LC	51 53		
KIVETON PARK	51 50		
	50 70		
KIVETON BRIDGE	50 34		<p>C Down at 51 41 (587 yards before reaching KS 513 signal).</p> <p>##### To/From Kiveton Park Colliery</p> <p>C Up at 49 72</p> <p>C Up at 49 02</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p>The diagram shows two main vertical tracks. The left track has upward arrows labeled UM, DM, 60, 45, 60, 15, 40, 40, 40, 40, 40, 15, 20, 20, 15, 15, 60, 40, 25, and a box at the bottom containing 25. The right track has downward arrows labeled 60, 15, 40, 40, 40, 40, 15, 20, 20, 15, 15, 60, 40, 25, and a box at the bottom containing 25. Various symbols like asterisks, hash marks, and cross-hatched boxes are placed along the tracks.</p>	NRN Channel C Up at 47 44 # To/From Beighton Jn see Section 5 AB Woodhouse Jn to Woodburn Jn C Down at 46 30 ## To/From Tinsley see Section 5 ### To/From Deepcar see page 4.25 To/From Sheffield see Section 5
Woodhouse Jn	46 62*		
WOODHOUSE	46 56*		
	46 18		
DARNALL	43 23		
Woodburn Jn (W)	42 29		
	41 68		
	159 33		
	159 30*		
	159 16*		
Broad Street Tunnel (109 yards)	159 02		
Nunnery Main Line Jn	158 77		
	158 77		


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		GREAT COATES NO.1 TO UNION DOCK	
Great Coates No.1	108 34		AWS not provided. # To/From Marsh West Jn see page 4.19 OTS Great Coates No.1 – Union Dock NRN Channel 031 \$ Approaching level crossing
Railtrack/ABP	108 44		
Boundary			
Moody Lane LC			
AOCL			
ABP LC AOCL			
End of OTW			
Union Dock			

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN	NRN Channel 
Marsh West Jn	107 69		<p>AWS not provided # To/From Hobrough see page 4.8 Controlled by Marsh Jn(M)Signal box.</p>
Great Coates No.1	108 34		<p>AB on Down and Up Main lines Marsh Jn to Great Coates No.1. ## To/From Reception Sidings</p>
Railtrack/ABP boundary	108 44		<p>Rule Book Sections M(i)X1.5.1 and M(ii)2.2.1 (ii)/X1.3.1—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. ### To/From Union Dock see page 4.18</p>
ABP/Railtrack boundary	108 73* 4 79		
Pyewipe Road LC	4 19 4 06		<p>ET Pyewipe Road to Immingham East Jn  = Ground Frame controlled connection To/From Ti-Oxide Sidings</p>
Wood Lane LC AHB	3 36		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Marsh Lane LC AHB	1 25 0 75	UP 20 DN	AWS not provided ET Pyewipe Road to Immingham East Jn
Kiln Lane LC AOCL	0 51 0 18		☐ = Ground Frame controlled connection To/From E.I.C Transport Siding. \$ approaching level crossing. # To/From Freight Terminal Siding
Immingham East Jn	0 00 106 50 106 34		NRN Channel 031 ## 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 AB Immingham East Jn to Immingham Reception Sidings
Immingham Reception Sidings (IR)	104 30		Rule Book Sections M(i) X1.5.1 and M(ii) 2.2.1(ii) / X1.3.1- 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. T = Ambulance UWC at 104 39
Humber Road Jn	104 05		Controlled by Immingham Reception Sidings (IR) Signal box ### To/From Brocklesby Jn see page 4 21


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		KILLINGHOLME TO BROCKLESBY JN	
Killingholme End of Line	2 70		NRN Channel
Yorkshire Tar LC (TMO) +	2 44 2 39		AWS not provided between Killingholme and Ulceby North Jn OTS Immingham West Jn (0m 11ch) - Killingholme + = See Local Instruction page 4.61 □ = Ground Frame #1 To/From Admiralty Sidings
Shell Mex LC (OPEN)+	2 34		\$ = Approaching level crossing
New Inn LC(OPEN)	2 19		
Marsh Farm LC(OPEN)	0 49		
	0 11*		
	0 04 0 00		
Immingham West Jn (IW)	105 10 105 06 104 26 104 72		Controlled by Immingham West Jn (IW) Signal box #2 To/From Coal Pad 2 line #3 To/From Coal Pad 1 line #4 To/From Ore Terminal line DK = Down Killingholme UK = Up Killingholme #5 To/From Western Jetty #6 To/From Mineral Quay
Western Entrance LC CCTV	104 64*		
Humber Road Jn	104 55 104 05*		#7 To/From Immingham East Jn see page 4.20
	103 54		Controlled by Immingham Reception Sidings (IR) Signal box
	103 48		
	103 19		#8 To/From Lindsey Refinery #9 To/From Humber Refinery
	102 73		


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Ulceby North Jn ULCEBY Ulceby Jn (UJ) LC Ulceby South Jn Brocklesby East Jn Brocklesby Jn (B) Brocklesby West Jn	100 44* 100 36 100 32 100 31 99 39 99 31 99 20		T = Robinsons UWC at 101 36 # To/From Barton on Humber see page 4 23 NRN Channel ## To/From Habrough Jn see below Controlled by Brocklesby Jn (B) Signal box ### To/From Barnetby see page 4 10 Controlled by Brocklesby Jn (B) Signal box
Habrough Jn Ulceby South Jn	0 32* 1 45*	HABROUGH JN TO ULCEBY SOUTH JN 	NRN Channel # To/From Cleethorpes see page 4 9 Line controlled by Ulceby Jn (UJ) Signal box T = Rye Hill Farm UWC at 1 12 ## See above

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Ulceby North Jn	100 44	<div> <div>ULCEBY NORTH JN TO BARTON ON HUMBER</div> <div> <div>25</div> <div>#</div> </div> </div>	NRN Channel  # To/From Brocklesby Jn see page 4 22 AWS not provided
	100 48*		
Bystable Lane LC	102 10	<div> <div>UP</div> <div>DN</div> </div>	Controlled by Ulceby Jn (UJ) Signal box AB Ulceby Jn to Goxhill T = Garola House UWC at 101 39 T = Meadow Croft Farm UWC at 101 40
	102 72*		
THORNTON ABBEY	103 01*	<div> <div>60</div> <div>30</div> </div>	
	103 04		
Barton Road LC	103 07*	<div> <div>30</div> <div>25</div> </div>	
	103 10*		
Butterswood LC ABCL-X	103 12*	<div> <div>60</div> <div>45</div> </div>	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. ⊗ speed approaching level crossing in wrong direction from 103 22 to 103 48 + speed approaching level crossing in wrong direction from 103 75 to 103 48
	103 48*		
GOXHILL LC	104 16*	<div> <div>50</div> <div>60</div> </div>	
	104 55		
		<div> <div>60</div> </div>	AB Goxhill to Oxmarsh Crossing

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Cottam Power Station	71 79	COTTAM POWER STATION BRANCH	
			AWS not provided
	71 72*		NRN Channel
	Westbrecks LC AHB 71 22		Line controlled by Thrumpton (T) Signal box
	Leverton LC AHB 70 16 70 14* 68 50* 68 32		T = Windmill Lane UWC at 69 05 # To/From Relford see page 4 14
Relford Western Jn		RETFORD WESTERN JN TO THRUMPTON WEST JN	
	64 29*		NRN Channel
	64 12*		# To/From Section 1
	63 67*		Controlled by Doncaster (D) Signal box
			C Up at 63 33 (809 yards before reaching Signal D 152). Controlled by Thrumpton (T) Signal Box ## To/From Worksop see page 4 14
Thrumpton West Jn (Down)	63 46		
	Thrumpton West Jn (Up)		
	63 28		
Woodburn Jn (W)	42 29	WOODBURN JN TO DEEPCAR	
	42 24*		AWS not provided
			# To/From Woodhouse Jn see page 4 17
Deepcar			OTNS
	33 35		NRN Channel

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Wrawby Jn	12 55	<p style="text-align: center;">WRAWBY JN TO PELHAM STREET JN</p>	NRN Channel
	12 65*		# To/From Cleethorpes see page 4.10 AB Wrawby Jn to Holton-le-Moor.
Howsham LC AHB-X	16 17		
North Kelsey LC AHB-X	18 03		T = Folley Lane UWC at 17 52
Smithfield Road LC AHB-X	18 25		
Moortown LC AHB-X	19 34		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Holton Gatehouse LC AHB-X	20 43	DM 50 75 X40	NRN Channel 
Holton-le-Moor (H) LC	21 11	25	AB Wrawby Jn to Holton-le-Moor
Claxby Gatehouse (No.24) LC AHB-X	22 07	X40	AB Holton-le-Moor to Wickenby
Claxby & Usselby LC AHB-X	23 69	X40	
Walesby LC AHB-X	24 46	X40	
	26 25	50 75 * 50 60	T = Hamiltons UWC at 25 34 T = Middle Rasen UWC at 25 58

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<div> <div>UM</div> <div>DM</div> <div> <div>50</div> <div>60</div> </div> <div> <div>*</div> <div>50</div> </div> <div> <div>50</div> <div>60</div> </div> <div> <div>50</div> <div>75</div> </div> <div> <div>*</div> <div>30</div> <div>60</div> </div> <div> <div>X40</div> <div>X40</div> </div> <div> <div>X40</div> <div>X40</div> </div> <div> <div>50</div> <div>75</div> </div> </div>	NRN Channel  AB Holton-le-Moor to Wickenby
Market Rasen Footpath LC (R/G)	26 40*		
	26 52		
MARKET RASEN	26 54		
	26 60*		
	27 05*		
	27 40*		
Buslingthorpe LC AHB-X	29 00		
Lissingley LC AHB-X	29 20		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Wickenby (W) LC	30 50* 30 53		NRN Channel AB Holton-le-Moor to Wickenby AB Wickenby to Langworth T = Thornally (No.47) UWC at 31 51 T = Thornally (No.48) UWC at 31 63
Snelland LC AHB-X	32 15		T = Reasby Manor UWC at 32 79

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Stainton LC AHB-X	33 60		NRN Channel AB Wickenby to Langworth
Scothern LC AHB-X	34 51		
Langworth (L) LC	35 25		AB Langworth to Pelham Street
Wellon Crossover	35 74		Controlled by Langworth (L) Signal box # To/From Wellon Oil Sidings
Reepham LC CCTV	36 61		T = Manor Farm UWC at 36 25

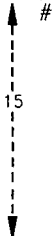

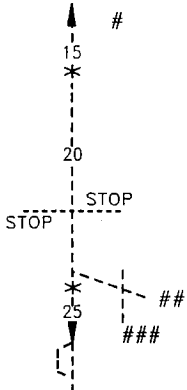

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Cherry Willingham LC AHB-X	37 22* 37 55		<p>NRN Channel </p> <p>AB Longworth to Pelham Street</p> <p>T = Stonefield Farm (No.65) UWC at 37 04</p> <p>T = Stonefield Farm (No.66) UWC at 37 16</p> <p>T = No.68 UWC at 38 18</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>NRN Channel </p> <p>AB Langworth to Pelham Street</p> <p>T = Spa Street UWC at 40 42</p> <p>Controlled by Pelham Street Signal box # To/From Lincoln Central see Section 1</p>
	38 79*		
	41 03*		
	41 07*		
Pelham Street Jn	41 21*		
	41 26		

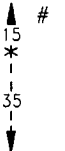

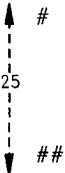

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		WRAWBY JN TO MARSHGATE JN	
Wrawby Jn	33 34	US UM DM ↑ ↑ ↑ 15 15 30 #	NRN Channel # To/From Cleethorpes see page 4.10 Controlled by Wrawby Jn Signal box AB Wrawby Jn to Elsham
Eisham LC	33 26* 31 33	* * 30 55 -----	T = Moor Lane UWC at 31 42 AB Elsham to Appleby
Appleby LC	26 59	----- ● ●	T = Worlaby UWC at 29 10 T = Kebwood Lane UWC at 27 40
Foreign Ore Branch Jn	25 34 24 55 24 20	15 15 15 15 25 15 ↓ ↓ 55 25 USG DSG	Controlled by Scunthorpe (S) Signal box T = Santon Ore Mining UWC at 25 11 ## To/From Foreign Ore Branch see page 4 37 C Up at 24 69 (700 yards before reaching Signal S 358). DSG = Down Scunthorpe Goods USG = Up Scunthorpe Goods

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>C Up at 18 71 (760 yards before reaching Signal S 306).</p> <p>CW Up at 18 20 (580 yards before reaching Signal S 304).</p> <p>CW Down at 18 16 (580 yards before reaching Signal D 601)</p> <p>Doncaster (D) Signal box area between Keadby Canal LC (excl) and Marshgate Jn.</p> <p>Hot Axle Box Detector on the Up Main line at 17 06</p> <p>NRN Channel </p> <p>T = Windsor UWC at 13 41</p> <p>C Down at 10 08 (700 yards before reaching Signal D 627).</p> <p>Hot Axle Box Detector on the Down Main line at 9 41</p> <p>T = Ashfield Road UWC at 8 35</p> <p>T = Chappels UWC at 8 27</p>
Keadby Swing Bridge	18 25*		
	18 18		
Keadby Canal LC	18 15*		
	18 13		
CROWLE	15 43		
Godnow Bridge LC	14 17		
Medge Hall LC	13 02		
Thorne No2 LC AHB	10 35		
Thorne No1 LC AHB	10 12		
THORNE SOUTH	9 41		
Kirton Lane LC CCTV	8 47		
	8 46		
	8 42*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Thorne Jn	8 07 8 05*		<p># To/From Goole see Section 6</p> <p>TOWS Up Fast and Up Slow 8 mp to Goole 8 05</p> <p>NRN Channel </p>
HATFIELD AND STAINFORTH	6 40		
Stainforth Jn	6 20		<p>## To/From Applehurst Jn see Section 6</p> <p>T = The Hags UWC at 5 68</p> <p>T = Hatfield Lane UWC at 4 71</p>
KIRK SANDALL	4 12 3 60		<p>C Up South Yorkshire line at 4 10 (918 yards before reaching Signal D 657).</p> <p>USY = Up South Yorkshire</p>
Kirk Sandall Jn	3 24 3 22* 3 19		<p>### To/From Branccliffe East Jn see page 4 38</p>
Bentley Jn	1 04 0 56* 0 21*		<p>#### To/From Rockware Sidings</p> <p>T = Arksey Ings Lane UWC at 2 20</p>
Marshgate Jn	0 03		<p>##### To/From Hexthorpe Jn see page 4 40</p> <p>##### see Section 1</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Foreign Ore Branch Jn	0 00	<p>SCUNTHORPE FOREIGN ORE BRANCH</p> 	<p>AWS not provided Controlled by Scunthorpe (S) Signal box # To/From Wrawby Jn see page 4 33</p> <p>NRN Channel </p> <p>T = Santon Foreign Ore Branch BSC crossing at 0m 25ch</p>
British Steel Corporation Foreign Ore Terminal. End of line	1 16		
Trent Jn	0 00*	<p>SCUNTHORPE TRENT JN TO ROXBY</p> 	<p>AWS not provided Controlled by Scunthorpe (S) Signal box # To/From Wrawby Jn see page 4 34</p> <p>NRN Channel </p> <p>OTS Trent Jn to Roxby (Train Staff kept at North Lincoln Jn in Chargemans cabin)</p> <p>STOP Before passing over level crossing</p> <p>## BSC line To/From Flixborough Wharf</p> <p>### Normanby Park Sidings</p>
	0 28		
	0 25		
Dawes Lane LC AOCL	0 32		
Normanby Park G.F.	2 11*		
Roxby End of Line	3 60 4 20		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BRANCLIFFE EAST JN TO KIRK SANDALL JN	
Branccliffe East Jn	0 00		<p>AWS not provided # To/From Worksoop see page 4 16 Controlled by Worksoop (WP) Signal box DSY = Down South Yorkshire USY = Up South Yorkshire</p>
	0 03*		CW Down at 00 06
Dinnington Jn	3 14*		Controlled by Worksoop (WP) Signal box
	3 17*		TB Worksoop (Dinnington Jn) to Maltby Colliery
			NRN Channel
			D/USY = Down/Up South Yorkshire
Maltby Colliery	9 31		D/U Colliery Line = 76
	11 17*		## To/From Maltby Colliery
Firbeck Jn	11 20		Controlled by Maltby Colliery (M) Signal box
	14 20*		### To/From Harworth Colliery
	14 62		see page 4.39
St Catherines Jn	15 17		St Catherines Jn to Kirk Sandall Jn
			Controlled by Doncaster (D) Signal box
Low Ellers Curve Jn	15 55		#### To/From Decoy South Jn
			see page 4 39
			##### To/From Potteric Carr Jn
Markham Main Colliery G.F.	17 69		see page 4 40
			##### To/From Markham Main Colliery
Kirk Sandall Jn	20 49		##### To/From Thorne Jn see page 4 36

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Firbeck Jn	11 20	<div style="text-align: center;"> FIRBECK JN TO HARWORTH COLLIERY  </div>	AWS not provided # To/From Branccliffe East Jn see page 4 38 Controlled by Matby Colliery (M) Signal box NRN Channel  031 T = Huttons UWC at 13 50 S. at exit from Run-round line, facing arriving trains. T = Ramsons UWC at 14 00
	11 53*		
Harworth Colliery	14 21		
St. Catherines Jn	<div style="text-align: center;"> ST.CATHERINES JN TO DECOY SOUTH JN (ST.CATHERINES CURVE)  </div>		
	15 17		Line controlled by Doncaster (D) Signal box # To/From Branccliffe East Jn see page 4 38 NRN Channel  031 AWS not provided in the UP direction.
Decoy South Jn	15 71		## see Section 1

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Low Ellers Curve Jn	15 55	LOW ELLERS CURVE	AWS not provided
			# To/From Branchliffe East Jn see page 4 38 NRN Channel Line controlled by Doncaster(D) Signal box ## see Section 1
Potteric Carr Jn (Decoy Up Sdgs)	16 56		
Bentley Jn	3 24	BENTLEY JN TO HEXTHORPE JN (DONCASTER AVOIDING LINE)	
			Controlled by Doncaster (D) Signal box # To/From Thorne Jn see page 4 36 NRN Channel C Down at 3 12 (950 yards before reaching signal D687) C Down at 0 46 (962 yards before reaching signal D695) ## see Section 5
Hexthorpe Jn	0 00		

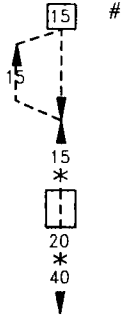

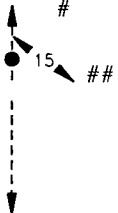

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
MANSFIELD WOODHOUSE TO SHIREOAKS EAST JN			
MANSFIELD	142 13		<p># To/From Kirkby Summit see Railtrack Midlands Sectional Appendix</p> <p>AB Kirkby Summit signals KS115 Down/ KS120 Up to Shirebrook Junction</p>
WOODHOUSE	142 17		
	142 21		
Signal KS 120 Up	142 30		
Signal KS 115 Down	142 53		
Railtrack Midlands/	143 31		
LNE Boundary	143 40*		
	144 07*		
	144 20*		
	144 69		
SHIREBROOK	145 03*		<p>## To/From Warsop Jn see page 4.43</p> <p>AB Shirebrook Jn to Elmlton & Creswell Jn</p> <p>### Siding. To/From W.H.Davis Ltd (at former Langwith Jn)</p>
Shirebrook Jn	145 06		
Shirebrook Jn	145 10		
Shirebrook Jn (SJ)	145 14		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Shirebrook East Jn	145 62		AB Shirebrook Jn to Elmtown & Creswell Jn
	145 65*		# To/From High Marnham see page 4 45
LANGWITH WHALEY - THORNS Norwood LC	147 14		Controlled by Shirebrook Junction (Sj) Signal box
	147 71		NRN Channel
CRESWELL	149 05		= Ground Frame
Elmtown & Creswell Jn	149 26		AB Elmtown & Creswell Jn to Worksop (Woodend Jn)
	149 37		+ = Secured out of use
Whitwell Tunnel (544 yards)	150 03 to 150 28		## To/From Clowne Branch see page 4 43
WHITWELL	150 56		DMF = Down Mansfield UMF = Up Mansfield
Woodend Jn	153 70*		C. Up at 153 10 (265 yards after passing WP 794 signal) (Secured out of use) Controlled by Worksop (WP) Signal box ### To/From Shireoaks West Jn see page 4.43 C. Up at 153m 74ch (233 yards after passing signal WP 796) CW. Down at 153m 76ch (423 yards before reaching signal WP 780)
Shireoaks East Jn	154 30		Controlled by Worksop (WP) Signal box #### To/From Worksop see page 4 16

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Warsop Jn	0 00	<p>WARSOP JN TO SHIREBROOK JN</p>	<p>AWS not provided</p> <p># To/From Welbeck Colliery Jn see page 4 45 Line controlled by Shirebrook Jn (SJ) Signal box</p> <p>NRN Channel </p> <p>CW Up at 0 40 (672 yards before reaching signal SJ20).</p> <p>## To/From Mansfield Woodhouse see page 4 41</p>
Shirebrook Jn	0 45		
End of Line	154 10	<p>CLOWNE BRANCH</p>	<p>AWS not provided</p> <p>NRN Channel </p> <p>Line not normally in use. Trains may only run when authorised by the Production Manager, Railtrack LNE Zone.</p> <p># To/From Shirebrook see page 4.42</p>
Elmton and Creswell Jn	149 37		
Woodend Jn	153 71	<p>WOODEND JN TO SHIREOAKS WEST JN</p>	<p># To/From Shirebrook see page 4 42</p> <p>Line controlled by Worksop (WP) Signal box</p> <p>NRN Channel </p> <p>## To/From Brancliffe East Jn see page 4 16</p>
Shireoaks West Jn	154 36		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HIGH MARNHAM TO SHIREBROOK EAST JN	
High Marnham (Signals S20/S21/S22)	27 48 25 20*		<p>AWS not provided</p> <p>NRN Channel </p> <p>T = Limbs No1 UWC at 22 29</p> <p># To/From Arrival/Departure and Run Round lines</p> <p>Controlled by Ollerton Colliery (OC) Signal box</p> <p>## To/From Bevercotes see page 4 46 (Secured out of use)</p> <p>AB Ollerton Colliery to Thoresby Colliery Jn</p> <p>AB Thoresby Colliery Jn to Clipstone</p> <p>### To/From Thoresby Colliery see page 4 46</p> <p>#### To/From Clipstone South Jn see page 4 47</p> <p>Clipstone East Jn to Clipstone West Jn within Clipstone (C) Signal box Station Limits</p> <p>##### To/From Clipstone South Jn see page 4 48</p>
Boughton Jn	20 15 20 13 19 44*		
Ollerton Colliery (OC)	19 33		
Thoresby Colliery Jn	17 18 17 19 15 45*		
Clipstone East Jn	15 40 15 35*		
Clipstone West Jn	15 15		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Welbeck Colliery Jn	13 17		<p>AWS not provided</p> <p>NRN Channel </p> <p>Controlled by Clipstone (C) Signal box</p> <p># To/from Welbeck Colliery see page 4 49</p>
Warsop Jn	10 60* 10 59		<p>## To/From Shirebrook Jn see page 4 43</p>
Shirebrook South Jn	10 19		<p>Warsop Jn to Shirebrook East Jn controlled by Shirebrook Jn (SJ) Signal box</p>
Shirebrook East Jn	9 20		<p>### To/From Shireoaks East Jn see page 4 42</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Boughton Jn	0 00	<div>BEVERCOTES COLLIERY BRANCH</div> 	NRN Channel  AWS not provided # To/From High Marnham see page 4 44 OTNS Controlled by Ollerton Colliery (OC) Signal box. Line not normally in use. Trains may only run when authorised by the Production Manager, Railtrack LNE Zone
	0 30		
	0 40*		
	1 49 to		
	1 65		
	2 09*		
Boughton Brake Tunnel (350 yards)			
Bevercotes Colliery (Railtrack/RJB Boundary)	4 22		
Thoresby Colliery Jn	0 00	<div>THORESBY COLLIERY BRANCH</div> 	NRN Channel  AWS not provided # To/from Sidings ## To/From Shirebrook East Jn see page 4 44 OTNS
	0 03		
	0 04		
Thoresby Colliery	1 18		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
RUFFORD NO.1 COAL STACKING SITE TO CLIPSTONE EAST JN			
Rufford No.1 Coal Stacking Site G.F.	1 37		NRN Channel
Inkersall LC (OPEN)	1 35*		AWS not provided OTNS to Bilsthorpe Colliery Jn.
Bilsthorpe Colliery Jn	1 08*		# To/From Bilsthorpe Colliery see page 4 48
Rufford Colliery Jn.	0 25 0 00 9 08 *		Bilsthorpe Colliery Jn to Clipstone East Jn controlled by Clipstone (C) Signal box ⊗ = Secured out of use ## To/From Rufford Colliery see page 4 48 ### To/From Clipstone Colliery see page 4 48
Clipstone Colliery Jn.	9 21 9 26*		
	9 74* 9 78		RC = Reception Siding
Clipstone South Jn.	10 60* 10 66*		UMD = Up Mansfield DMD = Down Mansfield \$ = Lines within Clipstone Signal box Station limits
			#### To/From Clipstone West Jn see page 4 48
Clipstone East Jn.	11 09		C Up at 11 06 (381 yards before reaching Clipstone Home No.24 signal) ##### To/From High Marnham see page 4 44

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Bilsthorpe Colliery	4 39	<p style="text-align: center;">BILSTHORPE COLLIERY BRANCH</p>	<p>AWS not provided NRN Channel </p> <p>OTNS</p> <p>Line not normally in use.</p> <p>Trains may only run when authorised by the Production Manager, Railrack LNE Zone</p> <p>Controlled by Clipstone (C) Signal box.</p> <p># To/From Clipstone East Jn see page 4 47</p>
Bilsthorpe Colliery Jn	1 08*		
Rufford Colliery	2 10 2 07	<p style="text-align: center;">RUFFORD COLLIERY BRANCH</p>	<p>AWS not provided. NRN Channel </p> <p>OTNS</p> <p>Controlled by Clipstone(C) Signal box.</p> <p># To/From Clipstone East Jn see page 4 47</p>
Elmsley LC (OPEN)	1 07		
Rufford Colliery Jn	0 00		
Clipstone Colliery Jn	9 17	<p style="text-align: center;">CLIPSTONE COLLIERY BRANCH</p>	<p>AWS not provided NRN Channel </p> <p># To/From Clipstone East Jn see page 4 47</p> <p>OTNS</p> <p>Controlled by Clipstone(C) Signal box.</p>
Clipstone Colliery	9 56		
Clipstone South Jn	10 66	<p style="text-align: center;">CLIPSTONE SOUTH JN TO CLIPSTONE WEST JN</p>	<p style="text-align: right;">NRN Channel </p> <p>AWS not provided</p> <p># To/From Clipstone Colliery Jn see page 4 47</p> <p>Within Clipstone(C) Signal box Station limits.</p> <p>## To/From Shirebrook East Jn see page 4 44</p>
Clipstone(C)	10 74		
Clipstone West Jn	11 04		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		WELBECK COLLIERY BRANCH	
Welbeck Colliery Jn	0 00		AWS not provided
	0 05		# To/From High Marnham see page 4 45 Controlled by Clipstone (C) Signal box ## To/From Loco Spur OTNS
	0 38 0 40*		DW = Down Welbeck UW = Up Welbeck
	2 13*		NRN Channel
	2 20*		
	2 27*		
Railtrack/RJB boundary	2 63*		
Welbeck Colliery East GF	2 65		
Welbeck Colliery West GF	3 15		
End of line	3 54		

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 the 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. Trains not fitted throughout with the continuous brake may be worked where shown as denoted by the letter "Z" and in accordance with the instructions shown in the Frontispiece
4. 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
CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD				
Wrawby Jn	Barnetby East	Down Goods	G	-
Workshop West Jn	Workshop East	Up	F	15 SLU
GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN				
Great Coates No.1	Pyewipe Road (Ti-oxide GF)	Single	F	Vehicles for Ti-oxide GF. Down direction only.
Immingham East Jn	Immingham Reception Sidings	Up	G	Light Locomotives
KILLINGHOLME TO BROCKLESBY JN				
Immingham West Jn	Killingholme	Down, Up and Single	F	36 MGR BV in clear weather only.
<u>Special Notes</u>	(1) Vehicles may not be propelled onto the Branch if there are any vehicles already on it. (2) The BV must be equipped with a headlight and horn			
Humber Road Jn (rear of signal IR213)	Immingham West Jn	Up	F	36 MGR BV in clear weather only
Immingham Reception Sidings	Humber Road Jn (rear of signal IR213)	Down and Up	F	60 SLU in clear weather only.
RETFORD WESTERN JN TO THRUMPTON WEST JN				
Retford (rear of position light signal 1341 - Up ECML)	Thrumpton West Jn (rear of position light signal 31)	Down Slow/Down	F	20 SLU BV.

TABLE B - SPECIAL WORKING ARRANGEMENTS - continued

Between		Lines	Authorities	Restrictions
WRAWBY JN TO PELHAM STREET JN				
Pelham Street Jn	Wickenby	Up	F	1 freight brakevan.
BRANCLIFFE EAST JN TO KIRK SANDALL JN/LOW ELLERS CURVE				
St. Catherines Jn	Decoy Up Sidings	Single	F	10 SLU
THORESBY COLLIERY BRANCH				
Thoresby Colliery	Thoresby Colliery Jn Signal Box	Single	F	68 SLU fully fitted. Up direction only. Speed must not exceed 10 m.p.h.
CLIPSTONE COLLIERY BRANCH				
Rufford Jn	Clipstone Colliery	Single	F	Fully fitted freight vehicles. Down direction only.

**TABLE C - WORKING OF TRAINS CONVEYING PASSENGERS OVER
GOODS
LINES OR GOODS LOOPS**

The following is a list of Goods lines and Goods loops over which passenger trains may run when authorised in the WTT or STN.

Between		Lines	
		Down	Up
Bentley Jn	Hexthorpe Jn	Avoiding	Avoiding

**TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN
OR STAFF BY PERSONS OTHER THAN THE SIGNALLER**

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
Roxby Branch	Scunthorpe Trent Jn. (North Lincoln Jn Chargemans Office)	North Lincoln Chargeman
	Normanby Park) Roxby)	Mobile R.S.T.
Humber Road LC - Killingholme	Humber Road LC	See Local Instructions
Great Coates No.1 to Union Dock	Great Coates No.1 End of One Train Working	EWS Person in Charge

**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
7-9 9-10	Cleethorpes to Marsh Jn. signals M4 Down and M43 Up. Habrough Jn. signals UJ115 Down and UJ118 Up to Barnetby East signals 49 Down Main 70 Down Goods and 21 Up Main	Not to be used between signals BE22 B158 on Up Main and between signals BE56 Down Main BE57 Down Goods BE 21 Up Main and New Barnetby Level Crossing
13-14 15 - 16 17	Trent East Jn. to Thrumpton West Jn. Manton Wood to Kiveton Park Woodburn Jn. signals W215 Down/W214 Up to Nunnery Main Line Jn.	
20 21-22 22	Immingham Reception Sdgs to Humber Road Jn Immingham West Jn. to Brocklesby Jn. Habrough Jn. to Ulceby South Jn	
23 25 33 - 35	Ulceby North Jn. to signals 5 Down Barton/20 Up Barton. Retford Western Jn. to Thrumpton West Jn Appleby to Medge Hall	
36 38 38 39 40 41	Thorne Jn. to Marshgate Jn Branchcliffe East Jn. to Dinnington Jn (excl) Firbeck Jn. to Kirk Sandall Jn. St. Catherines Jn. to Decoy South Jn Bentley Jn. to Hexthorpe Jn. Shirebrook Jn signal SJ5 to SJ7 Down and signal SJ33 to SJ31 Up.	
42 43 43 44 44-45 47	Woodend Jn. to Shireoaks East Jn. Warsop Jn. to Shirebrook Jn. Woodend Jn. to Shireoaks West Jn. High Marnham to Boughton Jn. Clipstone East Jn. signal CJ29 Down and CJ41 Up to Shirebrook East Jn. Bilsthorpe Colliery Jn. to Clipstone East 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	
Cleethorpes to Nunnery Main Line Jn. via Retford.	Y	Y	Y	Y	R	Y	Y	R	R	R	Class 155 and 165-6 units are prohibited in platform 1 at Cleethorpes, Class 165/1 units are prohibited in platforms 2 & 3 at Cleethorpes. Class 170 authorised only between Worksop East and Shireoaks East Jn and also between Woodhouse Jn and Nunnery Main Line Jn.	
Great Coates No. 1 to Union Dock	-	N	N	N	N	N	N	N	N	-		
Grimsby Marsh West Jn. to Humber Road Jn.	-	N	N	N	N	N	N	N	N	-		
Killingholme to Brocklesby Jn.	R	R	R	R	-	R	R	-	-	-	Class 101-127, 141-144, 150, 153 units authorised only between Ulceby North Jn and Ulceby South Jn. Special arrangements apply for Class 156 and 158 units see Local Instruction page 4.63	
Habrough to Ulceby South Jn.	Y	Y	Y	Y	N	Y	Y	-	-	-		
Ulceby North Jn. to Barton on Humber	Y	Y	Y	Y	N	R	R	-	-	-	Special arrangements apply for Class 156 and 158 units see Local Instruction page 4.63	
Cottam Power Station Branch.	-	N	-	-	-	-	-	-	-	-		
Retford Western Jn. to Thrumpton West Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-		
Woodburn Jn. to Deepcar	-	-	-	-	-	-	-	-	-	-		

Route	(VB)	(AB)										Notes
	101-127	141-144	150	153	155	156	158	159	165-166	170		
Wrawby Jn. to Pelham Street Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Class 155 and Class 165- 166 are prohibited between Wrawby Jn. and Thorne Jn.	
Wrawby Jn. to Marshgate Jn.	Y	Y	Y	Y	R	Y	Y	Y	R	N		
Scunthorpe Foreign Ore Branch	-	N	-	-	-	-	-	-	-	N		
Scunthorpe Trent Jn. to Roxby	-	N	-	-	-	-	-	-	-	N		
Branccliffe East Jn. to Kirk Sandall Jn.	-	N	-	-	-	-	-	-	-	N		
Firbeck Jn. to Harworth Colliery	-	N	-	-	-	-	-	-	-	N		
St. Catherines Jn. to Decoy South Jn. (St Catherines Curve)	-	N	-	-	-	-	-	-	-	N		
Low Ellers Curve	-	N	-	-	-	-	-	-	-	N		
Bentley Jn. to Hexthorpe Jn.	Y	N	Y	Y	Y	Y	Y	Y	Y	N		
Mansfield Woodhouse to Shireoaks East Jn.	Y	-	Y	Y	Y	Y	Y	Y	Y	Y		
Warsop to Shirebrook Jn.	-	N	-	-	-	-	-	-	-	N		
Clowne Branch	-	N	-	-	-	-	-	-	-	N		
Woodend Jn. to Shireoaks West Jn.	-	N	-	-	-	-	-	-	-	Y		
High Marnham to Shirebrook East Jn.	-	N	-	-	-	-	-	-	-	N		
Bevercotes Colliery Branch	-	N	-	-	-	-	-	-	-	N		
Thoresby Colliery Branch	-	N	-	-	-	-	-	-	-	N		
Rufford No. 1 Coal Stacking Site to Clipstone East Jn.	-	N	-	-	-	-	-	-	-	N		
Bilthorpe Colliery Branch	-	N	-	-	-	-	-	-	-	N		
Rufford Colliery Branch	-	N	-	-	-	-	-	-	-	N		
Clipstone Colliery Branch	-	N	-	-	-	-	-	-	-	N		
Clipstone South Jn. to Clipstone West Jn.	-	N	-	-	-	-	-	-	-	N		
Welbeck Colliery Branch	-	N	-	-	-	-	-	-	-	N		

TABLE J - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

1. Trains may be assisted in rear between the places listed below.
2. The assisting locomotive must be coupled to the train except where denoted below by the letter "N".
3. Any type of train may be assisted in rear except where denoted below by:-
 - F - freight trains only
 - ECS - empty coaching stock trains only
 - P - passenger trains only

A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where denoted by the letter "D".

The locomotive attached in rear of the train must not apply power when denoted below by the letter "R".

From	To	Type of Train	Conditions	Remarks
Immingham Reception Sdgs / Storage Sdgs	Humber Road Jn and vice versa	F	R D	see Local Instruction
Killingholme	Humber Road Jn	F	D	----

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LOCAL INSTRUCTIONS
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**

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.

KIRTON LIME SIDINGS

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.

KIRTON LINDSEY

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

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.

GREAT COATES NO. 1 TO UNION DOCK

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.

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.

GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN IMMINGHAM DOCK AREA LEVEL CROSSINGS

With the exception of the level crossing listed below, locomotives must not exceed a speed of 4 m.p.h. when passing over the level crossings in the Dock area :-

Western Entrance level crossing

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

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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.

IMMINGHAM RECEPTION SIDINGS

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 Section H (i) Clause X.16.3 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 Section H(i) Clause X.9.6 are amended accordingly.

KILLINGHOLME TO BROCKLESBY JN

IMMINGHAM WEST JUNCTION

SIMON STORAGE WEST AND MINERAL QUAY LEVEL CROSSINGS

1. The Instructions headed "Traincrew operated crossings (T.M.O.)" in the Rule Book Section L apply at these crossings, modified as shown below.
2. 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.

3. Arriving trains
- 3.1 When a train is required to proceed to the Western Jetty or Mineral Quay Sidings and is at a stand at the "STOP AWAIT INSTRUCTIONS" board approaching the relevant crossing, the Person in Charge must press the crossing barrier "LOWER" button. When the barriers are lowered and the crossing is clear, the Person in Charge must authorise the Driver to proceed over the crossing.
- 3.2 When the train with tail lamp attached is again at a stand clear of the crossing, the Person in Charge must press the crossing barrier "RAISE" button.
4. Departing trains
- 4.1 When a train from either the Western Jetty or Mineral Quay Sidings is at a stand at the appropriate "STOP, TELEPHONE" board and the Signaller has been advised the train is ready to depart, the Person in Charge must not press the crossing barrier "LOWER" button until the Signaller gives permission to do so. When the barriers are lowered and the crossing is clear, the Person in Charge must telephone the Signaller accordingly, whereupon the signal will be cleared.
- 4.2 When the train with tail lamp attached is again at a stand clear of the crossing, the Person in Charge must press the crossing barrier "RAISE" button.
5. Should it be necessary to interrupt the lowering of the crossing barriers, the Person in Charge 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 "LOWER" button to complete closure of the crossing or by pressing the crossing barrier "RAISE" button to return the barriers to the raised position.

IMMINGHAM WEST JN (0m l l ch) TO KILLINGHOLME

This line is worked by means of a train staff which is kept in Immingham West Jn Signal box. The Driver, or Shunter, of every movement to the branch must inform the Signaller from signal IW 253 when the movement has passed clear of the connection from the Double line to the Single line complete with tail lamp.

Vehicles, which may include a locomotive (manned or unmanned), may be stabled on the Single line between Immingham West Jn (0m l l ch) and New Inn LC for loading or unloading and a second locomotive may be admitted to the branch to remove all or part of them. The following arrangements must be applied whenever this is to be done:-

- (1) The Shunter will obtain the train staff and will SHOW it to the Driver, he will also inform the Driver either that his train is to be left or loaded/unloaded on the Single line or that there are vehicles already on the Single line and where they are; this, together with clearance of the signal, will be the Driver's authority to enter the Single line in these circumstances.
- (2) No locomotive may move to, from or on the Single line unless the Shunter and train staff are present.
- (3) A brakevan or locomotive, on which the handbrake must be applied, must always be between the stabled vehicles and New Inn LC but need not be coupled to them. The vehicles must be secured by a sufficient number of handbrakes and a lit tail lamp must be on the Immingham West Jn end.

(4) Before admitting a second locomotive to the branch to remove vehicles, the Shunter must ensure that all work has stopped; that staff and equipment are clear of the line and that staff understand that they must not restart work until he tells them that the movement has ceased. Each time a train or locomotive is to be admitted to or to be removed from the Single line, the Shunter must tell the Signaller what is to be done, obtain his permission and request that the appropriate signal be cleared.

(5) The Shunter must retain the train staff until the Single line is again completely clear, it must not be given to a Driver or returned to the box. When obtaining or returning the train staff the Shunter must countersign the entry which the Signaller will make in the Train Register.

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.

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BARTON ON HUMBER BRANCH

Due to short single line platforms at ULCEBY (44.7 metres) and NEW HOLLAND (43.4 metres), except in the circumstances specially authorised below, only the following types of units may work services over this branch :

- 2 car Class 141, 142, 143 or 144
- 2 car Class 150/1 or Class 150/2
- Single car Class 153

Units must not be coupled in multiple to produce longer formations.

Special authority is given for either a 2 x 1 car Class 153, a 1 x 2 car Class 156 or a 1 x 2 car Class 158 unit to work:-

- a) 2F81 06 01 EWD Cleethorpes - Barton on Humber
2F82 06 58 EWD Barton on Humber - Cleethorpes
- b) Other services in emergencies only (i.e. failure of booked unit)

In both circumstances a) and b) as ULCEBY and NEW HOLLAND station platforms are too short to accommodate the whole train, the doors must not be released in the normal way. Instead one door must be released locally to enable passengers to alight or join safely. The Guard must use the public address system to advise passengers where they may alight from the train.

WOODBURN JN TO DEEPCAR

DEEPCAR EXCHANGE SIDINGS

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

WRAWBY JN TO PELHAM STREET JN REEPHAM

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 the Rule Book, Section J, Clauses X. 3.1 and X. 3.2, 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.

SCUNTHORPE TRENT JN TO ROXBY

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.

DAWES LANE (AOCL)

The Rule Book Section L Clause X.3.5 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.

STAINFORTH

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

BRANCLIFFE EAST JN TO KIRK SANDALL JN

Tokenless Block working between Dinnington Jn. and Maltby Colliery
Rule Book Section P Clause 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 Railtrack Signalling Manager at Worksop.

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.

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 line 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 set 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.

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.

SHIREBROOK JN

Langwith Jn Down Yard. When it is necessary for an EWS 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 EWS movement has been withdrawn from the sidings.

HIGH MARNHAM TO SHIREBROOK EAST JN

HIGH MARNHAM

Should a disaster situation occur at the Power Station a Hazard Warning will sound. This warning is an intermittent note on the station sirens and should not be confused with a continuous note, which is the fire alarm nor with a warbling note which is the first aid alarm. Traincrew must, immediately the locomotive has been shut down, proceed to the West Gate and report to the Power Station Coal Plant Foreman who is responsible for accounting for Rail staff on the site.

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 the Rule Book, Section J, clauses X.3.1 and X.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. The Rule Book, Section H(i), Clause X.9.1.1 is modified accordingly.

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, Section J, clauses X.3.1 and X.3.2 but he 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.

WELBECK COLLIERY BRANCH WELBECK 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.

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