

Module LNW(N)5

LNW North Route

Sectional Appendix Module 5

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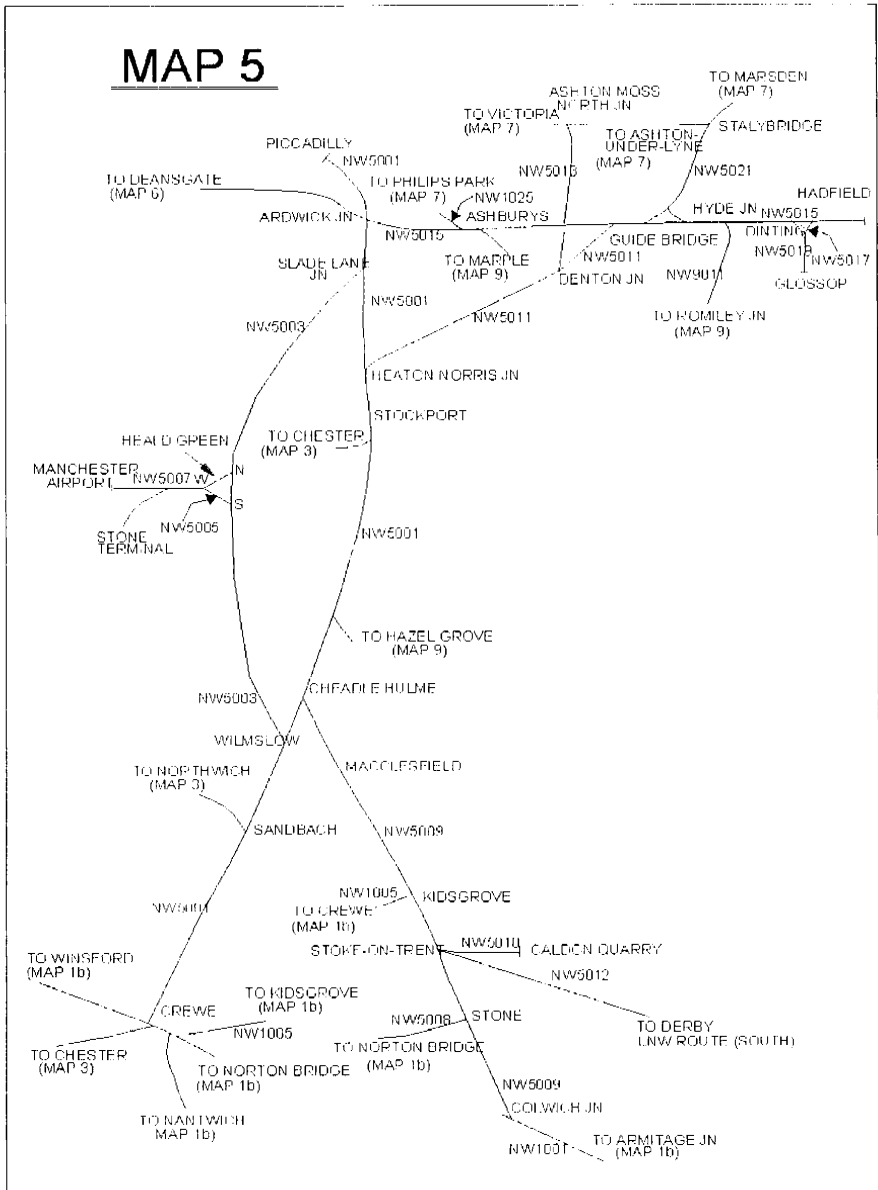
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MAPS

MAP 5



EXCEPTIONALLY POOR RAIL ADHESION

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NW5001 (CREWE NORTH JN. TO MANCHESTER PICCADILLY)

Location	Line(s) Affected	Mileage (Between)			
Goostrey and Holmes Chapel GF	Up Wilmslow	170 m	00 ch	to	168 m 30 ch
Heaton Norris Jn and Levenshulme	Down slow, Up slow	183 m	56 ch	to	185 m 60 ch

Dated: 07/10/06**NW5003 (WILMSLOW TO SLADE LANE JN. (STYAL LINES))**

Location	Line(s) Affected	Mileage (Between)			
Heald Green and Slade Lane Jn	Down main, Up main (Styal lines)	4 m	07 ch	to	8 m 30 ch

Dated: 07/10/06**NW5008 (NORTON BRIDGE TO STONE JN.)**

Location	Line(s) Affected	Mileage (Between)			
Parrot's LC and Stone	Down main	0 m	40 ch	to	0 m 05 ch
Stone Jn and Parrot's LC	Up main	0 m	00 ch	to	0 m 10 ch

Dated: 07/10/06**NW5009 (COLWICH JN TO CHEADLE HULME)**

Location	Line(s) Affected	Mileage (Between)			
Barlaston LC (CCTV) and Stone Jn	Up main	26 m	40 ch	to	27 m 00 ch
Stone Jn and Wedgwood	Down main	25 m	00 ch	to	24 m 00 ch
Sideway Jn and Barlaston LC (CCTV)	Up main	23 m	40 ch	to	24 m 50 ch
Macclesfield Tunnel and Cheadle Hulme	Down main, Up main (Stoke lines)	7 m	40 ch	to	0 m 00 ch

Dated: 07/10/06**NW5012 (FOLEY CROSSING (EXCL.) TO STOKE JN.)**

Location	Line(s) Affected	Mileage (Between)			
Foley Crossing SB and Stoke Jn	Down (Derby line)	0 m	40 ch	to	0 m 00 ch

Dated: 07/10/06**NW5015 (HADFIELD TO ARDWICK JN.)**

Location	Line(s) Affected	Mileage (Between)			
Dinting West Jn and Hattersley	Down main, Up main	10 m	20 ch	to	9 m 20 ch

Dated: 07/10/06

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TABLE A DIAGRAMS

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	001	Crewe North Jn. to Manchester Piccadilly	CMP1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Crewe North Jn	158 JP 17		TCB		
			Crewe SCC (CE) AC: Crewe		
			NRN 065		
			Up Manchester Loop 448m (1470ft)		
			Manchester South SCC (MS)		
OHNS	158 37 *				
	158 47 *				
	158 51				
	158 79				
	159 24 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	002	Crewe North Jn. to Manchester Piccadilly	CMP1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<p>TCB Manchester South SCC (MS) AC: Crewe</p> <p>U&DP: Up & Down Platform U&DM: Up & Down Middlewich Branch UMBr: Up Middlewich Branch</p> <p>Platform Lengths: Sandbach Platform 1 Up 165m (180 yards) Platform 2 Down 168m (184 yards) Platform 3 Up & Down 168m (184 yards)</p> <p>Area channel change at 166m 00ch</p>		
	162 17 *		NRN 065		
Sandbach South Jn	162 28				
SANDBACH	162 50				
Sandbach North Jn	162 62				
NRN channel change	166 00		NRN 065 Up NRN 017 Down		

LOR Seq. Line of Route Description
NW5001 003 Crewe North Jn. to Manchester Piccadilly

ELR

Route

Last Updated

CMP1

LNW North

07/10/06

Location

Mileage
M Ch

Running lines & speed restrictions

Signalling & Remarks

HOLMES CHAPEL

HABD

Goostrey Jn

GOOSTREY

Chelford South Jn

Chelford North Jn

CHELFORD

OHNS

166 37

166 51

167 78

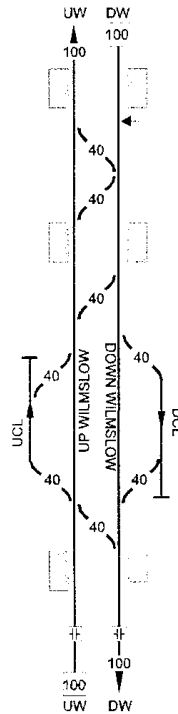
168 35

171 18

172 07

172 17

172 48



TCB Manchester South SCC (MS)
AC: Crewe



Platform Lengths: Holmes Chapel
Up 167m (182 yards)
Down 167m (182 yards)

Platform Lengths: Goostrey
Up 167m (182 yards)
Down 167m (182 yards)

Exceptional Rail Head Conditions
Up Wilmslow line between 170m 00ch
and 168m. 30ch

DCL: Down Chelford Loop = 849m (2785 ft)
UCL: Up Chelford Loop = 905m (2969 ft)

Platform Lengths: Chelford
Up 167m (182 yards) Down 125m (136 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	004	Crewe North Jn. to Manchester Piccadilly	CMP1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Alderley Edge South Jn	175 12		<p>TCB Manchester South SCC (MS) AC: Crewe</p> <p>NRN 017</p>		
ALDERLEY EDGE	175 21		<p>Platform Lengths: Alderley Edge Platform 1 Up 128m (140 yards) Platform 2 Down 172m (188 yards)</p>		
Alderley Edge North Jn	175 42				
	176 31				
HABD	176 34		<p>DGL (PF) 480m (1575ft)</p>		
Wilmslow South Jn	176 53				
WILMSLOW	176 71		<p>Platform Lengths: Wilmslow Platform 3 Down 320m (350 yards) Platform 4 Up 222m (243 yards)</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	005	Crewe North Jn. to Manchester Piccadilly	CMP1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Wilmslow North Jn	177 23		<p>TCB Manchester South SCC (MS) AC: Crewe</p> <p>to Manchester South SB (MS)</p> <p>Platform Lengths: Handforth Up 165m (180 yards) Down 165m (180 yards)</p> <p>Platform Lengths: Cheadle Hulme Platform 1 167m (183 yards) Platform 2 167m (183 yards)</p>		
HANDFORTH	178 24				
OHNS	180 15				
CHEADLE HULME	180 57				
Cheadle Hulme North Jn	180 67				
Adswold Road Jn	181 46				
	181 60 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	006	Crewe North Jn. to Manchester Piccadilly	CMP1 CMP2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<p>US 60 60 100 80</p> <p>182 28 *</p> <p>182 30 *</p> <p>To Hazel Grove NW9001 seq 9</p> <p>Edgeley Jn No.1 SB (EY1)</p> <p>182 36</p> <p>Manchester South SB (MS) (not located lineside)</p> <p>182 53</p> <p>Edgeley Jn No.2 SB (EY2)</p> <p>182 59</p> <p>To Northenden Junction NW3023 seq 1</p> <p>UML US UF DF DS</p>	<p>TCB Manchester South SCC (MS) AC:Crewe</p> <p>NRN 017</p> <p>AB Edgeley Jn No.1 SB (EY1)</p> <p>Edgeley Jn No.2 SB (EY2)</p> <p>UML=Up Main Loop</p>		

LOR	Seq.	Line of Route Description
NW5001	007	Crewe North Jn. to Manchester Piccadilly

ELR
CMP2

Route	Last Updated
LNW North	07/10/06

Location	Mileage M	Ch	Running lines & speed restrictions

Signalling & Remarks

AB Edgeley Jn No.2 SB (EY2)
AC: Crewe

(PP-A) DS, DF, UF, US.

Stockport No.1 SB (ST1)

(PF) DM, DG between Stockport No.1 and Stockport No.2 boxes.

Stockport No.2 SB (ST2)

Platform Lengths: Stockport
Platform 0 143m (156 yards)
Platform 1 Permissive PP-A
278m (304 yards)
Platform 2 Permissive PP-A
271m (296 yards)
Platform 3 Permissive PP-A
291m (318 yards)
Platform 3a Permissive Bay
97m (106 yards)
Platform 4 Permissive PP-A
230m (251 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	008	Crewe North Jn. to Manchester Piccadilly	CMP2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Heaton Norris Jn	183 56	<p>To Guide Bridge NW5011 seq 1</p> <p>To Mauldeth Rd NW5003 seq 2</p>	<p>TCB Heaton Norris Jn SB (HN) AC: Crewe</p> <p>AB applies between Stockport No 2 SB and Heaton Norris Jn SB (HN).</p> <p>Exceptional Rail Head Conditions up slow and down slow lines between 183m. 56ch. and 185m. 60ch.</p> <p>Platform Lengths: Heaton Chapel Up 169m (184 yards) Down 164m (179 yards)</p> <p>Manchester Piccadilly SB (MP)</p> <p>Platform Lengths: Levenshulme Up 144m (157 yards) Down 144m (157 yards)</p>		
Heaton Norris Jn SB (HN)	183 63				
OHNS	183 70				
OHNS	184 04				
Wheelchex	184 27				
HEATON CHAPEL	184 47				
OHNS	185 66				
LEVENSHULME	186 01				
	186 22 *				
	186 25 *				
	186 39 *				
	186 43 *				
Slade Lane Jn	186 46				
	186 50 *				
	186 55 *				

NRN



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5001	009	Crewe North Jn. to Manchester Piccadilly	CMP2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
Longsight South Jn	186 77				<p>TCB Manchester Piccadilly SB (MP) AC: Crewe</p> <p>NRN 017</p>
Depot Jn	187 23 *				
	187 44				(PF) is authorised on the down goods and 'up & down' goods lines.

LOR Seq. Line of Route Description		ELR	Route	Last Updated
NW5001 010 Crewe North Jn. to Manchester Piccadilly		CMP2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Longsight Depot Jn	187 54			<p>TCB Manchester Piccadilly SB (MP) AC: Crewe</p> <p>(PF) is authorised on the down goods and 'up & down' goods lines.</p>
	188 02 *			
Ardwick Jn (Ardwick TPE Train Care Depot)	188 08 *			
	188 16 *			
	188 30 *			

Mileage	
M	Ch
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3	3
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5	5
6	6
7	7
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ELR
CMP

Last Updated
07/10/06

TCB Manchester Piccadilly SB (MP)
AC: Crewe



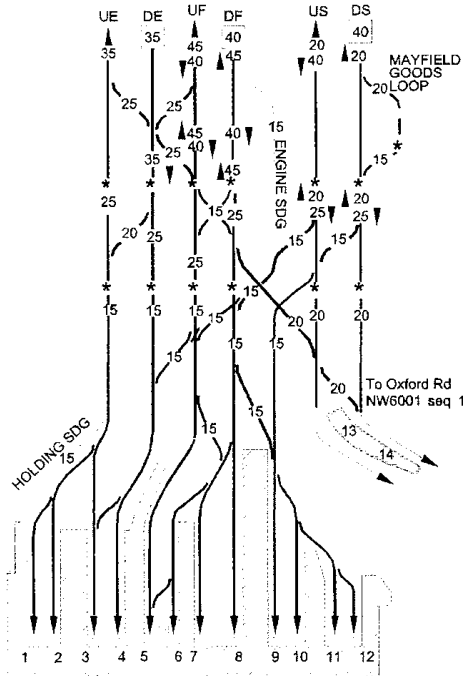
4. Between MP.393 and MP.389

188 48 *

188 67

188 70

188 70



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5003	001	Wilmslow to Slade Lane Jn. (Styal lines)	STY	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Wilmslow South Jn	176 53 0 00	<p>To Alderley Edge. NW5001 seq 4</p> <p>From Handforth. NW5001 seq 5</p> <p>To Heald Green West Jn. NW5005 seq 1</p> <p>To Manchester Airport. NW5007 seq 1</p> <p>UM DM</p>	<p>TCB Manchester South SCC (MS) AC: Crewe</p> <p>NRN 017</p> <p>Platform Lengths: Wilmslow Platform 1 Down 302m (330 yards) Platform 2 Up 222m (243 yards) Down 177m (193 yards)</p> <p>Exceptional Rail Head Conditions Up and Down Styal/main lines between 4m. 07ch. and 8m. 30ch.</p> <p>Manchester Piccadilly SB (MP)</p> <p>from 1m. 40ch.</p> <p>Platform Lengths: Styal Up 166m (182 yards) Down 165m (180 yards)</p> <p>Platform Lengths: Heald Green Up 142m (155 yards) Down 142m (155 yards)</p>		
WILMSLOW	0 10 * 0 18				
Styal Jn	0 40 0 66 * 0 73 *				
STYAL	1 20 * 1 27 *				
Heald Green South Jn	2 50				
OHNS	3 05				
Heald Green North Jn	3 13				
HEALD GREEN	3 37				

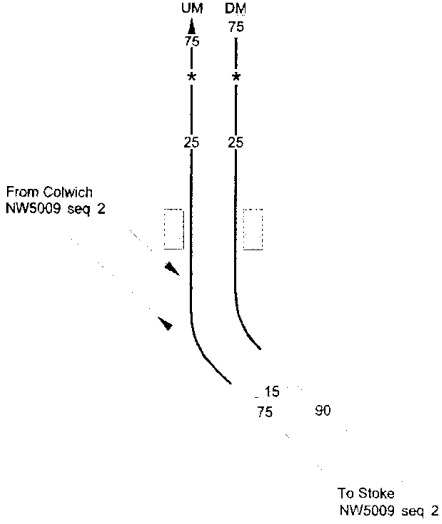


LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
NW5003	002	Wilmslow to Slade Lane Jn. (Styal lines)	STY		LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
GATLEY		5 11			TCB Manchester Piccadilly SB (MP) AC: Crewe.	
OHNS		5 72			Exceptional Rail Head Conditions Up and Down Styal/main lines between 4m. 7ch. and 8m. 30ch.	
East Didsbury GF		6 20				
EAST DIDSBURY		6 25			Platform Lengths: Gatley Up 107m (117 yards) Down 107m (117 yards)	
BURNAGE		7 18			Platform Lengths: East Didsbury Up 104m (114 yards) Down 104m (114 yards)	
MAULDETH ROAD		8 07			Platform Lengths: Burnage Up 151m (165 yards) Down 151m (165 yards)	
		9 19 *			Platform Lengths: Mauldeth Road Up 114m (125 yards) Down 139m (152 yards)	
Slade Lane Jn		9 44 186 46				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5005	001	Heald Green South Jn. to Heald Green West Jn.	SMA	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Heald Green South Jn	2 50 1 48		<p>TCB Manchester Piccadilly SB (MP) AC: Crewe</p> <p>NRN 017</p> <p>FWS throughout</p>		
OHNS	1 35				
Heald Green West Jn	1 10 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5007	001	Manchester Airport to Heald Green North Jn.	MIA	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
MANCHESTER AIRPORT	0 00	<p>To Stone Terminal</p> <p>SIDING</p> <p>U&D AFB</p> <p>UA</p> <p>DA</p> <p>40</p> <p>40</p> <p>40</p> <p>40</p> <p>40</p> <p>25</p> <p>25</p> <p>40</p> <p>40</p> <p>40</p> <p>40</p> <p>75</p> <p>75</p> <p>To Heald Green Stn NW5003 seq 1</p>	<p>Mileages in brackets apply to Airport Freight Branch only</p> <p>UA = Up Airport DA = Down Airport</p> <p>U&D AFB = "Up & Down" Airport Freight Branch</p> <p>Manchester Airport Platform Lengths Platform 1: 200 metres (219 yards) Platform 2: 200 metres (219 yards)</p> <p>Airport Freight Branch Non Operational This line may only be used with the permission of the Network Rail Area Operations Manager.</p>		
End of Single Line	(0 00)				
Manchester Airport Freight Branch	0 32 *				
	1 03 (0 43)				
Heald Green West Jn	1 10 *				
OHNS	1 39	From Heald Green Sth Jn. NW5005 seq 1			
Heald Green North Jn	1 51 3 13	From Heald Green Sth Jn. NW5003 seq 1			

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
NW5008	001	Norton Bridge to Stone Jn.	NBS		LNW North	07/10/06
Location	Mileage M	Ch	Running lines & speed restrictions			
NORTON BRIDGE	138	68				
Norton Bridge Jn	138	79				
	3	57 *				
	3	47 *				
Parrot's LC (UWC)	3	39				
OHNS	0	17				

Route	Last Updated
LNW North	07/10/06
Signalling & Remarks	
TCB	Stoke-On-Trent S.C. (NS) AC: Crewe
GSM-R area	
TASS fitted:	DM line and UM line throughout

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5008	002	Norton Bridge to Stone Jn.	NBS	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
STONE	0 16 *		TCB Stoke-On-Trent S.C. (NS) AC: Crewe 		
	0 07		GSM-R area 		
	0 00 27 00		TASS fitted: DM line and UM line throughout Platform Lengths: Stone Up 149m (163 yards) Down 149m (163 yards) Exceptional Rail Head Conditions Up main between 0m 0ch and 0m 10ch Down main between 0m. 40ch. and 0m. 5ch.		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	001	Colwich Jn to Cheadle Hulme	CMD	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Colwich Jn Change of mileage	127 07 38 61 * 127 08 38 58 *	<p>DOWN FAST DOWN SLOW UP FAST UP SLOW</p> <p>From Rugeley NW1001 seq 2</p> <p>50 45</p> <p>DOWN</p> <p>UP</p> <p>To Stafford NW1001 seq 2</p> <p>38 49 * 38 45 38 36 * 37 27 * 36 33 * 36 16 *</p>	<p>TCB Stoke-On-Trent SB (CH) AC: Crewe</p> <p>NRN 065</p> <p>TASS fitted</p>		
OHNS					
Highfields LC (UWC)	33 61 * 33 42 29 11 *	<p>60 60</p> <p>UP MAIN</p> <p>DOWN MAIN</p> <p>85 85</p> <p>95 95</p> <p>EPS 120 EPS 125</p> <p>95 95</p> <p>EPS 125 EPS 110</p> <p>95 85</p> <p>EPS 125 EPS 95</p> <p>UM DM</p>	<p>GSM-R area</p> <p>Entry: 34m 50ch Down Main line Exit: 33m 43ch Up Main line</p> <p>Stoke-On-Trent SB (SOT)</p> <p>From Highfields L.C. (inclusive)</p>		
Aston-by-Stone LC (CCTV)	28 63 27 66 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	002	Colwich Jn to Cheadle Hulme	CMD	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Church Lane LC (CCTV)	27 63 27 55 *		TCB Stoke-on-Trent SB (SOT) AC: Crewe		
Meaford Crossing LC (CCTV)	27 27 * 27 18		GSM-R area 		
OHNS	27 12 27 10 * 27 09 *		TASS fitted 		
Stone Jn	27 00 26 78 * 26 75 *		Exceptional Rail Head Conditions Up Main line between 26m. 40ch. and 27m. 0ch.		
Barlaston LC (CCTV)	24 56 * 24 55 * 24 50		Exceptional Rail Head Conditions Down Main between 25m. 0ch. and 24m. 0ch.		
			Up Main between 23m 40ch and 24m 50ch		
			NRN 065		
			To Norton Bridge NW5008 seq 2		
			CE Siding		
			GSM-R area		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	003	Colwich Jn to Cheadle Hulme	CMD	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
BARLASTON	24 44		TCB Stoke-on-Trent SB (SOT) AC: Crewe TASS fitted Platform Lengths: Barlaston Up 98m (107yards) Down 98m (107yards) Platform Lengths: Wedgwood Up 111m (121yards) Down 111m (121yards) Exceptional Rail Head Conditions Up main 23m 40ch and 24m 50ch Down main 25m. 0ch. and 24m. 0ch. DPL 465m (1526ft)		
Barlaston HBD	24 39		NRN 065 GSM-R area		
WEDGWOOD	23 79				
Wedgwood LC (CCTV)	23 76				
	21 53 *				
	21 38 *				
Sideway Jn	21 04				
	20 79 *				
	20 78 *				
Stoke Jn	20 36				

LOR	Seq.	Line of Route Description
NW5009	004	Colwich Jn to Cheadle Hulme

Location	Mileage	
	M	Ch
	20	12 *
Glebe Street Jn.	20	10
STOKE-ON-TRENT	19	78

ELR

CMD

Route	Last Updated
-------	--------------

LNW North 07/10/06

Signalling & Remarks

TCB	Stoke-on-Trent SB (SOT) AC: Crewe	NRN 065
-----	--------------------------------------	------------

TASS fitted

GSM-R area



Platform Lengths. Stoke-on-Trent

Platform 1
Up & Down 260m (284yards)

Platform 2
Up & Down 260m (284yards)

Platform 3 Permissive BAY
88m (96yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	005	Colwich Jn to Cheadle Hulme	CMD	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Stoke North Jn.	19 61 *		TCB		
Stoke-on-Trent S.C.(SOT)	19 60		Stoke-on-Trent SB (SOT) AC: Crewe		
			NRN 065		
			TASS fitted		
			GSM-R area		
			English China Clay		
			Cockshute Slings		
			Sliding No1		
			Sliding No2		
			Sliding No3		
			Sliding No4		
			Sliding No5		
			Sliding No6		
Newcastle Jn	19 35				


LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
NW5009	006	Colwich Jn to Cheadle Hulme	CMD		LNW North	07/10/06
Location	Mileage M Ch		Running lines & speed restrictions		Signalling & Remarks	
Cliffe Vale Jn	19	12			<div>TCB</div> <div>Stoke-on-Trent SB (SOT) AC: Crawe</div> <div>NRN</div> <div>065</div> <div>TASS fitted</div> <div>GSM-R area</div>	
	19	11 *				
	18	58 *				
	18	49 *				
Grange Jn.	18	16				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	007	Colwich Jn to Cheadle Hulme	CMD	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
LONGPORT	17 03		TCB Stoke-on-Trent SB (SOT) AC: Crewe		
			TASS fitted Platform Lengths: Longport Up 160m (175yards) Down 116m (127yards) GSM-R area 		
			UGL = 700m (2297ft) DGL = 540m (1772ft)		
Longport Jn.	16 71 16 57 * 16 56 *				
	16 31 *				
Bradwell Jn	16 16				
Change of mileage	15 65 16 00				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	008	Colwich Jn to Cheadle Hulme	CMD	LNW North	07/10/06
Location			Running lines & speed restrictions		
Mileage M Ch			Signalling & Remarks		
Change of mileage			<div> <div> <div>UM</div> <div>85</div> <div>EPS</div> <div>105</div> </div> <div> <div>DM</div> <div>85</div> <div>EPS</div> <div>105</div> </div> </div> <div> <div>75</div> <div>80</div> <div>EPS</div> <div>105</div> </div> <div> <div>75</div> <div>80</div> <div>EPS</div> <div>105</div> </div>		
Harecastle Tunnel (283m/310yd)			<div> <div>15</div> <div>75</div> </div> <div> <div>15</div> <div>15</div> <div>15</div> <div>15</div> <div>2</div> <div>3</div> <div>4</div> </div> <div> <div>Down Branch</div> <div>Up Branch</div> <div>To Crewe NW1005 seq 1</div> </div>		
Kidsgrove Jn.			<div> <div>Platform Lengths: Kidsgrove</div> <div>Platform 1 133m (145yards)</div> <div>Platform 2 176m (192yards)</div> </div>		
KIDSGROVE			<div> <div>TCB</div> <div>Stoke-on-Trent SB (SOT) AC: Crewe</div> <div>NRN 065</div> </div>		
OHNS			<div> <div>TASS fitted</div> <div>GSM-R area</div> </div>		

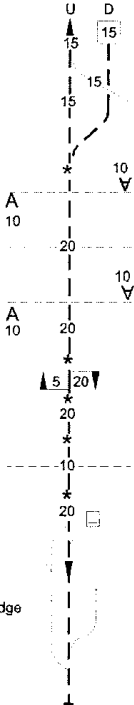
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	009	Colwich Jn to Cheadle Hulme	CMD	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Mow Cop L.C. (CCTV) Ackers HABD CONGLETON			TCB Stoke-on-Trent SB (SOT) AC: Crewe TASS fitted GSM-R area Entry: 8m 39ch Up Main line Exit 8m 43ch Down Main line Macclesfield SB (MD) Platform Lengths: Congleton Up 171m (187yards) Down 151m (165yards)		
	11 52 *				
	11 30				
	10 58				
	8 76 *				
	8 26 *				
	8 12				
	8 08 *				
	7 70 *				
	7 54 *				
	7 03 *				
	6 50 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	010	Colwich Jn to Cheadle Hulme	CMD MCH	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<p>TCB Macclesfield SB (MD) AC: Crewe</p> <p>TASS fitted</p> <p>Area channel change:</p> <p>Up at 2m 00ch</p> <p>Down at 1m 74ch</p> <p>'U&D'PL='Up & Down' Platform line 268m (879ft)</p> <p>Platform Lengths: Macclesfield Platform 1 Permissive PP -C 305m (334yards) Platform 2 Permissive PP -C 268m (293yards) Platform 3 Permissive PP -C 268m (293yards)</p> <p>FWS in tunnel</p>		
MACCLESFIELD	0 25		NRN 065		
Macclesfield SB (MD)	0 20		NRN 017		
Macclesfield Tunnel (314m/343yd)	9 37				
	9 27				
	9 12				
	9 10				
	9 08				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5009	011	Colwich Jn to Cheadle Hulme	MCH	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
OHNS			TCB Macclesfield SB (MD) AC: Crewe 		
	8 28 *		TASS Fitted		
	8 00 *		Exceptional Rail Head Conditions Up and Down Main/Stoke lines between 7m. 40ch. and 0m. 0ch.		
	7 24		Platform Lengths: Prestbury Up 168m (184yards) Down 124m (136yards)		
PRESTBURY	7 10		FWS in tunnel		
Prestbury Tunnel (250m/273yd)	7 01 to		Manchester South SB (MS)		
	6 69		Platform Lengths: Adlington Up 168m (184yards) Down 169m (184yards)		
	6 68 *		Platform Lengths: Poynton Up 168m (184yards) Down 167m (183yards)		
	6 64 *		Platform Lengths: Bramhall Up 183m (200yards) Down 141m (154yards)		
ADLINGTON	5 15				
	3 44 *				
POYNTON	2 79				
	1 67 *				
BRAMHALL	1 49				

LOR Seq. Line of Route Description		ELR	Route	Last Updated
NW5009 012 Colwich Jn to Cheadle Hulme		MCH	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
				<p>TCB Manchester South SCC (MS) AC: Crewe</p> <p>TASS fitted</p> <p>NRN 017</p> <p>Exceptional Rail Head Conditions Up and Down Main/Stoke lines between 7m. 40ch. and 0m. 00ch.</p> <p>Platform Lengths: Cheadle Hulme Platform 3 121m (132yards) Platform 4 183m (200yards)</p>
Bramhall Jn	0 39			
	0 31 *			
	0 28 *			
CHEADLE HULME	0 08			
	0 00			
	180 59			
Cheadle Hulme North Jn	180 67			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5010	001	Glebe Street Jn. to Caldon Quarry	SCQ	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			OT(S) Stoke-on-Trent SB (SOT)		
Glebe Street Jn.	20 08		Non operational This line may only be used with the permission of the Network Rail North West Regional Operations & Safety Manager		
Change of mileage	20 33 0 00		'U&D' = Up & down branch Up- towards Glebe Street Jn down - towards Caldon		
Fenton Manor Tunnel (97m/106yd)	0 63 to 0 68 0 70 * T				
Abbey LC (TMO)	3 20				
Change of mileage	3 51 0 00				
Stockton Brook Tunnel (66m/72yd)	2 09 to 2 12				
Endon LC (AOCL)	3 11		STOP before proceeding over crossing		
Junction	6 36 * 6 37				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5010	002	Glebe Street Jn. to Caldon Quarry	SCQ	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			OT(S) Stoke-on-Trent SB (SOT)		
Former Leek Brook Jn.	6 65 0 00				
Single	0 08 0 40 *				
LC	1 54				
Apesford LC (MCG)	3 20 T				
LC	3 69				
	4 26 *				
	4 76 *				
	5 40 *				
Level Crossing	6 00 *				
Caldon Low GF	7 62				
		Weighbridge			
Caldon Quarry	8 01				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5011	001	Heaton Norris Jn. to Guide Bridge Station Jn.	HNS	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Heaton Norris Jn	183 JP 56 0 00		TCB		
	0 01 *		Heaton Norris Jn SB (HN)		
	0 60		NRN 017		
	0 62		UGL 730m. (2395ft)		
	1 43 *		D&UB=Down & Up Branch		

LNW North Route Sectional Appendix Module LNW(N).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5011	002	Heaton Norris Jn. to Guide Bridge Station Jn.	HNS	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
REDDISH SOUTH	1 50 1 58 *		TCS	Denton Jn. SB (DJ)	NRN 017
	3 10 3 12 *		Platform Lengths: Reddish South 72m (79yards)		
	3 27 *				
	3 38 *		UGB=Up Guide Bridge DGB=Down Guide Bridge U&DGB-Up & Down Guide Bridge		
DENTON	3 39 3 50 *		Platform Lengths: Denton Up 59m (65yards) Down 59m (65yards)		
Denton Jn SB (DJ)	4 13 4 45 *		Guide Bridge SB (GB)		
	4 49				
Guide Bridge Station Jn	4 73				
GUIDE BRIDGE	4 76		Platform Lengths: Guide Bridge Down Bi-Di 146m (160yards)		
		To Stalybridge NW5015 seq 3			

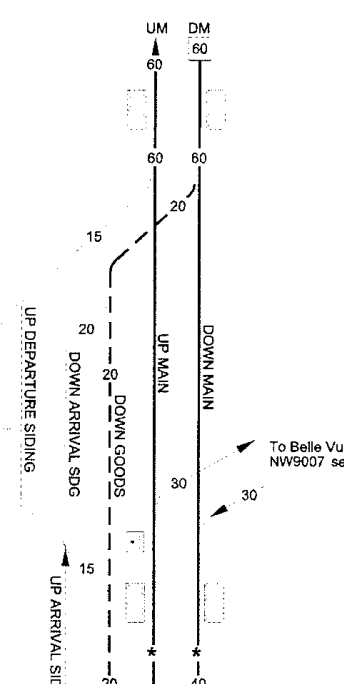
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5012	001	Foley Crossing (excl.) to Stoke Jn.	NSS	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<p>U D</p> <p>▲ 70 70</p> <p>LNE LNW(N)</p> <p>Up Derby 70</p> <p>Down Derby 70</p> <p>To Wedgwood NW5009 seq 3</p> <p>To Stoke NW5009 seq 3</p>	<p>TCB</p> <p>Foley Crossing SB</p> <p>NRN 065</p> <p>GSM-R area</p> <p>Entry: 1m 40ch Down Line</p> <p>Exit: 1m 30ch Up Line</p> <p>Stoke-on-Trent SB (SOT)</p> <p>Exceptional Rail Head Conditions Down Derby line between 0m. 40ch. and 0m. 0ch.</p>		
Foley Crossing SB	1 56				
Network Rail London North Western Appendix Boundary	1 40				
	0 07 *				
Stoke Jn	0 00 20 36				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5013	001	Denton Jn to Ashton Moss North Jn	DJO1 DJO2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Denton Jn Denton Jn SB (DJ)	4 JP 10 4 13		AB Denton Jn SB (DJ)		
	5 28 0 53				
	1 19 0 00 *				
Ashton Moss North Jn SB	0 30				
Ashton Moss North Jn	0 JP 40 5 41				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5015	001	Hadfield to Ardwick Jn.	HAJ	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
HADFIELD	12 61		OT Dinting SB (DG) AC: Crawe		
	12 42 *		Platform Lengths: Hadfield 108m (118yards)		
Dinting East Jn	12 00		D&UH='Down & up' Hadfield Platform Lengths: Dinting Platform 1 108m (118yards)		
Dinting SB (DG) DINTING	11 72 11 72		AB		
Dinting West Jn	11 66		Exceptional Rail Head Conditions Up and Down main lines between 10m. 20ch. and 9m. 20ch.		
	11 59 *				
	11 40 *				
	10 20 *				
	10 00 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5015	002	Hadfield to Ardwick Jn.	HAI	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div> <div>AB</div> <div>Dinting SB (DG) AC: Crawe</div> <div> <div>NRN</div> <div>017</div> </div> </div>		
BROADBOTTOM	9 60		Platform Lengths: Broadbottom Up 107m (117yards) Down 107m (117yards)		
HATTERSLEY	8 58		Platform Lengths: Hattersley Up 169m (185yards) Down 169m (185yards)		
GODLEY	7 72		Platform Lengths: Godley Up 74m (81yards) Down 74m (81yards)		
NEWTON	7 27		Platform Lengths: Newton Up 115m (126yards) Down 114m (125yards)		
FLOWERY FIELD	6 56		Platform Lengths: Flowery Field Up 74m (81yards) Down 74m (81yards)		
Hyde Jn	6 16		<div>TCB</div> <div>Guide Bridge SB (GB)</div>		
	6 07		D&UPL=Down & Up Passenger Loop		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5015	003	Hadfield to Ardwick Jn.	HAJ	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Guide Bridge East Jn	5 32		TCB Guide Bridge SB (GB) AC: Crewe		
	5 13 *		D&UPL='Down & up' Passenger Loop D&UPL= up direction 720m (2362ft) D&UPL= dn direction 875m (2871ft)		
Guide Bridge West Jn	5 10				
Guide Bridge SB (GB)	5 04		Platform Lengths: Guide Bridge Up 151m (165yards) Down bi directional 146m (160yards)		
GUIDE BRIDGE	4 76				
Guide Bridge Station Jn	4 73		Platform Lengths: Fairfield Up 135m (148yards) Down 135m (148yards)		
	4 72 *				
FAIRFIELD	3 52		Ashburys SB (AS)		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
NW5015	004	Hadfield to Ardwick Jn.	HAJ	LNW North	07/10/06		
Location	Mileage		Running lines & speed restrictions		Signalling & Remarks		
	M	Ch					
GORTON	2	54					
Gorton Jn	2	50					
Ashburys East Jn	1	56					
Ashburys SB (AS)	1	54					
ASHBURYS	1	42					
	1	38 *					
			<table><tr><td>TCB</td><td>Ashburys SB (AS) AC: Crewe</td><td>NRN 017</td></tr></table> <p>Platform Lengths : Gorton Up 151m (165yards) Down 151m (165yards)</p> <p>(PF) Authorised on Down Goods Line</p> <p>Platform Lengths : Ashburys Up 106m (116yards) Down 120m (131yards)</p>		TCB	Ashburys SB (AS) AC: Crewe	NRN 017
TCB	Ashburys SB (AS) AC: Crewe	NRN 017					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5015	005	Hadfield to Ardwick Jn.	HAJ	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Ashburys West Jn	1 36		TCB		
OHNS	1 30 1 12		Ashburys SB (AS) AC: Crewe		
	0 76		RL = Reception line. 'Arr&Dep'='Arrival' & departure' line (PF)		
Ardwick TPE Train Care Depot	0 75 *		Manchester Piccadilly SB (MP)		
ARDWICK	0 64				
Ardwick Jn	0 40 188 08		Platform Lengths : Ardwick Up 152m (166yards) Down 152m (166yards)		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5017	001	Dinting South Jn. to Dinting East Jn.	DSD	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Dinting South Jn.	0 72 *	<p>From Glossop NW5019 seq 1</p> <p>25</p> <p>10</p> <p>To Broadbottom NW5019 seq 1</p> <p>10</p> <p>DOWN & UP HADFIELD</p> <p>40</p> <p>To Broadbottom NW5015 seq 1</p> <p>From Hadfield NW5015 seq 1</p>	<p>AB Dinting SB (DG) AC: Crewe</p> <p>TPWS not provided</p> <p>NRN 017</p>		
Dinting East Jn	1 05 12 00				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5019	001	Glossop to Dinting West Jn.	GDW	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
GLOSSOP	0 01		OT Dinting SB (DG) AC: Crewe		
	0 15 *		Platform Lengths: Glossop Up & Down 173m (189yards)		
	0 55 *		1 Applies to Class 1,2 & 5 trains 2 Applies to all other trains		
Dinting Lane LC (UWC)	0 61 T		AB		
Dinting South Jn. (3)	0 72 *		D&UH=Down & Up Hadfield		
DINTING	0 79		(3) Dinting box Station limits between South Junction and West Junction		
Dinting West Jn. (3)	1 05 11 66		Platform Lengths: Dinting Platform 2 104m (114yards)		
			To Broadbottom 40. NW5015 seq 1		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW5021	001	Stalybridge to Guide Bridge West Jn.	SAJ	LNW North	07/10/06
Location			Running lines & speed restrictions		
Mileage			Signalling & Remarks		
M Ch			TCB		
			Stalybridge SB (SE)		
			NRN 017		
STALYBRIDGE	7	63	<p>To Mossley NW7021 seq 3</p> <p>UP MAIN 40 DOWN MAIN 15</p> <p>UP GOODS 15 DOWN GOODS 15</p>		
Stalybridge SB (SE)	7	52	15		
Stalybridge Jn	7	46	15		
	2	08			
	1	74	<p>To Ashton-Under-Lyne NW7021 seq 3</p> <p>UP STALYBRIDGE 15 DOWN STALYBRIDGE 15</p> <p>ATOCHEM SIDINGS 15</p>		
	0	22	<p>To Brookside Sidings 40</p> <p>DOWN (AVENUE) SIDINGS 15 DOWN SIDINGS 15</p>		
	0	19 *	<p>To Hyde Jn NW5015 seq 3</p> <p>40</p>		
Guide Bridge West Jn	0 JP	04	<p>To Guide Bridge NW5015 seq 3</p> <p>40</p>		
	5	10			

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SPECIAL WORKING ARRANGEMENTS

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NW5001 (CREWE NORTH JN. TO MANCHESTER PICCADILLY)

From	To	Type of Train	Line(s)	Remarks
Stockport No.1	Stockport No.2	Coaching stock	Down fast/Down slow/Down main/Down goods	Propelling authorised for trains up to 224m (735 ft) in length
Stockport No.2	Stockport No.1	Coaching stock	Up fast/Up slow	Propelling authorised for trains up to 224m (735 ft) in length
Stockport No.2	Stockport No.1	Coaching stock	Down goods	Wrong direction working authorised
Longsight South End (signals MP.37/38/41/42)	Manchester Piccadilly Station	Coaching stock	All	Propelling authorised (including dead EMU's)
Ardwick Station (signals MP.312/315)	Manchester Piccadilly Station	Coaching stock	All	Propelling authorised (including dead EMU's)

Dated: 07/10/06**NW5009 (COLWICH JN TO CHEADLE HULME)**

From	To	Type of Train	Line(s)	Remarks
Stoke-on-Trent	Longport Grading Sidings	Any	Down	Working in accordance with the <i>'Working of trains not fitted throughout with the continuous brake'</i> instructions in the General Section of this Appendix is authorised for vehicles going for repair
Bradwell Sidings	Longport Jn	Freight	Down goods	Propelling without a brake van authorised for trains up to 230m (756 ft) in length in clear weather only (During fog or falling snow the maximum train length is restricted to 64m (210 ft))
Bradwell Sidings	Longport Jn	Freight	Up goods	Propelling without a brake van authorised for trains up to 230m (756 ft) in length

Dated: 07/10/06

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ROUTE CLEARANCE

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LNW NORTH**GENERAL NOTES**

Table D shows route clearance information for Network Rail London North Western (North) route controlled lines and is divided into five separate tables as follows:

- D1 Diesel Multiple Units.
- D2 Electric Multiple Units.
- D3 Locomotive Hauled Coaching Stock, including HST.
- D4 Locomotives, including the route availability (RA) index of each route.
- D5 Freight Vehicles, including the RA index of each route and any authorities for heavy axle weight vehicles.

Tables D1 - D4

These tables consist of the list of lines as shown in Table A and a series of columns for each type of vehicle. The following codes are used to identify which vehicle types are permitted on each route:

Authority Code	Meaning
Y	The vehicle type is permitted without restriction.
N	The vehicle type is prohibited.
R*	The vehicle type is permitted subject to the restriction(s) shown in the Notes & Restrictions column.
E	Indicates that an electric traction unit may be hauled over a non-electrified line with pantograph(s) lowered.

Where authority is shown for passenger carrying vehicles to run on non-passenger lines, this does not mean that authority is given for loaded passenger trains to run.

Table D5

This table consists of the list of lines as shown in Table A, the RA index of each route, any general authorities for heavy axle weight vehicles, the gauge of the route and other route restrictions. (Temporary or vehicle specific heavy axle weight authorities are not shown.)

The gauge of the route is shown as one of the following:

- standard locomotive gauge indicated by a forward-slash symbol, (i.e. /),
- W6A (W6) – meaning clear to W6A Gauge,
- W7 – meaning clear to W6A Exception Gauge for 8ft. containers,
- W8 – meaning clear to W6A Exception Gauge for 8ft 6in containers,
- W9 – meaning clear to SB1C gauge.
- W10 – meaning clear for 9ft. 6in. high x2.5m. wide containers on selected wagons
- W12 – meaning clear to W12 composite swept envelope

Additional restrictions or clearances may also be shown as notes in the Notes & Restrictions column.

The 'Heavy Axle Weight Vehicles' column indicates whether a vehicle which exceeds the RA index of the route may be conveyed, and if so under what conditions:

Authority Code	Meaning
Y	There are no particular restrictions for vehicles that exceed the RA of the route, and form RT3973HAW can be produced on this basis. 25.5 tonne axle weight vehicles in use on the network as of April 1998 are not restricted. (Note that this information does not include vehicles which may have individual restrictions placed upon them.)
N	Vehicles that exceed the RA of the route must not run without the authority of the Territory Structures Assessment Engineer. If authority is given a vehicle specific form RT3973HAW can be produced.
R*	Vehicles which exceed the RA of the route can run subject to the particular restriction(s) identified, and form RT3973HAW can be produced on this basis. 25.5 tonne axle weight vehicles in use on the network as of April 1998 are not restricted. (Note that this information does not include vehicles which may have individual restrictions placed upon them.)
--	No request to run vehicles that exceed the RA of the route has previously been made and any request to do so must be referred to the Territory Structures Assessment Engineer. 25.5 tonne axle weight vehicles may be able to run following assessment.

Restricted Vehicles

Vehicles identified below can not run without reference to the Territory Structures Assessment Engineer, who will identify any restrictions that apply to that particular vehicle over a specified route in accordance with the Route Availability Group Standard:

- Coil Strip Wagon BN001A

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Table D1 - Route clearance of diesel multiple unit trains

To be read in conjunction with General Notes.

Class 221 trains

The sections of route indicated by the letter 'T' in the 'Route Availability Table' pages, indicate where Class 221 trains are permitted to operate with the Tilt system operational and TASS system configured to authorise tilt and supervise speed. Details of the lines where TASS Balises are provided are published in the Table A pages of this Appendix. Full details of clearances and restrictions are published in the relevant Network Rail Acceptance Panel (NRAP) certificates for Service Operation.

Line of route	Line of Route / Sector Description	DMU	14X	150	153	155	156	158	170	175	185	220 / 221	Notes
NW5001	Crewe North Junction - Manchester Piccadilly	Y	Y	Y	Y	Y	Y	Y	Y	Y	R	Y	R Permitted Longsight Depot – Manchester Piccadilly
NW5003	Wilmslow - Slade Lane Junction (Styal lines)	Y	Y	Y	Y	Y	Y	Y	R	Y	N	Y	R Prohibited Heald Green South Jn - Slade Lane Jn.
NW5005	Heald Green South Junction - Heald Green West Junction	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	
NW5007	Manchester Airport - Heald Green North Junction	R1	R1	R1	R1	R1	R1	R1	R1 / R2	R1	N	R1	R1 Prohibited on the Airport Freight Branch. R2 Prohibited Heald Green West Jn. - Heald Green North Jn.
NW5008	Norton Bridge Jn – Stone Jn.	Y	N	Y	Y	Y	Y	R	Y	Y	N	Y T	R Class159 units also permitted.
NW5009	Colwich Jn. - Cheadle Hulme	Y	R1	Y	Y	Y	Y	R2	R3	Y	N	Y T	R1 Prohibited Colwich Jn. - Stoke-on-Trent exclusive. R2 Class159 units also permitted. R3 Prohibited Kidsgrove - Cheadle Hulme.
NW5010	Glebe Street Jn. – Caldon Quarry	N	N	N	N	N	N	N	N	N	N	N	
NW5011	Heaton Norris Junction - Guide Bridge Station Junction	Y	Y	Y	Y	Y	Y	Y	N	Y	N	Y	
NW5012	Foley Crossing (exclusive) - Stoke Jn.	Y	N	Y	Y	Y	Y	R	Y	N	N	Y	R Class159 units also permitted.
NW5013	Denton Jn.- Ashton Moss North Junction	Y	Y	Y	Y	Y	Y	Y	N	Y	N	Y	

Table D1 - Route clearance of diesel multiple unit trains – Continued

Line of route	Line of Route / Sector Description	DMU	14X	150	153	155	156	158	170	175	185	220 / 221	Notes
NW5015	Hadfield - Ardwick Junction	Y	Y	Y	Y	Y	Y	R1	R2	R1	R3	R4	R1 Prohibited Hadfield - Hyde Jn. R2 Prohibited Hadfield - Ashburys East Jn. R3 Prohibited Hadfield – Guide Bridge West Junction R4 Prohibited Hadfield – Guide Bridge East Jn. inclusive.
NW5017	Dinting South Jn.- Dinting East Junction	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	
NW5019	Glossop - Dinting West Junction	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	
NW5021	Stalybridge - Guide Bridge West Junction	Y	Y	Y	Y	Y	Y	Y	N	N	Y	Y	

Table D2 - Route clearance of electric multiple unit trains

To be read in conjunction with General Notes.

Class 390 trains

The sections of route indicated by the letter 'T' in the 'Route Availability Table' pages, indicate where Class 390 trains are permitted to operate with the Tilt system operational and TASS system configured to authorise tilt and supervise speed. Details of the lines where TASS Balises are provided are published in the Table A pages of this Appendix. Full details of clearances and restrictions are published in the relevant Network Rail Acceptance Panel (NRAP) certificates for Service Operation.

Line of route	Line of Route / Sector Description	312	317	321 / 322	323	325	350	390	507 / 508	Notes
NW5001	Crewe North Junction - Manchester Piccadilly	Y	R1	Y	Y	R2	R3	R4	N	<p>R1 Prohibited Crewe North Jn. – Cheadle Hulme station exclusive.</p> <p>R2 Prohibited from platforms 13 and 14 at Manchester Piccadilly.</p> <p>R3 Permitted Cheadle Hulme – Manchester Piccadilly.</p> <p>R4 Prohibited from all bay platforms, the Up East line Manchester Piccadilly East Jn. – Ardwick Jn, Manchester Piccadilly platforms 10, 11 & 12, and all sidings lines except Longsight TMD and Manchester ITMD. Permitted through Manchester Piccadilly platforms 13 & 14 in loco-hauled mode only.</p>
NW5003	Wilmslow - Slade Lane Jn. (Styal lines)	Y	N	Y	Y	Y	R1	R2	N	<p>R1 Permitted Slade Lane Jn. – Heald Green North Jn.</p> <p>R2 Prohibited from all sidings lines.</p>
NW5005	Heald Green South Junction - Heald Green West Junction	Y	N	Y	Y	E	N	N	N	
NW5007	Manchester Airport - Heald Green North Jn.	R1	N	R1	R1	E / R1	R1	N	N	Prohibited on the Airport Freight Branch.

Table D2 - Route clearance of electric multiple unit trains – Continued

Line of route	Line of Route / Sector Description	312	317	321 / 322	323	325	350	390	507 / 508	Notes
NW5008	Norton Bridge – Stone Jn.	R	Y	Y	Y	Y	Y	Y / T	N	R Class 303 units also permitted.
NW5009	Colwich Jn. - Cheadle Hulme	R1	Y	R2	Y	Y	Y R3	R4 T	N	R1 Class 303 units also permitted Colwich Jn. to Kidsgrove only. R2 Prohibited Kidsgrove (excl.) to Cheadle Hulme. R3 Also permitted into and off Chatterley Valley Sdgs. R4 Prohibited from all bay platforms and sidings except the Up and Down Through Siding Stoke North Jn – Newcastle Jn and shunting line No.1 Etruria – Grange.
NW5010	Glebe Street Jn. – Caldon Quarry	N	N	N	N	N	N	N	N	
NW5011	Heaton Norris Junction - Guide Bridge Station Junction	R1	R1	N	N	E	N	R2	N	R1 Permitted dead hauled Heaton Norris Jn. - Denton Jn. R2 Permitted loco-hauled throughout but prohibited from Heaton Norris up goods loop
NW5012	Foley Crossing (exclusive) - Stoke Jn.	N	N	N	N	N	N	N	N	
NW5013	Denton Jn.- Ashton Moss North Jn.	E	E	N	N	E	N	E	N	
NW5015	Hadfield - Ardwick Junction	Y	Y	Y	Y	E	N	N	N	
NW5017	Dinting South Jn.- Dinting East Jn	Y	Y	Y	Y	E	N	N	N	
NW5019	Glossop - Dinting West Junction	Y	Y	Y	Y	E	N	N	N	
NW5021	Stalybridge - Guide Bridge West Jn.	N	N	N	N	E	N	N	N	

Table D3 - Route clearance of coaching stock

To be read in conjunction with General Notes.

Line of Route	Line of Route / Sector Description	MK I	MK II	MK III	MK IV	253/254 HST	Notes
NW5001	Crewe North Junction - Manchester Piccadilly	Y	Y	Y	Y	Y	
NW5003	Wilmslow - Slade Lane Junction (Styal lines)	Y	Y	Y	Y	Y	
NW5005	Heald Green South Junction - Heald Green West Junction	Y	Y	Y	Y	Y	
NW5007	Manchester Airport - Heald Green North Junction	R	R	R	R	R	R Prohibited on the Airport Freight Branch.
NW5008	Norton Bridge Jn – Stone Jn.	Y	Y	Y	N	Y	
NW5009	Colwich Jn. - Cheadle Hulme.	Y	Y	Y	R	Y	R Prohibited Colwich Jn to Congleton.
NW5010	Glebe Street Jn. – Caldon Quarry	N	N	N	N	N	
NW5011	Heaton Norris Junction - Guide Bridge Station Junction	Y	Y	Y	Y	Y	
NW5012	Foley Crossing (excl.) - Stoke Jn.	Y	Y	Y	N	Y	
NW5013	Denton Jn.- Ashton Moss North Junction	Y	Y	Y	Y	Y	
NW5015	Hadfield - Ardwick Junction	Y	Y	Y	Y	Y	
NW5017	Dinting South Jn.- Dinting East Junction	Y	Y	N	N	N	
NW5019	Glossop - Dinting West Junction	Y	Y	N	N	N	
NW5021	Stalybridge - Guide Bridge West Junction	Y	Y	Y	Y	Y	

Table D4A - Route clearance of Diesel locomotives Classes 08 to 33

To be read in conjunction with General Notes.

Line of Route	Line of Route / Sector Description	RA	08/09	20	20/3	31/1	31/4/5	33	Notes
NW5001	Crewe North Junction - Manchester Piccadilly	8	Y	Y	Y	Y	Y	Y	
NW5003	Wilmslow - Slade Lane Junction (Styal lines)	8	Y	Y	Y	Y	Y	Y	
NW5005	Heald Green South Junction - Heald Green West Junction	8	Y	Y	Y	Y	Y	Y	
NW5007	Manchester Airport - Heald Green North Junction	8	Y	Y	Y	Y	Y	Y	
NW5008	Norton Bridge Jn - Stone Jn.	8	Y	Y	Y	Y	Y	Y	
NW5009	Colwich Jn. - Cheadle Hulme.	8	Y	Y	Y	Y	Y	Y	
NW5010	Glebe Street Jn. - Caldon Quarry	6	Y	Y	Y	Y	Y	Y	
NW5011	Heaton Norris Junction - Guide Bridge Station Junction	8	Y	Y	Y	Y	Y	Y	
NW5012	Foley Crossing (excl.) - Stoke Jn.	8	Y	Y	Y	Y	Y	Y	
NW5013	Denton Jn.- Ashton Moss North Junction	8	Y	Y	Y	Y	Y	Y	
NW5015	Hadfield - Ardwick Junction	8	Y	Y	Y	Y	Y	Y	
NW5017	Dinting South Jn.- Dinting East Junction	8	Y	Y	Y	Y	Y	Y	
NW5019	Glossop - Dinting West Junction	8	Y	Y	Y	Y	Y	Y	
NW5021	Stalybridge - Guide Bridge West Junction	8	Y	Y	Y	Y	Y	Y	

Table D4B - Route clearance of locomotives Classes 37 to 59

To be read in conjunction with General Notes.

Line of Route	Line of Route / Sector Description	RA	37/ 0/3/4 /5	37/ 7/9	47/ 0/3/7 /9	47/ 4/6	55	56	57	58	59/0/ 1/2	Notes
NW5001	Crewe North Junction - Manchester Piccadilly	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5003	Wilmslow - Stale Lane Junction (Styal lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5005	Heald Green South Junction - Heald Green West Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5007	Manchester Airport - Heald Green North Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5008	Norton Bridge Jn – Stone Jn.	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5009	Colwich Jn. - Cheadle Hulme.	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5010	Glebe Street Jn. – Caldon Quarry	6	Y	N	R	N	N	N	Y	N	N	R Classes 47/7 and 47/9 prohibited
NW5011	Heaton Norris Junction - Guide Bridge Station Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5012	Foley Crossing (excl.) - Stoke Jn.	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5013	Denton Jn.- Ashton Moss North Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5015	Hadfield - Ardwick Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5017	Dinting South Jn.- Dinting East Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5019	Glossop - Dinting West Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5021	Stalybridge - Guide Bridge West Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4C - Route clearance of locomotives Classes 60 to 92

To be read in conjunction with General Notes.

Line of Route	Line of Route / Sector Description	RA	60	66	67	73	86	87	90	91	92	Notes
NW5001	Crewe North Jn. - Manchester Picc.	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5003	Wilmslow - Slade Lane Junction (Styal lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW5005	Heald Green South Junction - Heald Green West Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	N	
NW5007	Manchester Airport - Heald Green North Junction	8	Y	Y	Y	Y	R	R	R	R	N	R Prohibited on the Manchester Airport Freight Branch
NW5008	Norton Bridge Jn. - Stone Jn.	8	Y	Y	Y	Y	Y	Y	Y	N	Y	
NW5009	Colwich Jn. - Cheadle Hulme	8	Y	Y	Y	Y	Y	Y	Y	R	Y	R Prohibited Colwich Jn. to Congleton.
NW5010	Glebe Street Jn. - Caldon Quarry	6	N	N	N	Y	N	N	N	N	N	
NW5011	Heaton Norris Junction - Guide Bridge Station Junction	8	Y	Y	Y	Y	R	R	R	N	N	R Permitted dead-hauled Heaton Norris Jn. - Denton Jn.
NW5012	Foley Crossing (excl.) - Stoke Jn.	8	Y	Y	Y	Y	E	E	E	N	N	
NW5013	Denton Jn. - Ashton Moss North Jn.	8	Y	Y	Y	Y	E	E	E	N	N	
NW5015	Hadfield - Ardwick Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	N	
NW5017	Dinting South Jn. - Dinting East Jn.	8	Y	Y	Y	Y	Y	Y	Y	Y	N	
NW5019	Glossop - Dinting West Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	N	
NW5021	Stalybridge - Guide Bridge West Junction	8	Y	Y	Y	Y	E R	N	N	N	N	R Between Ashton viaduct and Stalybridge Jn. (Bridge 11) - trains must not exceed 20mph in both directions (1m 40ch - 1m 60ch).

Table D5 - Route clearance of freight vehicles

To be read in conjunction with General Notes.

Line of Route	Line of Route / Sector Description	RA	Gauge of Route	Heavy Axle Weight Vehicles	Notes
NW5001	Crewe North Jn. - Manchester Piccadilly	8	SB1C (W9)	R	R CMP2 Br.17: RA9/10 vehicles are restricted to 30mph over the bridge (185m 65ch to 185m 68ch).
NW5003	Wilmslow - Slade Lane Jn. (Styal lines).	8	SB1C (W9)	Y	
NW5005	Heald Green South Jn. - Heald Green West Jn.	8	/	Y	
NW5007	Manchester Airport - Heald Green North Jn.	8	/	Y	
NW5008	Norton Bridge Jn. - Stone Jn.	8	W6A Ex (W12)	Y	
NW5009	Colwich Jn. - Cheadle Hulme	8	W6A Ex (W12)	R	R W12 prohibited from Up & Down platform line at Macclesfield Station
NW5010	Glebe Street Jn. - Caldon Quarry	6	W6A (W6)	Y	
NW5011	Heaton Norris Jn. - Guide Bridge Station Jn.	8	W6A Ex. (W7)	Y	
NW5012	Foley Crossing (excl.) - Stoke Jn.	8	W6A Ex (W7)	Y	
NW5013	Denton Jn. - Ashton Moss North Jn.	8	W6A Ex. (W7)	R	R DJO1 Br.6: RA9/10 vehicles are restricted to 10mph over bridge (4m 66ch - 4m 68ch).
NW5015	Hadfield - Ardwick Jn.	8	R1	R2	R1 SB1C (W9) Hyde Jn. - Ardwick Jn. R2 HAJ Br.51: RA9/10 vehicles are restricted to 20mph over the bridge (10m 00ch - 10m 20ch); HAJ Br.54: RA9/10 vehicles are restricted to 20mph over the bridge (11m 40ch - 12m 00ch).
NW5017	Dinting South Jn. - Dinting East Jn.	8	/	N	
NW5019	Glossop - Dinting West Jn.	8	/	N	
NW5021	Stalybridge - Guide Bridge West Jn.	8	SB1C (W9)	R	R MVL3 Br.1: RA9/10 vehicles are restricted to 10mph over the bridge (7m 77ch - 8m 10ch).

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LOCAL INSTRUCTIONS

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NW5001 - CREWE NORTH JN. TO MANCHESTER PICCADILLY WILMSLOW

Up locomotive-hauled passenger trains formed of 12 or more vehicles, booked to stop at Wilmslow, must be brought to a stand at the Sandbach end of the platform.

Dated: 07/10/06

NW5001 - CREWE NORTH JN. TO MANCHESTER PICCADILLY STOCKPORT

Up locomotive-hauled passenger trains formed of 12 or more vehicles, booked to stop at Stockport, must be brought to a stand at platform starting signals ST1.25 (up slow) or ST1.29 (up fast).

Protection procedure T2-T is prohibited between Stockport No.1 signal box and Stockport No.2 signal box.

Dated: 07/10/06

NW5001 - CREWE NORTH JN. TO MANCHESTER PICCADILLY Longsight South Jn To Longsight Depot Jn

Telephones on the 'up & down' goods line. Three telephones are provided at intervals along the 'up & down' goods line at Longsight. Drivers of movements for the Manchester direction must use the nearest telephone to advise the signaller at Manchester Piccadilly box of their reporting number and destination.

All departures via signals MP.39 and MP.44. The designated person (DP) in the chief operating supervisor's office must advise the signaller at Manchester Piccadilly signal box of the departure of all trains and light locomotives from the south end of the depot via signals MP.39 and MP.44.

All departures via signals MP.74, MP.75, MP.76 and MP.77. The DP in the north end supervisor's office must advise the signaller at Manchester Piccadilly signal box of the departure of all trains and light locomotives from the north end of the depot via signals MP.74, MP.75, MP.76 and MP.77.

Arrivals at the north end, (excluding No.37 road). All arrivals must proceed to the 'Stop & Await Instructions' boards adjacent to the north end supervisor's office. All movements from this point must be controlled by the PIC.

Arrivals at the south end. All arrivals must proceed to the 'Stop & Await Instructions' boards. All movements from this point must be controlled by the PIC.

Traincrew. All traincrew arriving at Longsight depot for the purpose of taking locomotives or stock off the depot must report, in person, to the chief operating supervisor who will advise them of the location and number of the locomotive or stock. Under no circumstances must drivers proceed with any movements until instructed to do so by the PIC.

Longsight Wheel Lathe Depot and Manchester International Depot The person in charge of the Wheel Lathe Depot is responsible for the operation of the hand points leading from wheel lathe 3 road to Manchester International Depot. When signal MP.69 is cleared for a movement to either depot, it will not be necessary for these hand-points to be examined by the traincrew and therefore the requirements of *Rule Book Module SS2, Section 3, Clause 3.2 (b)* are exempt for traincrew only.

Arrivals. All arrivals at the Wheel Lathe Depot must proceed to the 'Stop & Await Instructions' board. All movements from this point must be controlled by the PIC.

All departures via signals MP.65 or MP.83. The designated person (DP) must advise the signaller at Manchester Piccadilly signal box of all departures from the Wheel Lathe Depot or Manchester International Depot via signals MP.65 or MP.83.

Traincrew. All traincrew arriving at the Wheel Lathe Depot for the purpose of taking locomotives or stock off the depot must report to the DP who will advise them of the location and number of the locomotive or stock. Under no circumstances must drivers proceed with any movements until instructed to do so by the DP.

Dated: 07/10/06

NW5001 - CREWE NORTH JN. TO MANCHESTER PICCADILLY

Ardwick Jn

Ardwick TPE Train Care Depot

The Depot Controller will release the acceptance slot and give permission to the Signaller at Manchester Piccadilly signal box or Ashburys signal box, as the case may be, to signal movements onto the depot.

A points indicator will be provided on the approach to S1 points within the depot. The driver should ensure that the points indicator displays a yellow light indicating that the points are set correctly. If the points indicator should display a red indication, then the train should be brought to a stop, and the driver should contact the TPE Depot Controller.

All arrivals must proceed to the 'Stop and Await Instructions' boards situated on either the South Train Wash Road or the Train Wash Bypass. All movements beyond this point must be controlled by the TPE Depot Controller.

In the event of a failure of the acceptance slot or other signalling equipment which prevents normal movements via the west end depot access, all movements will normally be made via the east (Ashburys) depot access, except under exceptional circumstances when movements may be allowed to be handsignalled onto the west end of the depot under the relevant failure instructions.

Departures. All train crews arriving at Ardwick TPE Depot for the purpose of taking stock off the depot must report in person to the TPE Depot Controller who will advise them of the location and number of the stock.

Under no circumstances must drivers proceed with any movement until instructed to do so by the TPE Depot Controller.

When a train requires to depart from the west end of the depot, the TPE Depot Controller must advise the Signaller at Manchester Piccadilly signal box by means of a train description using the MPSCC OCU and communicating with the Signaller at MPSCC by the direct telephone link as required.

Dated: 07/10/06

NW5001 - CREWE NORTH JN. TO MANCHESTER PICCADILLY MANCHESTER PICCADILLY

Starting of trains from platforms - additional instructions to *Rule Book Module SS1, Section 6, Clause 6.5*.

Except for light locomotives, the READY-TO-START signal must be given by means of the right away (RA) indicator.

On trains that do not have an opening window by the door controls, the guard must close all passenger doors, leaving the local door open. When the person in charge of the platform has given the STATION WORK COMPLETE signal, the guard must give the READY-TO-START signal to the person in charge of the platform, before closing the local door. The person in charge of the platform must ensure that the local door is shut and the hazard light extinguished before pressing the RA button.

Protection of staff working on or between station platforms. These instructions may be used to protect staff carrying out the following activities only:

- working on failed trains,
- litter picking / track cleaning,
- white-lining platform edges,
- painting yellow lines on platforms.

1. When work is to be carried out on a failed train, the immediately adjoining line must be blocked in addition to the line on which the train is standing.

2. When litter picking or track cleaning is being carried out the following platform lines must be blocked together in pairs:

1 and 2,

3 and 4,

5 and 6,

7 and 8,

9 (between buffer stop and signal MP.390) and 10,

9 (between signals MP.390 & MP.374) and 13 (between signals MP.391 & MP.382),

11 and 12.

Except as shown above, platforms 13 and 14 may be blocked individually.

3. When white-lining platform edges or painting yellow lines on platforms only the affected platform line need be blocked.

4. *Protection procedure.*

4.1 The person in charge of the work requiring protection (PIC) must give the signaller at Manchester Piccadilly signal box the following details:

- name,
- employer,
- nature and location of the activity,
- how long the protection is required for.

4.2 The signaller must arrange the necessary signal protection and make a suitable entry in the Train Register/Occurrence book.

The PIC must ask the signaller to confirm the details of the entry in the Train Register/Occurrence book and when satisfied that they are correct, must repeat name and employer details back to the signaller for confirmation.

4.3 Before starting work the PIC must arrange for a detonator and red banner, board or flag to be placed on the track adjacent to the platform ramp end of the blocked line. This protection must be provided on each blocked line and at both ends of platforms 13 and 14.

4.4 Other than when a failed train is being attended to this protection procedure must not be used if there is a train stabled on the line(s) to be blocked unless the additional protection arrangements described in *Rule Book Module T2, Section 3, Clauses 3.5 a) and b)* are put in place.

4.5 When the work is complete and the protection noted in clause 4.3 has been removed the PIC must advise the signaller that all staff and equipment are clear of the line. The PIC must ensure that name and employer details are clearly confirmed to the signaller.

4.6 If the PIC is relieved during the work the name and employer details of the new PIC must be advised to the signaller.

Dated: 07/10/06

NW5005 - HEALD GREEN SOUTH JN. TO HEALD GREEN WEST JN.

Heald Green South Jn To Heald Green West Jn

Between Manchester Airport and Heald Green North and South Junctions

Airport runway over-run trip wires. Trip wires are provided on both sides of the railway extending for the width of the flight-path of the Manchester Airport main runway. These trip wires will be broken if an aircraft approaches at a dangerously low level when taking off or landing and this will have the following effects on Railway operations / infrastructure:

- Signals MP.261, MP.263, MP.265, MP.271 and MP.272 will be replaced to danger.
- Routes will be inhibited from signal MP.283 to the down Chord line at Heald Green South Junction and MP.286 to the up Airport line at Heald Green North Junction.
- The electricity supply to the OLE on both lines between Manchester Airport station and Heald Green North Junction and both lines between Heald Green West Junction and Heald Green South Junction will be cut off.

IT MUST NOT BE ASSUMED THAT THE OVERHEAD LINE EQUIPMENT HAS BEEN ISOLATED UNLESS THE PROCEDURE SHOWN IN *RULE BOOK MODULE AC1, PART B, SECTION 1, CLAUSES 1.1 AND 1.2* HAS BEEN CARRIED OUT.

If signals MP.265, MP.271 or MP.272 revert to danger as a train approaches, or if it is necessary for a train to be brought to a stand between these signals, the driver must try to bring the train to a stand clear of the flight-path.

Rule Book Module P1. When it is necessary to institute single line working over the down and up Airport lines a handsignaller must be appointed opposite signal MP.265 and signal MP.271 or MP.272. If an aircraft emergency occurs the pilotman will be advised by the signaller at Manchester Piccadilly signal box and must arrange for train services to be suspended as soon as possible.

Working of cranes. In addition to the procedure shown in *Rule Book Module AC2, Section 2*, cranes must not be allowed to work on the down and up Airport lines between Heald Green West Junction and signal MP.265 unless the authority of the Manchester Airport Air Traffic Control Watch Manager (BT telephone 0161-499 5320/1) has been obtained. For pre-planned work, at least 5 days notice must be given to the Watch Manager. If 5 days notice cannot be given, the authority of the Watch Manager must still be obtained. In an emergency the signaller at Manchester Piccadilly signal box can be asked to obtain this authority.

Dated: 07/10/06

NW5007 - MANCHESTER AIRPORT TO HEALD GREEN NORTH JN.

MANCHESTER AIRPORT To Heald Green West Jn

The Manchester Airport Freight Branch line must not be used without the specific permission of the Network Rail Area Operations Manager.

Dated: 07/10/06

NW5007 - MANCHESTER AIRPORT TO HEALD GREEN NORTH JN.

MANCHESTER AIRPORT To Heald Green North Jn

Between Manchester Airport and Heald Green North and South Junctions

Airport runway over-run trip wires. Trip wires are provided on both sides of the railway extending for the width of the flight-path of the Manchester Airport main runway. These trip wires will be broken if an aircraft approaches at a dangerously low level when taking off or landing and this will have the following effects on Railway operations / infrastructure:

- Signals MP.261, MP.263, MP.265, MP.271 and MP.272 will be replaced to danger.
- Routes will be inhibited from signal MP.283 to the down Chord line at Heald Green South Junction and MP.286 to the up Airport line at Heald Green North Junction.
- The electricity supply to the OLE on both lines between Manchester Airport station and Heald Green North Junction and both lines between Heald Green West Junction and Heald Green South Junction will be cut off.

IT MUST NOT BE ASSUMED THAT THE OVERHEAD LINE EQUIPMENT HAS BEEN ISOLATED UNLESS THE PROCEDURE SHOWN IN RULE BOOK MODULE AC1, PART B, SECTION 1, CLAUSES 1.1 AND 1.2 HAS BEEN CARRIED OUT.

if signals MP.265, MP.271 or MP.272 revert to danger as a train approaches, or if it is necessary for a train to be brought to a stand between these signals, the driver must try to bring the train to a stand clear of the flight-path.

Rule Book Module P1. When it is necessary to institute single line working over the down and up Airport lines a handsignaller must be appointed opposite signal MP.265 and signal MP.271 or MP.272. If an aircraft emergency occurs the pilotman will be advised by the signaller at Manchester Piccadilly signal box and must arrange for train services to be suspended as soon as possible.

Working of cranes. In addition to the procedure shown in *Rule Book Module AC2, Section 2*, cranes must not be allowed to work on the down and up Airport lines between Heald Green West Junction and signal MP.265 unless the authority of the Manchester Airport Air Traffic Control Watch Manager (BT telephone 0161-499 5320/1) has been obtained. For pre-planned work, at least 5 days notice must be given to the Watch Manager. If 5 days notice cannot be given, the authority of the Watch Manager must still be obtained. In an emergency the signaller at Manchester Piccadilly signal box can be asked to obtain this authority.

Dated: 07/10/06

NW5007 - MANCHESTER AIRPORT TO HEALD GREEN NORTH JN.

MANCHESTER AIRPORT

Starting of trains from platforms - additional instructions to *Rule Book Module SS1, Section 6, Clause 6.5*.

Except for light locomotives, the READY-TO-START signal must be given by means of the right away (RA) indicator.

On trains that do not have an opening window by the door controls, the guard must close all passenger doors, leaving the local door open. When the person in charge of the platform has given the STATION WORK COMPLETE signal, the guard must give the READY-TO-START signal to the person in charge of the platform, before closing the local door. The person in charge of the platform must ensure that the local door is shut and the hazard light is extinguished before pressing the RA button.

Permissive working. Each platform will accommodate one train not exceeding eight vehicles or two trains not exceeding four vehicles each. If a platform is occupied by more than four vehicles a second train must not be allowed to enter that platform.

Dated: 07/10/06

NW5009 - COLWICH JN TO CHEADLE HULME

STOKE-ON-TRENT

If signal SOT.277 at the Manchester end of Stoke-on-Trent station is showing a proceed aspect, drivers of down trains conveying 12 coaches or more must let the locomotive run beyond this signal in order to position the leading vehicle at the extreme end of the platform. This will ensure that the rear vehicle on the train is in the platform.

Dated: 07/10/06

NW5009 - COLWICH JN TO CHEADLE HULME**MACCLESFIELD**

Up locomotive-hauled passenger trains formed of 12 or more vehicles booked to stop at Macclesfield must be brought to a stand at the platform starting signals MD.17 (platform 2) or MD.36 (platform 3).

Dated: 07/10/06**NW5010 - GLEBE STREET JN. TO CALDON QUARRY****Glebe Street Jn. To Caldon Quarry**

This line must not be used without the specific permission of the Network Rail Area Operations Manager.

Dated: 07/10/06**NW5015 - HADFIELD TO ARDWICK JN.****HADFIELD To DINTING**

Rule Book Module P2. The single lines between Hadfield and Dinting and between Glossop and Dinting are fully track circuited throughout. If a signal controlling the entrance to either of the single lines cannot be cleared but all the track circuits associated with that signal and the single line section concerned are indicating correctly, the driver can be authorised by the signaller at Dinting box to pass the signal concerned at danger. Working by pilotman will not be necessary.

Dated: 07/10/06**NW5015 - HADFIELD TO ARDWICK JN.****NEWTON**

'Train arrived complete' plunger. Guards of down trains arriving at Newton station must confirm that their train is complete then operate the train arrived complete plunger to enable the signaller at Guide Bridge box to release the signalling equipment.

Hyde Junction duplicate 'Train arrived complete' plunger. A duplicate train arrived complete plunger is provided at signal GB.867 on the down main line. This plunger is for use only when instructed by the signaller at Guide Bridge box in the event of the plunger at Newton station having failed to operate correctly.

Dated: 07/10/06**NW5015 - HADFIELD TO ARDWICK JN.****ASHBURYS**

An 'Off' indicator is provided on the down goods line to assist with set-back movements.

Dated: 07/10/06

NW5015 - HADFIELD TO ARDWICK JN.**ARDWICK****Ardwick TPE Train Care Depot**

The Depot Controller will release the acceptance slot and give permission to the Signaller at Manchester Piccadilly signal box or Ashburys signal box, as the case may be, to signal movements onto the depot.

A points indicator will be provided on the approach to S1 points within the depot. The driver should ensure that the points indicator displays a yellow light indicating that the points are set correctly. If the points indicator should display a red indication, then the train should be brought to a stop, and the driver should contact the TPE Depot Controller.

All arrivals must proceed to the 'Stop and Await Instructions' boards situated on either the South Train Wash Road or the Train Wash Bypass. All movements beyond this point must be controlled by the TPE Depot Controller.

In the event of a failure of the acceptance slot or other signalling equipment which prevents normal movements via the west end depot access, all movements will normally be made via the east (Ashburys) depot access, except under exceptional circumstances when movements may be allowed to be handsignalled onto the west end of the depot under the relevant failure instructions.

Departures. All train crews arriving at Ardwick TPE Depot for the purpose of taking stock off the depot must report in person to the TPE Depot Controller who will advise them of the location and number of the stock.

Under no circumstances must drivers proceed with any movement until instructed to do so by the TPE Depot Controller.

When a train requires to depart from the west end of the depot, the TPE Depot Controller must advise the Signaller at Manchester Piccadilly signal box by means of a train description using the MPSCC OCU and communicating with the Signaller at MPSCC by the direct telephone link as required.

Dated: 07/10/06

NW5019 - GLOSSOP TO DINTING WEST JN.**GLOSSOP To DINTING**

Rule Book Module P2. The single lines between Hadfield and Dinting and between Glossop and Dinting are fully track circuited throughout. If a signal controlling the entrance to either of the single lines cannot be cleared but all the track circuits associated with that signal and the single line section concerned are indicating correctly, the driver can be authorised by the signaller at Dinting box to pass the signal concerned at danger. Working by pilotman will not be necessary.

Dated: 07/10/06

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