

# **Module NW5**

## **LNW North Route**

### **Sectional Appendix**

#### **Module 5**

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**LIST OF MODULE PAGES AND DATES**

| Page | Date Last Changed |
|------|-------------------|
| 1    | 03 October 2009   |
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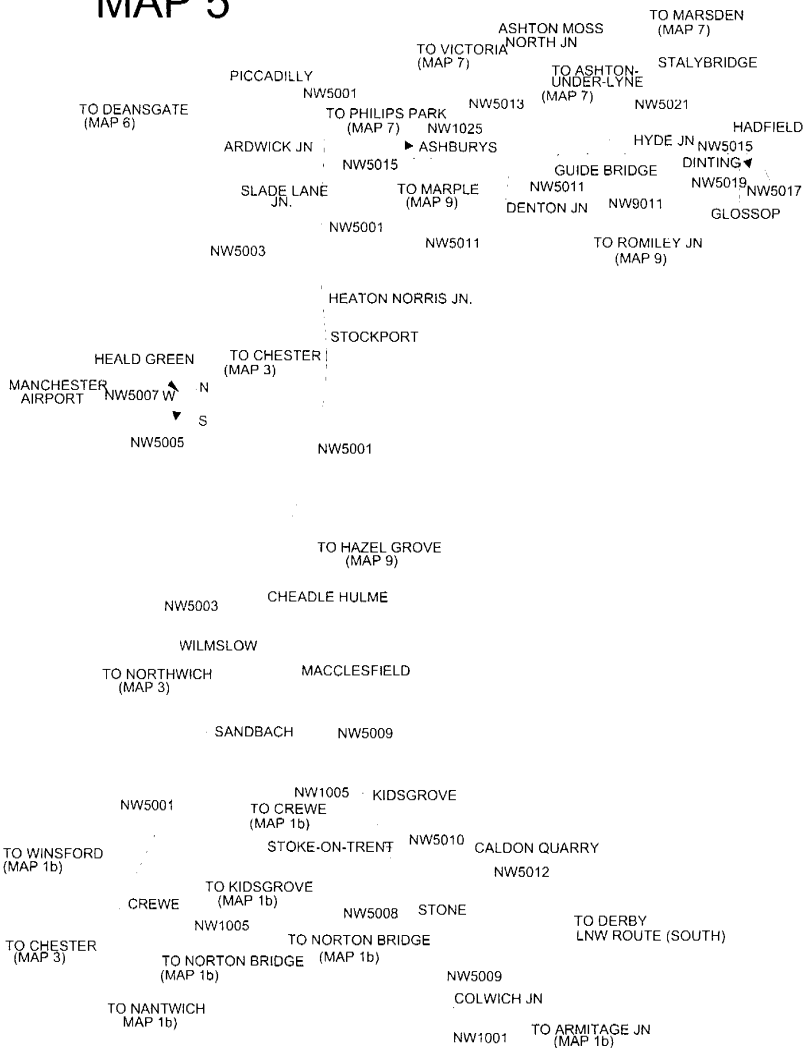
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## MAPS

## MAP 5



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**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 DIAGRAM

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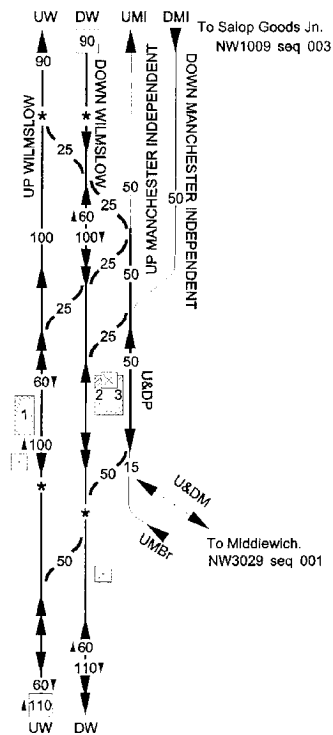
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| LOR                                    | Seq.         | Line of Route Description                | ELR  | Route     | Last Updated |
|--|--------------|--|--|-----------|--------------|
| NW5001                                 | 001          | Crewe North Jn. to Manchester Piccadilly | CMP1   | LNW North | 29/06/09     |
| Location                               | Mileage<br>M | Ch                                       | Running lines & speed restrictions   |           |              |
|  |              |  | <p>TCB</p> <p>Crewe SCC (CE)<br/>AC: Crewe</p> <p>NRN<br/>065</p> <p>Up Manchester Loop 448m (1470ft)</p> <p>Manchester South SCC (MS)</p>   |           |              |
| Crewe North Jn                         | 158          | JP 17                                    | <p>To Crewe Station.<br/>NW1001 seq 009</p> <p>UP FAST</p> <p>UP SLOW</p> <p>DOWN SLOW</p> <p>DOWN FAST</p> <p>To Crewe Coal Yard.<br/>NW1001 seq 009</p> <p>UP MANCHESTER LOOP</p> <p>UP MANCHESTER</p> <p>DOWN MANCHESTER</p> <p>From Salop Goods Jn. See<br/>NW1009 seq 003</p> <p>UP WILMSLOW</p> <p>DOWN WILMSLOW</p> <p>UP MANCHESTER IND</p> <p>DOWN MANCHESTER IND</p> <p>90</p> <p>UW</p> <p>DW</p> <p>UMI</p> <p>DMI</p> |           |              |
|  | 158          | 37 *                                     |  |           |              |
|  | 158          | 47 *                                     |  |           |              |
| Sydney Bridge Jn (former site of OHNS) | 158          | 51                                       |  |           |              |
|  | 158          | 76                                       |  |           |              |
|  | 158          | 79                                       |  |           |              |
|  | 159          | 24 *                                     |  |           |              |

| LOR      | Seq. | Line of Route Description                | ELR                                |
|----------|------|--|------------------------------------|
| NW5001   | 002  | Crewe North Jn. to Manchester Piccadilly | CMP1                               |
| Location |      | Mileage<br>M Ch                          | Running lines & speed restrictions |

|                    |          |  |
|--------------------|----------|--|
|                    | 162 17 * |  |
| Sandbach South Jn  | 162 28   |  |
| <b>SANDBACH</b>    | 162 50   |  |
| Sandbach North Jn  | 162 62   |  |
|                    | 162 63 * |  |
|                    | 162 66 * |  |
| NRN channel change | 166 00   |  |



| Route     | Last Updated |
|-----------|--------------|
| LNW North | 27/04/08     |

## Signalling &amp; Remarks

|     |                           |     |
|-----|---------------------------|-----|
| TCB | Manchester South SCC (MS) | NRN |
|     | AC: Crewe                 | 065 |

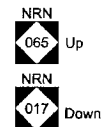
U&DP: Up & Down Platform  
 U&DM: Up & Down Middlewich Branch  
 UMB: Up Middlewich Branch

- Line Blocked Lockouts.
  - Up & Down Platform line from Sandbach South Junction to Sandbach North Junction.
  - Down Wilmslow line from 162m 17ch to Stockport-end of Platform 2.
  - Down Wilmslow line at Sandbach North Junction.
  - Up Wilmslow line from Sandbach North Junction to 162m 17ch.

Platform Lengths: Sandbach  
 Platform 1 Up 165 metres (180 yards)  
 Platform 2 Down 168 metres (184 yards)  
 Platform 3 Up & Down 168 metres (184 yards)

- Patrolman's Directional Lockout.
  - Up Wilmslow and Down Wilmslow lines between Sandbach North Junction and Goostrey Junction.

Area channel change  
 at 166m 00ch



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

Location Mileage  
M Ch

### HOLMES CHAPEL

HABD 166 37

Goostrey Jn 167 78

### GOOSTREY

168 35

Chelford South Jn 171 18

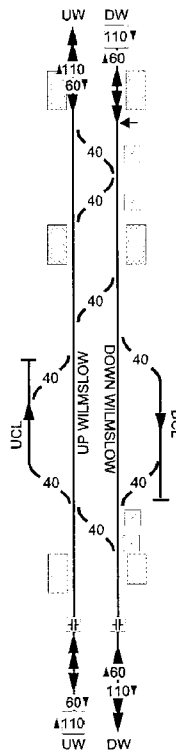
Chelford North Jn 172 07

### CHELFORD

172 17

OHNS 172 48

### Running lines & speed restrictions



ELR  
CMP1

Route Last Updated  
LNW North 27/04/08

### Signalling & Remarks

TCB Manchester South SCC (MS)  
AC: Crewe



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

Patrolman's Directional Lockout. Up Wilmslow and Down Wilmslow lines between Sandbach North Junction and Goostrey Junction.

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

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

DCL: Down Chelford Loop = 849 metres (2785 feet)  
UCL: Up Chelford Loop = 905 metres (2969 feet)

Patrolman's Directional Lockout. Up Wilmslow and Down Wilmslow lines between Goostrey Junction and Chelford North Junction.

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

Patrolman's Directional Lockout. Up Wilmslow and Down Wilmslow lines between Chelford North Junction and Alderley Edge South Junction.

| LOR                    | Seq.            | Line of Route Description                | ELR   | Route     | Last Updated |
|------------------------|-----------------|--|---|-----------|--------------|
| NW5001                 | 004             | Crewe North Jn. to Manchester Piccadilly | CMP1  | LNW North | 27/04/08     |
| Location               | Mileage<br>M Ch | Running lines & speed restrictions       | Signalling & Remarks  |           |              |
| Alderley Edge South Jn | 175 12          |  | <p>TCB Manchester South SCC (MS)<br/>AC: Crewe</p> <p>NRN 017</p> <p>Patrolman's Directional Lockout. Up Wilmslow and Down Wilmslow lines between Chelford North Junction and Alderley Edge South Junction.</p> <p>Platform Lengths: Alderley Edge<br/>Platform 1: 128 metres (140 yards)<br/>Platform 2: 172 metres (188 yards)</p> <p>Line Blocked Lockouts.</p> <ul style="list-style-type: none"> <li>Down Wilmslow line between Alderley Edge South Junction and Alderley Edge North Junction.</li> <li>Up Wilmslow line between Alderley Edge North Junction and Alderley Edge South Junction.</li> <li>Down Wilmslow line between Alderley Edge North Junction and Wilmslow South Junction.</li> <li>Up Wilmslow line between Wilmslow North Junction and Alderley Edge North Junction.</li> <li>Reversing Siding and Down Styal line.</li> <li>Down Wilmslow line between Wilmslow South Junction and Wilmslow North Junction.</li> </ul> <p>Platform Lengths: Wilmslow<br/>Platform 3: 320 metres (350 yards)<br/>Platform 4: 222 metres (243 yards)</p> <p>Patrolman's Directional Lockout. Up Wilmslow and Down Wilmslow lines between Wilmslow North Junction (exclusive) and Cheadle Hulme South Junction (exclusive).</p> |           |              |
| <b>ALDERLEY EDGE</b>   | 175 21          |  |   |           |              |
| Alderley Edge North Jn | 175 42          |  |   |           |              |
|                        | 176 15 *        |  |   |           |              |
|                        | 176 31          |  |   |           |              |
| HADB                   | 176 34          |  |   |           |              |
|                        | 176 40 *        |  |   |           |              |
| Wilmslow South Jn      | 176 53          |  |   |           |              |
| <b>WILMSLOW</b>        | 176 71          |  |   |           |              |
|                        | 177 09 *        |  |   |           |              |
| Wilmslow North Jn      | 177 23          |  |   |           |              |



| LOR                            | Seq.               | Line of Route Description                 | ELR  | Route     | Last Updated |
|--------------------------------|--------------------|---|--|-----------|--------------|
| NW5001                         | 005                | Crewre North Jn. to Manchester Piccadilly | CMP1   | LNW North | 14/02/09     |
| Location                       | Mileage<br>M Ch    | Running lines & speed restrictions        | Signalling & Remarks   |           |              |
| <b>HANDFORTH</b>               | 178 24             |   | <b>TCB</b> Manchester South SCC (MS)<br>AC: Crewre<br><b>NRN</b> 017   |           |              |
| Cheadle Hulme South Jn<br>OHNS | 180 00 *<br>180 15 |   | Platform Lengths: Handforth<br>Up: 165 metres (180 yards)<br>Down: 165 metres (180 yards)  |           |              |
| <b>CHEADLE HULME</b>           | 180 57             |   | [X] Patrolman's Directional Lockout. Up Wilmslow and Down Wilmslow lines between Wilmslow North Junction (exclusive) and Cheadle Hulme South Junction (exclusive). |           |              |
| Cheadle Hulme North Jn         | 180 67             |   | [X] Patrolman's Directional Lockout. Up Wilmslow line between Cheadle Hulme South Junction (exclusive) and Cheadle Hulme North Junction (exclusive).               |           |              |
| Adswood Road Jn                | 181 46<br>181 60 * |   | Platform Lengths: Cheadle Hulme<br>Platform 1: 167 metres (183 yards)<br>Platform 2: 167 metres (183 yards)  |           |              |

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| LOR                    | Seq.            | Line of Route Description  | ELR  |
|------------------------|-----------------|--|------|
| NW5001                 | 007             | Crewe North Jn. to Manchester Piccadilly   | CMP2 |
| Location               | Mileage<br>M Ch | Running lines & speed restrictions   |      |
|                        | 182 70 *        | UML 35<br>UP MAIN LOOP *   |      |
| Stockport No1 SB (ST1) | 182 73          | US 40<br>UP SLOW 20  |      |
| <b>STOCKPORT</b>       | 183 01          | UF 40<br>UP FAST 25  |      |
| Stockport No2 SB (ST2) | 183 07 *        | DF 35<br>DOWN FAST 25  |      |
|                        | 183 08          | DS 40<br>DOWN SLOW 15  |      |
|                        | 183 12 *        | UP SLOW 20<br>UP FAST 15<br>DOWN FAST 15<br>DOWN SLOW 15<br>DOWN GOODS 15<br>To Carriage Sidings |      |
|                        |                 | 75 US<br>75 UF<br>90 DF<br>75 DS   |      |

Route  
LNW North  
Last Updated  
27/04/08

Signalling & Remarks

| AB                                    | NRN |
|---------------------------------------|-----|
| Edgeley Jn No.2 SB (EY2)<br>AC: Crewe | 017 |

(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 PP  
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 | 27/04/08     |
| Location                 | Mileage<br>M Ch | Running lines & speed restrictions   | Signalling & Remarks   |           |              |
| Heaton Norris Jn         | 183 56          | <p>US 75 UF 75 DF 90 DS 75</p> <p>25 25 15 15</p> <p>UP SLOW UP FAST DOWN FAST DOWN SLOW</p> <p>75 75 90 75</p> <p>45 45 45 45</p> <p>90 90 75 75</p> <p>UF DF US DS</p> <p>To Guide Bridge NW5011 seq 001</p> <p>To Mauldeth Rd NW5003 seq 002</p> <p>Exceptional Rail Head Conditions up slow and down slow lines between 183m. 56ch. and 185m. 60ch.</p> <p>Platform Lengths: Heaton Chapel<br/>Up 169m (184 yards)<br/>Down 164m (179 yards)</p> <p>Manchester Piccadilly SB (MP)</p> <p>Platform Lengths: Levenshulme<br/>Up 144m (157 yards)<br/>Down 144m (157 yards)</p> | TCB Heaton Norris Jn SB (HN)<br>AC: Crewe  |           |              |
| Heaton Norris Jn SB (HN) | 183 63          |  | AB applies between Stockport No 2 SB and Heaton Norris Jn SB (HN).                               |           |              |
| OHNS                     | 183 70          |  | Exceptional Rail Head Conditions up slow and down slow lines between 183m. 56ch. and 185m. 60ch. |           |              |
| OHNS                     | 183 74 *        |  |  |           |              |
| OHNS Wheelchex           | 184 04          |  |  |           |              |
|                          | 184 27          |  |  |           |              |
| <b>HEATON CHAPEL</b>     | 184 47          |  |  |           |              |
| OHNS                     | 185 66          |  |  |           |              |
| <b>LEVENSHULME</b>       | 186 01          |  |  |           |              |
|                          | 186 22 *        |  |  |           |              |
|                          | 186 25 *        |  |  |           |              |
|                          | 186 39 *        |  |  |           |              |
|                          | 186 43 *        |  |  |           |              |
| Slade Lane Jn            | 186 46          |  |  |           |              |
|                          | 186 50 *        |  |  |           |              |
|                          | 186 55 *        |  |  |           |              |

| LOR                | Seq          | Line of Route                            | Description                        | ELR   | Route      | Last Updated |
|--------------------|--------------|--|------------------------------------|---|------------|--------------|
| NW5001             | 009          | Crewe North Jn. to Manchester Piccadilly |                                    | CMP2  | LNW North  | 02/01/08     |
| Location           | Mileage<br>M | Ch                                       | Running lines & speed restrictions | Signalling & Remarks  |            |              |
|                    |              |  |                                    | TCB Manchester Piccadilly SB (MP)<br>AC: Crewe                    | NRN<br>017 |              |
| Longsight South Jn | 186          | 77                                       |                                    |   |            |              |
|                    |              |  |                                    | TS = Through Siding   |            |              |
|                    | 187          | 15 *                                     |                                    |   |            |              |
|                    | 187          | 21 *                                     |                                    |   |            |              |
|                    | 187          | 22 *                                     |                                    |   |            |              |
| Depot Jn           | 187          | 44                                       |                                    |   |            |              |
|                    |              |  |                                    | (PF) is authorised on the down goods and 'up & down' goods lines. |            |              |

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LOR Seq. Line of Route Description  
NW5001 011 Crewe North Jn. to Manchester Piccadilly

Location

Mileage  
M Ch

Running lines & speed restrictions

ELR  
CMP

Route  
LNW North

Last Updated  
01/12/07

Signalling & Remarks

TCB Manchester Piccadilly SB (MP)  
AC: Crewe



Mayfield gds loop.(PF) 127m (417ft)  
UE = Up East  
DE= Down East

Platform Lengths: Manchester Piccadilly  
Platform 1 Permissive PP  
238m (260 yards)  
Platform 2 Permissive PP  
238m (260 yards)  
Platform 3 Permissive PP  
237m (259 yards)  
Platform 4 Permissive PP  
239m (261 yards)  
Platform 5 Permissive PP  
340m (372 yards)  
Platform 6 Permissive PP  
277m (303 yards)  
Platform 7 Permissive PP  
277m (303 yards)  
Platform 8 Permissive PP  
344m (376 yards)  
Platform 9 Permissive PP  
330m (361 yards)  
Platform 9 (Sig MP.390) Permissive PP  
212m (232 yards)  
Platform 10 Permissive PP  
177m (194 yards)  
Platform 11 Permissive PP  
98m (107 yards)  
Platform 12 Permissive PP  
98m (107 yards)  
Platform 13 Permissive PP-C 1  
Up 277m (303 yards)  
Platform 13 Permissive PP-C 2  
Down 277m (303 yards)  
Platform 14 Permissive PP-C 3  
Up 265m (290 yards)  
Platform 14 Permissive PP-C 4  
Down 266m (291 yards)

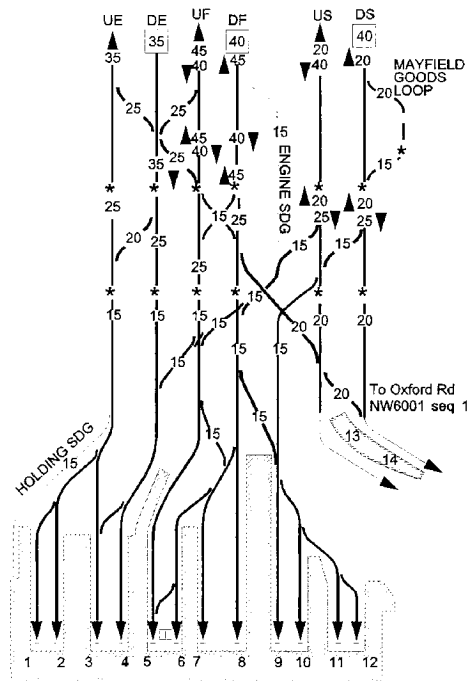
- 1 Between MP.386 and MP.382
- 2 Between MP.391 and MP.387
- 3 Between MP.388 and MP.384
- 4 Between MP.393 and MP.389

Manchester Piccadilly East Jn

GF

**MANCHESTER PICCADILLY**

Manchester Piccadilly SB (MP)  
(located in station building)





| LOR                  | Seq. | Line of Route Description                | ELR                                | Route   | Last Updated |
|----------------------|------|--|------------------------------------|---|--------------|
| NW5003               | 001  | Wilmslow to Slade Lane Jn. (Styal lines) | STY                                | LNW North   | 09/02/08     |
| Location             |      | Mileage<br>M Ch                          | Running lines & speed restrictions | Signalling & Remarks  |              |
| Wilmslow South Jn    |      | 176 53<br>0 00                           |                                    | <p>TCB Manchester South SCC (MS)<br/>AC: Crewe</p> <p>NRN<br/>017</p> <p>Line Blocked Lockouts.<br/>Down Styal line, between Crewe-end of Wilmslow Platform 1 and Styal Junction.<br/>Up Styal line between Styal Junction and Wilmslow South Junction.</p> <p>Platform Lengths: Wilmslow<br/>Platform 1: Down direction: 302 metres (330 yards)<br/>Up direction: 266 metres (291 yards)<br/>Platform 2: Up direction: 222 metres (243 yards)<br/>Down direction: 222 metres (243 yards)</p> <p>Exceptional Rail Head Conditions<br/>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<br/>Up: 166 metres (182 yards)<br/>Down: 165 metres (180 yards)</p> <p>Platform Lengths: Heald Green<br/>Up: 142 metres (155 yards)<br/>Down: 142 metres (155 yards)</p> |              |
| <b>WILMSLOW</b>      |      | 0 10 *<br>0 18                           |                                    |   |              |
| Styal Jn             |      | 0 40<br>0 66 *<br>0 73 *                 |                                    |   |              |
| <b>STYAL</b>         |      | 1 20 *<br>1 27 *                         |                                    |   |              |
| Heald Green South Jn |      | 1 79<br>2 50                             |                                    |   |              |
| OHNS                 |      | 3 05                                     |                                    |   |              |
| Heald Green North Jn |      | 3 13                                     |                                    |   |              |
| <b>HEALD GREEN</b>   |      | 3 37                                     |                                    |   |              |



| LOR  | Seq. | Line of Route Description               |                 | ELR                                | Route     | Last Updated         |
|--|------|---|-----------------|------------------------------------|-----------|----------------------|
| NW5003   | 002  | Wilmslow to Slade Lane Jn. (Styl lines) |                 | STY                                | LNW North | 26/12/08             |
|  |      | Location                                | Mileage<br>M Ch | Running lines & speed restrictions |           | Signalling & Remarks |
| <p>The diagram illustrates the railway track layout from Wilmslow to Slade Lane Junction. It features two primary tracks: the Up Styl track and the Down Styl track. Key locations and their corresponding mileages are as follows:</p> <ul style="list-style-type: none"> <li>Gatley: 5 11</li> <li>OHNS: 5 72</li> <li>East Didsbury GF: 6 20</li> <li>EAST DIDSBURY: 6 25</li> <li>BURNAGE: 7 18</li> <li>MAULDETH ROAD: 8 07</li> <li>OHNS: 9 33</li> <li>Slade Lane Jn: 9 44</li> </ul> <p>A branch line leads to Levenshulme NW5001 seq 008 near Burnage, and another branch line leads to Manchester Piccadilly NW5001 seq 008 near Mauleth Road. Speed restrictions of 45 mph and 75 mph are indicated at various points along the routes.</p> |      |   |                 |                                    |           |                      |
| <div style="float: right;"> <b>NRN</b><br/> <div style="border: 1px solid black; padding: 2px; display: inline-block;">017</div> </div> <p>TCB Manchester Piccadilly SB (MP)<br/>AC: Crewe</p> <p>Exceptional Rail Head Conditions<br/>Up and Down Styl/main lines<br/>between 4m 07ch and 8m 30ch.</p> <p>Platform Lengths: Gatley<br/>Up 75m (82 yards)<br/>Down 75m (82 yards)</p> <p>Platform Lengths: East Didsbury<br/>Up 104m (114 yards)<br/>Down 104m (114 yards)</p> <p>Platform Lengths: Burnage<br/>Up 151m (165 yards)<br/>Down 151m (165 yards)</p> <p>Platform Lengths: Mauldeth Road<br/>Up 123m (133 yards)<br/>Down 141m (153 yards)</p>   |      |   |                 |                                    |           |                      |

| LOR                  | Seq.            | Line of Route Description                     | ELR   | Route     | Last Updated |
|----------------------|-----------------|---|---|-----------|--------------|
| NW5005               | 001             | Heald Green South Jn. to Heald Green West Jn. | SMA   | LNW North | 12/05/08     |
| Location             | Mileage<br>M Ch | Running lines & speed restrictions            | Signalling & Remarks  |           |              |
| Heald Green South Jn | 2 50<br>1 48    |   | <p>TCB Manchester Piccadilly SB (MP)<br/>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 | 16/03/09     |
| Location                  | Mileage<br>M Ch | Running lines & speed restrictions          | Signalling & Remarks   |           |              |
| <b>MANCHESTER AIRPORT</b> | 0 00            |   | TCB Manchester Piccadilly SB (MP)<br>AC: Crewe   |           |              |
|                           | 0 16 *          |   | NRN<br>017   |           |              |
|                           | 0 19 *          |   |  |           |              |
|                           | 0 32 *          |   | UA = Up Airport<br>DA = Down Airport   |           |              |
|                           |                 |   | Manchester Airport<br>Platform Lengths<br>Platform 1: 196 metres (214 yards) Permissive PP<br>Platform 2: 197 metres (216 yards) Permissive PP<br>Platform 3: 200 metres (219 yards) Permissive PP |           |              |
| Heald Green West Jn       | 1 10 *          | From Heald Green Sth Jn.<br>NW5005 seq 001  |  |           |              |
| OHNS                      | 1 39            | From Heald Green Sth Jn.<br>NW5003 seq 001  |  |           |              |
| Heald Green North Jn      | 1 51<br>3 13    | To Heald Green Sth<br>NW5003 seq 001        |  |           |              |

| Signalling & Remarks |                           |   |   |
|----------------------|---------------------------|---|---|
| TCB                  | Stoke-on-Trent SCC (NS)   | NRN   | GSM-R   |
|                      | Norton Bridge Workstation |  |  |
|                      | AC: Crewe ECR             |   |   |



0 17





| LOR    | Seq | Line of Route Description   | ELR | Route     | Last Updated |
|--------|-----|-----------------------------|-----|-----------|--------------|
| NW5009 | 001 | Colwich Jn to Cheadle Hulme | CMD | LNW North | 02/09/09     |

| Location                        | Mileage<br>M Ch                        | Running lines & speed restrictions  | Signalling & Remarks   |
|---------------------------------|--|---|--|
| Colwich Jn<br>Change of mileage | 127 07<br>38 61 *<br>127 08<br>38 58 * | DTVS<br>DTVF<br>UP SLOW<br>UP FAST<br>From Rugeley<br>NW1001 seq 002  | TCB<br>Stoke-on-Trent SCC (CH)<br>Colwich Workstation<br>AC: Crewe ECR             |
| OHNS                            | 38 49 *<br>38 45<br><br>38 36 *        | 50<br>45<br>50<br>60<br>60<br>85<br>UP MAIN<br>DOWN MAIN<br>85<br>95<br>EPS<br>120<br>95<br>EPS<br>125<br>95<br>EPS<br>125<br>95<br>EPS<br>110<br>85<br>EPS<br>95<br>UM<br>DM | DTVF: Down Trent Valley Fast<br>DTVS: Down Trent Valley Slow<br><br>TASS fitted    |
| Great Haywood (former site of)  | 37 30<br>37 27 *                       |   |  |
| Hixon LC (former site of)       | 36 33 *<br>36 16 *<br>35 20            |   | GSM-R (IVRS) area<br>Entry: 34m 50ch Down Main line<br>Exit: 33m 43ch Up Main line |
| Highfields LC (UWC)             | 33 61 *<br>33 42<br>29 11 *            | T   | Stoke-On-Trent SCC (SOT)<br>South Workstation<br>From Highfields L.C. (inclusive)  |
| Aston-by-Stone LC (CCTV)        | 28 63<br>27 66 *                       | T   |  |

LOR Seq. Line of Route Description  
NW5009 002 Colwich Jn to Cheadle Hulme

ELR  
CMD

Route  
LNW North


Last Updated  
02/09/09

Location Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

TCB Stoke-on-Trent SCC (SOT) NRN GSM-R  
South Workstation 065  
AC: Crewe ECR

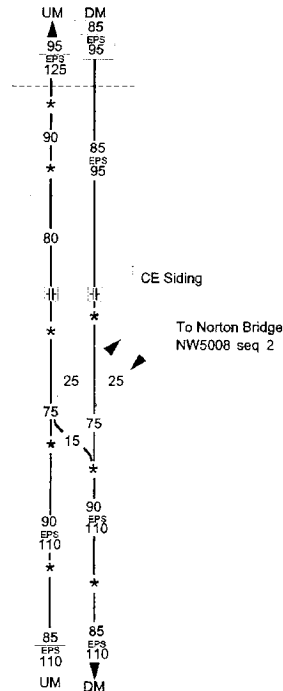
TASS fitted  
GSM-R (IVRS) area  


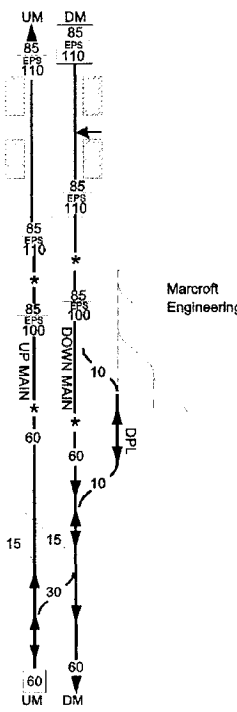
Exceptional Rail Head Conditions  
Up Main line between  
26m. 40ch. and 27m. 0ch.

Exceptional Rail Head Conditions  
Down Main between 25m. 0ch.  
and 24m. 0ch.

Up Main between 23m 40ch  
and 24m 50ch

|                            |         |  |
|----------------------------|---------|--|
| Church Lane LC (CCTV)      | 27 63   |  |
|                            | 27 55 * |  |
| Meaford Crossing LC (CCTV) | 27 27 * |  |
|                            | 27 18   |  |
| OHNS                       | 27 12   |  |
|                            | 27 10 * |  |
|                            | 27 09 * |  |
| Stone Jn                   | 27 00   |  |
|                            | 26 78 * |  |
|                            | 26 75 * |  |
| Barlaston LC (CCTV)        | 24 56 * |  |
|                            | 24 55 * |  |
|                            | 24 50   |  |



| LOR                                | Seq. | Line of Route Description   | ELR   |  | Route     | Last Updated |
|------------------------------------|------|-----------------------------|---|--|-----------|--------------|
| NW5009                             | 003  | Colwich Jn to Cheadle Hulme | CMD   |  | LNW North | 02/09/09     |
| Location                           |      | Mileage<br>M Ch             | Running lines & speed restrictions  |  |           |              |
|                                    |      |                             |    |  |           |              |
|                                    |      |                             | <p>TCB Stoke-on-Trent SCC (SOT) NRN GSM-R<br/>South Workstation<br/>AC: Crewe ECR 065</p> <p>TASS fitted GSM-R (IVRS) area</p> <p>Platform Lengths: Barlaston<br/>Up 98m (107yards)<br/>Down 98m (107yards)</p> <p>Platform Lengths: Wedgewood<br/>Up 111m (121yards)<br/>Down 111m (121yards)</p> <p>Exceptional Rail Head Conditions<br/>Up main 23m 40ch and 24m 50ch<br/>Down main 25m. 0ch. and 24m. 0ch.</p> <p>TCB Stoke-on-Trent SCC (SOT)<br/>North Workstation<br/>from 22m 49ch</p> <p>DPL 465m (1526ft)</p> |  |           |              |
| BARLASTON                          |      | 24 44                       |   |  |           |              |
| Barlaston HABD                     |      | 24 39                       |   |  |           |              |
| WEDGWOOD                           |      | 23 79                       |   |  |           |              |
| Wedgewood LC (CCTV)                |      | 23 76                       |   |  |           |              |
| Trentham South Jn (former site of) |      | 22 63                       |   |  |           |              |
|                                    |      | 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

ELR  
CMD

Route Last Updated  
LNW North 02/09/09

Signalling & Remarks

TCB Stoke-on-Trent SCC (SOT) NRN GSM-R  
North Workstation  
AC: Crewe ECR

TASS fitted

GSM-R (IVRS) area



Up & Dn Branch line out of use

Platform Lengths: Stoke-on-Trent

Platform 1  
Up & Down 268m (293yards)

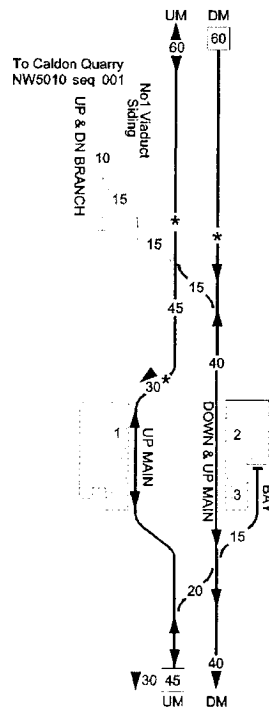
Platform 2  
Up & Down 260m (284yards)

Platform 3  
Bay 88m (96yards)

Glebe Street Jn.

STOKE-ON-TRENT

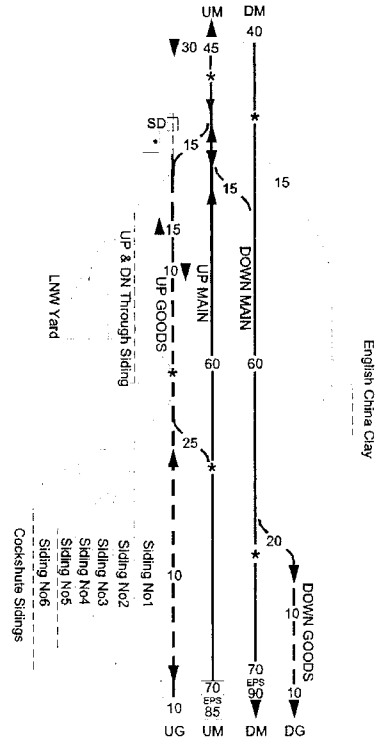
Running lines & speed restrictions



| LOR    | Seq. | Line of Route Description   |
|--------|------|-----------------------------|
| NW5009 | 005  | Colwich Jn to Cheadle Hulme |

| Location                 | Mileage<br>M Ch  |
|--------------------------|------------------|
|                          | 19 64 *          |
| Stoke North Jn.          | 19 63 *          |
| Stoke-on-Trent SCC (SOT) | 19 60            |
|                          | 19 45 *          |
|                          | 19 38 *          |
| Newcastle Jn             | 19 35<br>19 31 * |

## Running lines &amp; speed restrictions



ELR  
CMD2

Route  
LNW North

Last Updated  
02/09/09

## Signalling &amp; Remarks

TCB Stoke-on-Trent SCC (SOT) NRN GSM-R  
North Workstation  
AC: Crewe ECR

TASS fitted

GSM-R (IVRS) area



LOR Seq. Line of Route Description  
NW5009 006 Colwich Jn to Cheadle Hulme

Location Mileage  
M Ch

Cliffe Vale Jn

19 12

18 58 \*

18 52 \*

18 42 \*

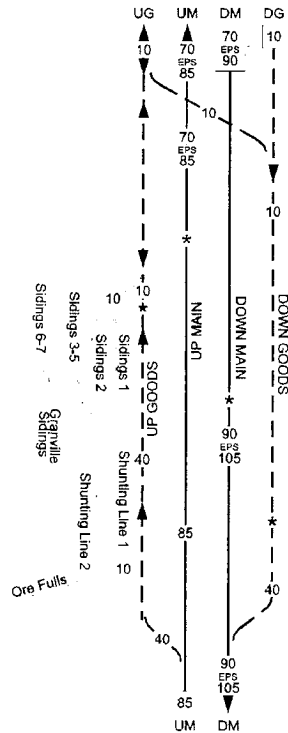
18 30 \*

Grange Jn.

18 20

18 17

### Running lines & speed restrictions



ELR  
CMD2

Route  
LNW North

Last Updated  
02/09/09

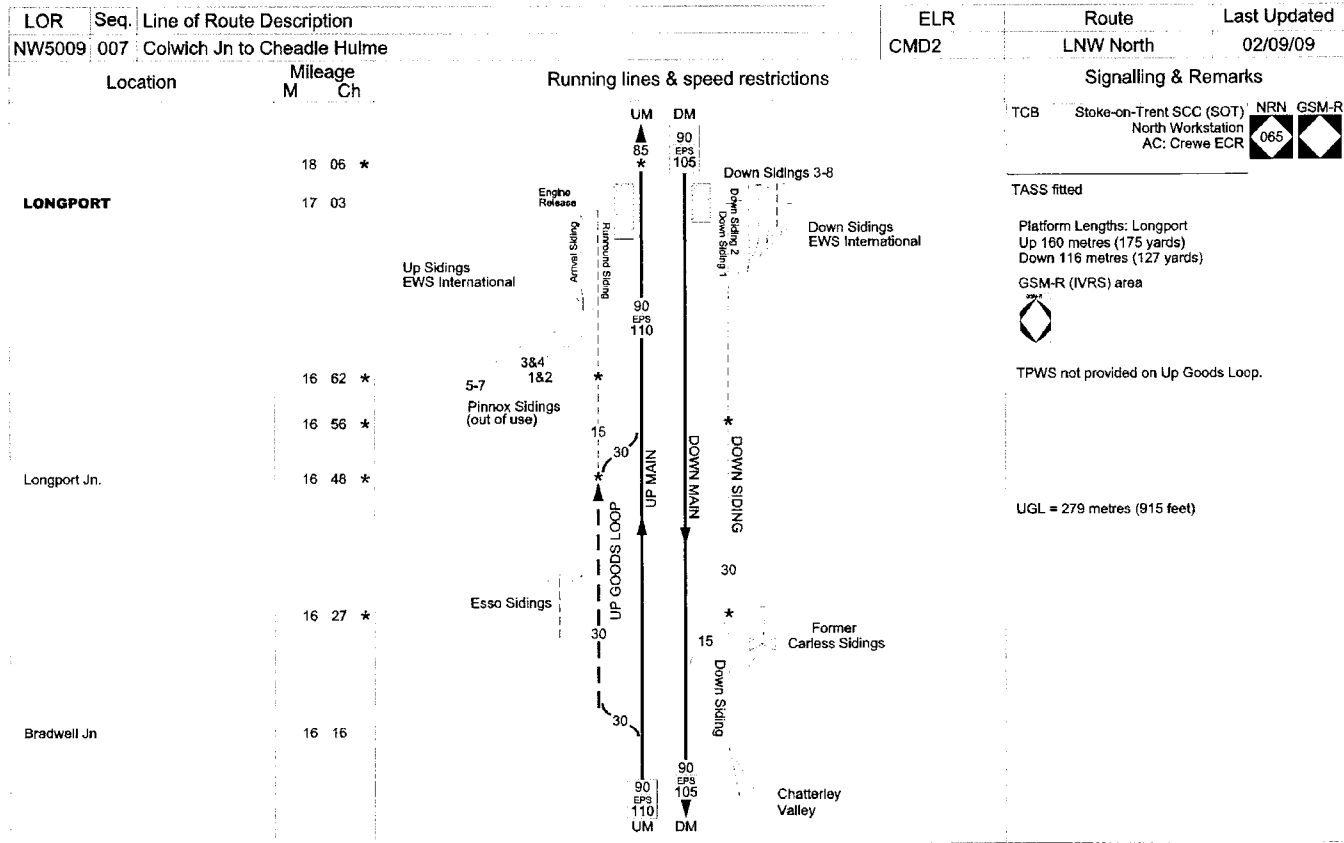
### Signalling & Remarks

TCB Stoke-on-Trent SCC (SOT) NRN GSM-R  
North Workstation  
AC: Crewe ECR 065

TASS fitted

GSM-R (IVRS) area





LOR Seq. Line of Route Description  
NW5009 008 Colwich Jn to Cheadle Hulme

ELR  
CMD2 CMD1

Route  
LNW North

Last Updated  
02/09/09

Location Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

TCB Stoke-on-Trent SCC (SOT) NRN GSM-R  
North Workstation  
AC: Crewe ECR

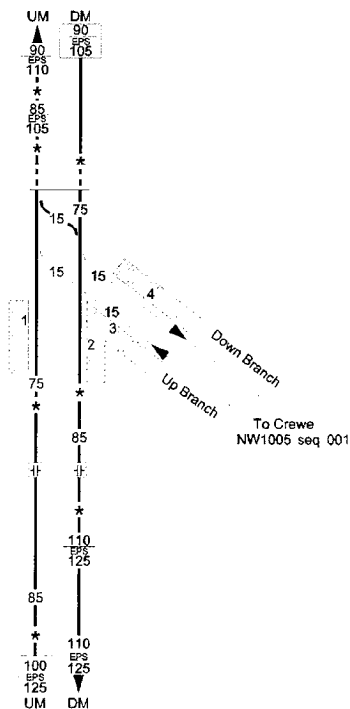
TASS fitted

GSM-R (IVRS) area



Platform Lengths: Kidsgrove  
Platform 1  
133m (145yards)  
Platform 2  
176m (192yards)

|                                   |          |  |
|-----------------------------------|----------|--|
| Change of mileage                 | 15 65    |  |
|                                   | 16 00    |  |
|                                   | 15 55 *  |  |
| Harecastle Tunnel<br>(283m/310yd) | 14 29 *  |  |
|                                   | 14 27 *  |  |
|                                   | to 14 13 |  |
| Kidsgrove Jn.                     | 13 68    |  |
|                                   | (0 00)   |  |
| <b>KIDSGROVE</b>                  | 13 60    |  |
|                                   | 13 54 *  |  |
|                                   | 13 53 *  |  |
| OHNS                              | 13 45    |  |
|                                   | 13 15 *  |  |
|                                   | 13 02 *  |  |



| LOR    | Seq. | Line of Route Description   | Mileage |
|--------|------|-----------------------------|---------|
|        |      | Location                    | M Ch    |
| NW5009 | 009  | Colwich Jn to Cheadle Hulme |         |

### Running lines & speed restrictions

ELR  
CMD1

## Route

### LNW North


**Last Updated**  
**12/09/09**

### Signalling & Remarks

|     |                          |     |       |
|-----|--------------------------|-----|-------|
| TCB | Stoke-on-Trent SCC (SOT) | NRN | GSM-R |
|     | North Workstation        | 065 |       |
|     | AC: Crewe ECR            |     |       |

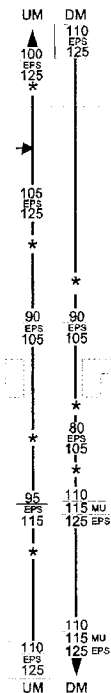
TASS fitted

GSM-R (IVRS) 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)



LOR Seq. Line of Route Description  
NW5009 010 Colwich Jn to Cheadle Hulme

ELR  
CMD1 MCH

Route  
LNW North

Last Updated  
12/09/09

Location

Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

TCB Macclesfield SB (MD) NRN  
AC: Crewe 065

TASS fitted

Up at 2m 00ch. NRN  
Area channel 065

Down at 1m 74ch. NRN  
017

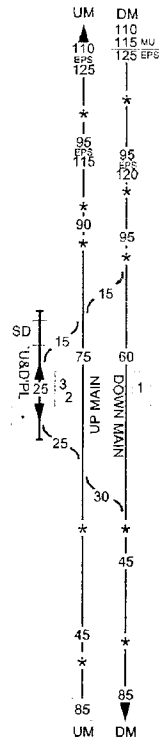
'U&D'PL='Up & Down' Platform line  
268m (879ft)

Platform Lengths: Macclesfield  
Platform 1 Permissive PP -C  
305m (334yards)  
Platform 2 Permissive PP -C  
268m (293yards)  
Platform 3 Permissive PP -C  
268m (293yards)

FWS in tunnel

**MACCLESFIELD**  
Macclesfield SB (MD)

Macclesfield Tunnel  
(314m/343yd)



2 68 \*  
2 53 \*

2 31 \*  
2 06 \*

1 07 \*  
1 04 \*

0 25  
0 20

0 06 \*  
0 00

9 37

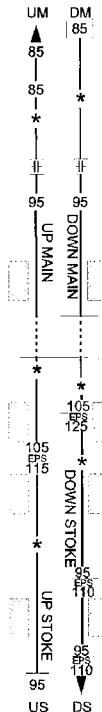
9 27  
to

9 12

9 10 \*  
9 08 \*

|     |           |              |
|-----|-----------|--------------|
| ELR | Route     | Last Updated |
| MCH | LNW North | 07/10/06     |

### Running lines & speed restrictions



TCB Macclesfield SB (MD)  
AC: Crewe



LOR Seq. Line of Route Description  
NW5009 012 Colwich Jn to Cheadle Hulme

ELR  
MCH

Route  
LNW North

Last Updated  
23/09/07

Location  
Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

TCB Manchester South SCC (MS)  
AC: Crewe



TASS fitted.

Exceptional Rail Head Conditions  
Up and Down Main/Stoke lines between 7m 40ch  
and 0m 00ch.

Platform Lengths: Cheadle Hulme  
Platform 3: 121 metres (132 yards).  
Platform 4: 183 metres (200 yards).

Bramhall Jn

0 39

0 31 \*  
0 28 \*

**CHEADLE HULME**

0 08

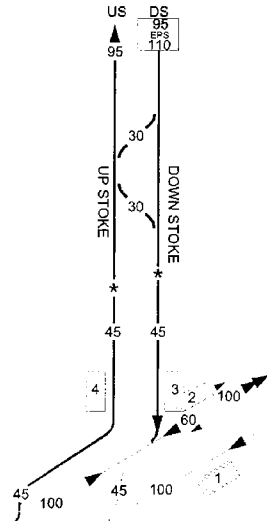
0 00  
180 59

Cheadle Hulme North Jn

180 67

To Edgeley  
Junction No.1  
NW5001 seq 005

To Wilmslow  
NW5001 seq 005



| LOR      | Seq.            | Line of Route Description          | ELR |
|----------|-----------------|------------------------------------|-----|
| NW5010   | 001             | Glebe Street Jn. to Caldon Quarry  | SCQ |
| Location | Mileage<br>M Ch | Running lines & speed restrictions |     |

| Route                | Last Updated |
|----------------------|--------------|
| LNW North            | 16/06/07     |
| Signalling & Remarks |              |

OT(S) Stoke-on-Trent SCC (SOT)

AWS and TPWS not provided.

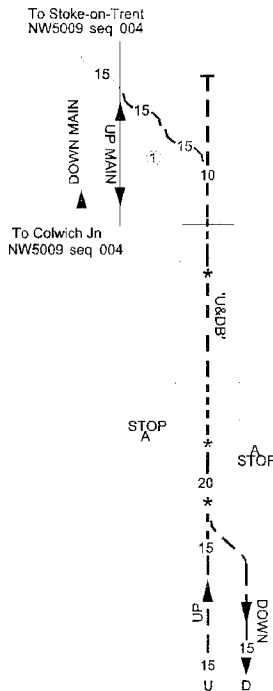
Line out of use

:1: No.1 Viaduct Siding.

'U&DB': Up & Down Branch.  
Up direction is towards Glebe Street Jn.  
Down direction is towards Caldon.

STOP before proceeding over crossing.

|   |                                |  |
|---|--------------------------------|--|
| Glebe Street Jn.                                | 20 08                          |  |
| Change of mileage                               | 20 33<br>0 00                  |  |
| Fenton Manor Tunnel<br>(97 metres / 106 yards)  | 0 63<br>to<br>0 68<br>0 70 * T |  |
| Abbey LC (TMO)                                  | 3 20                           |  |
| Change of mileage                               | 3 51<br>0 00                   |  |
| Stockton Brook Tunnel<br>(66 metres / 72 yards) | 2 09<br>to<br>2 12             |  |
| Endon LC (AOCL)                                 | 3 11                           |  |
|   | 6 36 *                         |  |
| Junction  | 6 37                           |  |



| LOR    | Seq. | Line of Route Description         |
|--------|------|-----------------------------------|
| NW5010 | 002  | Glebe Street Jn. to Caldon Quarry |

ELR  
SCQ

Route  
LNW North

Last Updated  
30/06/07

### Location

| Mileage |     |
|---------|-----|
| M       | Ch  |
| 1       | 1   |
| 2       | 2   |
| 3       | 3   |
| 4       | 4   |
| 5       | 5   |
| 6       | 6   |
| 7       | 7   |
| 8       | 8   |
| 9       | 9   |
| 10      | 10  |
| 11      | 11  |
| 12      | 12  |
| 13      | 13  |
| 14      | 14  |
| 15      | 15  |
| 16      | 16  |
| 17      | 17  |
| 18      | 18  |
| 19      | 19  |
| 20      | 20  |
| 21      | 21  |
| 22      | 22  |
| 23      | 23  |
| 24      | 24  |
| 25      | 25  |
| 26      | 26  |
| 27      | 27  |
| 28      | 28  |
| 29      | 29  |
| 30      | 30  |
| 31      | 31  |
| 32      | 32  |
| 33      | 33  |
| 34      | 34  |
| 35      | 35  |
| 36      | 36  |
| 37      | 37  |
| 38      | 38  |
| 39      | 39  |
| 40      | 40  |
| 41      | 41  |
| 42      | 42  |
| 43      | 43  |
| 44      | 44  |
| 45      | 45  |
| 46      | 46  |
| 47      | 47  |
| 48      | 48  |
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| 72      | 72  |
| 73      | 73  |
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| 77      | 77  |
| 78      | 78  |
| 79      | 79  |
| 80      | 80  |
| 81      | 81  |
| 82      | 82  |
| 83      | 83  |
| 84      | 84  |
| 85      | 85  |
| 86      | 86  |
| 87      | 87  |
| 88      | 88  |
| 89      | 89  |
| 90      | 90  |
| 91      | 91  |
| 92      | 92  |
| 93      | 93  |
| 94      | 94  |
| 95      | 95  |
| 96      | 96  |
| 97      | 97  |
| 98      | 98  |
| 99      | 99  |
| 100     | 100 |

### Running lines & speed restrictions

### Signalling & Remarks

OT(S) Stoke-on-Trent SCC (SOT)

AWS and TPWS not provided.

Line out of use

Former Leek Brook Jn.

6 65  
0 00

Single

0 08  
0 40 \*

LC

1 54

Apesford LC (MCG)

3 20

LC

3 69

4 26 \*

4 76 \*

5 40 \*

### Level Crossing

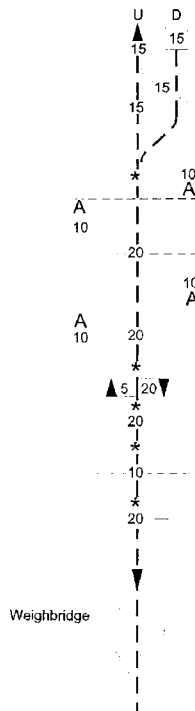
6 00 \*

Caldon Low GF

7 62

### Caldon Quarry

8 01



Down and Up 1L 1/2 mile distant

| LOR    | Seq. | Line of Route Description                     | ELR |
|--------|------|---|-----|
| NW5011 | 001  | Heaton Norris Jn. to Guide Bridge Station Jn. | HNS |

| Route     | Last Updated |
|-----------|--------------|
| LNW North | 14/10/07     |

| Location | Mileage<br>M Ch | Running lines & speed restrictions |
|----------|-----------------|------------------------------------|
|----------|-----------------|------------------------------------|

Signalling & Remarks

|     |                          |            |
|-----|--------------------------|------------|
| TCB | Heaton Norris Jn SB (HN) | NRN<br>017 |
|-----|--------------------------|------------|

Heaton Norris Jn

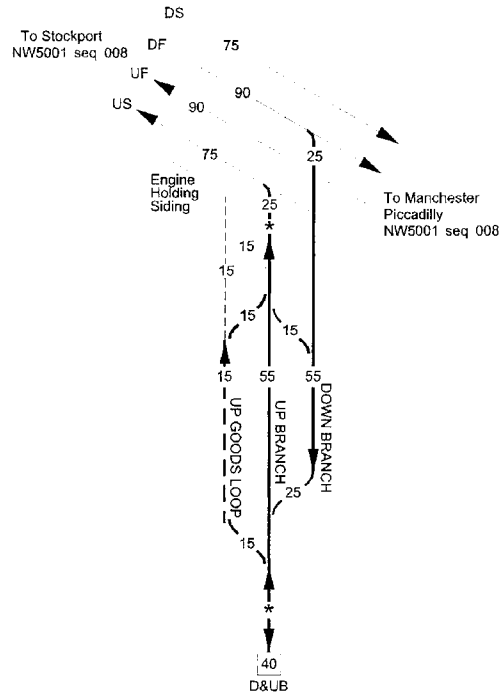
183JP 56  
0 00

0 03 \*

0 60

0 62

1 43 \*



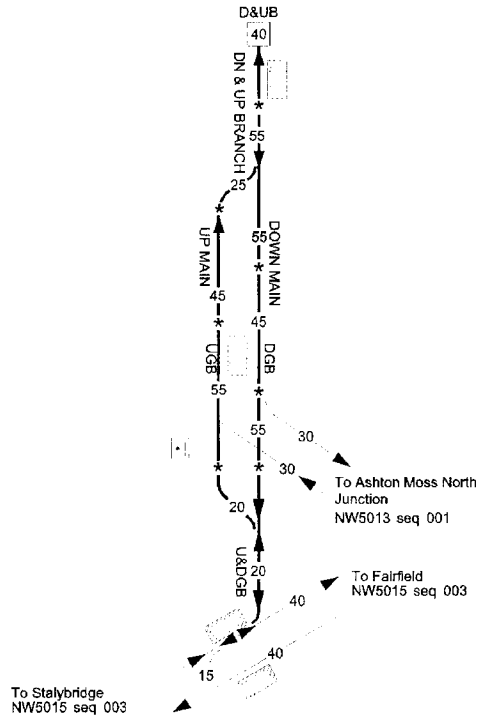
UGL 730m. (2395ft)

D&UB=Down & Up Branch

| LOR      | Seq.         | Line of Route Description                     |
|----------|--------------|---|
| NW5011   | 002          | Heaton Norris Jn. to Guide Bridge Station Jn. |
| Location | Mileage<br>M | Ch  |

|                         |   |      |
|-------------------------|---|------|
| <b>REDDISH SOUTH</b>    | 1 | 50   |
|                         | 1 | 58 * |
|                         | 3 | 10   |
|                         | 3 | 12 * |
|                         | 3 | 27 * |
| <b>DENTON</b>           | 3 | 38 * |
|                         | 3 | 39   |
|                         | 3 | 50 * |
|                         | 4 | 13   |
| Denton Jn SB (DJ)       | 4 | 45 * |
|                         | 4 | 49   |
| Guide Bridge Station Jn | 4 | 73   |
| <b>GUIDE BRIDGE</b>     | 4 | 76   |

Running lines & speed restrictions



ELR  
HNS

Route  
LNW North  
Last Updated  
14/10/07  
Signalling & Remarks

TCB  
Denton Jn. SB (DJ)



Platform Lengths: Reddish South  
72m (79yards)

UGB=Up Guide Bridge  
DGB=Down Guide Bridge  
U&DGB-Up & Down Guide Bridge  
Platform Lengths: Denton  
Up 59m (65yards)  
Down 59m (65yards)

Guide Bridge SB (GB)

Platform Lengths: Guide Bridge  
Down Bi-Di 146m (160yards)

LOR Seq. Line of Route Description  
 NW5012 001 Foley Crossing (excl.) to Stoke Jn.

ELR  
 NSS



Route Last Updated  
 LNW North 02/09/09

Location Mileage  
 M Ch

Running lines & speed restrictions

Signalling & Remarks


TCB Foley Crossing SB 

Continued on LN3505 seq 008  
 70  70

Foley Crossing SB 1 56

Network Rail London North Western  
 Route Boundary 1 40

LNE  
 LNW(N)

GSM-R (IVRS) area  
 Entry: 1m 40ch Down Line  
 Exit: 1m 30ch Up Line

TCB Stoke-on-Trent SCC (SOT)  
 North Workstation

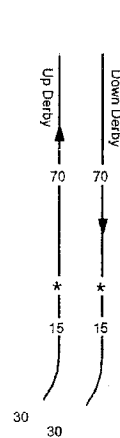
GSM-R  


Exceptional Rail Head Conditions  
 Down Derby line between  
 0m. 40ch. and 0m. 0ch.

To Wedgwood  
 NW5009 seq 003

0 07 \*

Stoke Jn 0 00  
 20 36



To Stoke  
 NW5009 seq 003

# LNW North Route Sectional Appendix Module NW5

LOR Seq. Line of Route Description  
NW5013 001 Denton Jn to Ashton Moss North Jn

Location

Mileage  
M Ch

Running lines & speed restrictions

ELR  
DJO1 DJO2

Route  
LNW North

Last Updated  
07/10/06

Signalling & Remarks

AB

Denton Jn SB (DJ)



Denton Jn  
Denton Jn SB (DJ)

4 JP 10  
4 13

5 28  
0 53

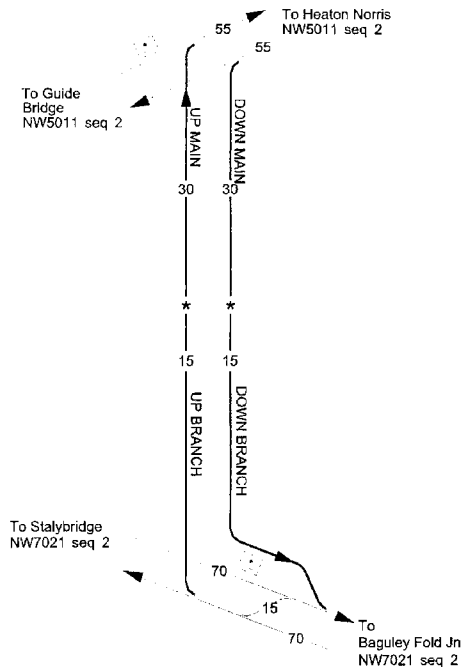
1 19  
0 00 \*

Ashton Moss North Jn SB

0 30

Ashton Moss North Jn

0 JP 40  
5 41



Ashton Moss North Jn SB

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



LOR Seq. Line of Route Description  
NW5015 002 Hadfield to Ardwick Jn.

ELR  
HAJ

Route  
LNW North

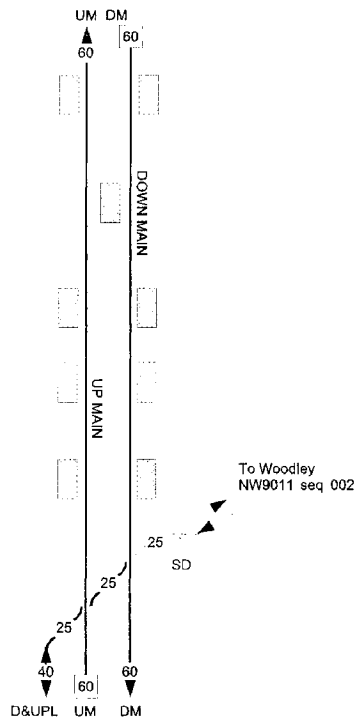
Last Updated  
03/10/09

Location Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

| Location             | Mileage<br>M Ch |
|----------------------|-----------------|
| <b>BROADBOTTOM</b>   | 9 60            |
| <b>HATTERSLEY</b>    | 8 58            |
| <b>GODLEY</b>        | 7 72            |
| <b>NEWTON</b>        | 7 27            |
| <b>FLOWERY FIELD</b> | 6 56            |
| Hyde Jn              | 6 16            |
|                      | 6 07            |



AB Dinting SB (DG)  
AC: Crewe



Platform Lengths: Broadbottom  
Up 107m (117yards)  
Down 107m (117yards)

Platform Lengths: Hattersley  
Up 169m (185yards)  
Down 169m (185yards)

Platform Lengths: Godley  
Up 74m (81yards)  
Down 74m (81yards)

Platform Lengths: Newton  
Up 115m (126yards)  
Down 114m (125yards)

Platform Lengths: Flowery Field  
Up 74m (81yards)  
Down 74m (81yards)

TCB Guide Bridge SB (GB)

D&UPL=Down & Up Passenger Loop

LOR Seq. Line of Route Description  
NW5015 003 Hadfield to Ardwick Jn.

ELR  
HAJ

Route  
LNW North

Last Updated  
13/09/09

Location

Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

TCB Guide Bridge SB (GB)  
AC: Crewe



D&UPL='Down & up' Passenger Loop  
D&UPL= up direction 720m (2362ft)  
D&UPL= dn direction 875m (2871ft)

Platform Lengths: Guide Bridge  
Up 151m (165yards)  
Down bi directional 146m (160yards)

Platform Lengths: Fairfield  
Up 135m (148yards)  
Down 135m (148yards)

Ashburys SB (AS)

Guide Bridge East Jn

5 32

To sidings

5 13 \*

To Stalybridge  
NW5021 seq 001

Guide Bridge West Jn

5 10

To Sidings

Guide Bridge SB (GB)

5 04

**GUIDE BRIDGE**

4 76

Guide Bridge Station Jn

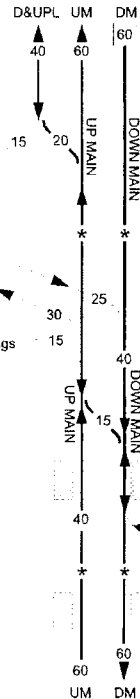
4 73

4 72 \*

To Heaton  
Norris  
NW5011 seq 002

**FAIRFIELD**

3 52



LOR Seq. Line of Route Description  
NW5015 004 Hadfield to Ardwick Jn.

Location Mileage  
M Ch

**GORTON**

2 54

Gorton Jn

2 50

Ashburys East Jn

1 56

Ashburys SB (AS)

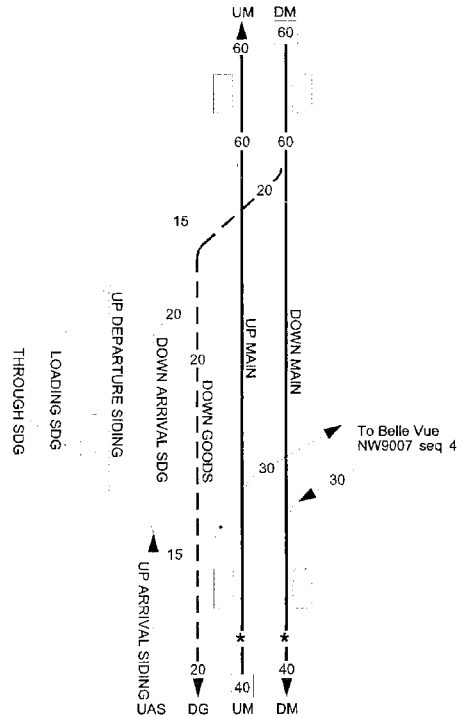
1 54

**ASHBURY**

1 42

1 38 \*

## Running lines &amp; speed restrictions



ELR  
HAJ

Route  
LNW North

Last Updated  
07/10/06

## Signalling &amp; Remarks

TCB

Ashburys SB (AS)  
AC: Crewe



Platform Lengths : Gorton  
Up 151m (165yards)  
Down 151m (165yards)

(PF) Authorised on Down Goods Line

Platform Lengths : Ashburys  
Up 106m (116yards)  
Down 120m (131yards)

|                              |                 |  |  |           |              |
|------------------------------|-----------------|--|--|-----------|--------------|
| LOR                          | Seq.            | Line of Route Description  | ELR  | Route     | Last Updated |
| NW5015                       | 005             | Hadfield to Ardwick Jn.  | H AJ   | LNW North | 07/10/06     |
| Location                     | Mileage<br>M Ch | Running lines & speed restrictions   | Signalling & Remarks   |           |              |
| Ashburys West Jn             | 1 36            | <p>UAS DG UM DM</p> <p>UP ARRIVAL SIDING</p> <p>To Philips Park South Jn. NW7025 seq 1</p> <p>RL</p> <p>Ardwick Sdgs</p> <p>UP EAST DN EAST</p> <p>To Longsight NW5001 seq 10</p> <p>UE DE UF DF US DS</p> <p>To Manchester Piccadilly NW5001 seq 10</p> | TCB  |           |              |
| OHNS                         | 1 30            |  | Ashburys SB (AS)<br>AC: Crewe  |           |              |
|                              | 1 12            |  | NRN<br>017   |           |              |
| Ardwick TPE Train Care Depot | 0 76            |  | RL = Reception line.<br>'Arr&Dep'='Arrival & departure'<br>line (PF) |           |              |
| <b>ARDWICK</b>               | 0 64            |  | Manchester Piccadilly SB (MP)  |           |              |
| Ardwick Jn                   | 0 40<br>188 08  | Platform Lengths : Ardwick<br>Up 152m (166yards)<br>Down 152m (166yards)   |  |           |              |

# LNW North Route Sectional Appendix Module NW5

LOR Seq. Line of Route Description  
NW5017 001 Dinting South Jn. to Dinting East Jn.

ELR  
DSD

Route Last Updated  
LNW North 07/10/06

Location

Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

AB Dinting SB (DG) NRN  
AC: Crews 017

TPWS not provided

Dinting South Jn.

0 72 \*

Dinting East Jn

1 05  
12 00

From Glossop  
NW5019 seq 1

25

10

To Broadbottom  
NW5019 seq 1

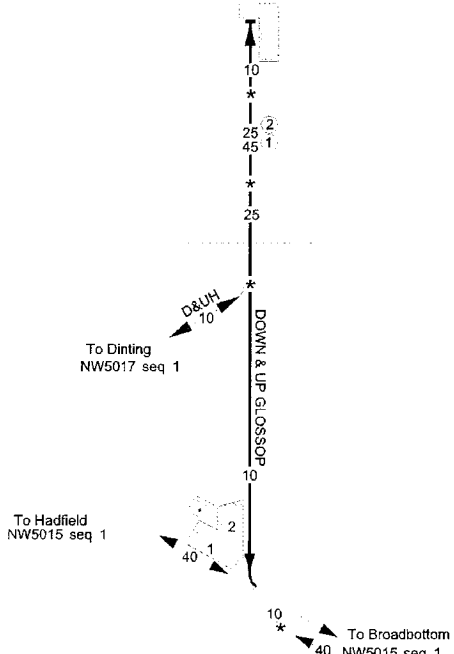

10

DOWN & UP HADFIELD

To Broadbottom  
NW5015 seq 1

40

From  
Hadfield  
NW5015 seq 1

| 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<br>M Ch | Running lines & speed restrictions  | Signalling & Remarks  |           |              |
| <b>GLOSSOP</b>        | 0 01            |  | OT<br>Dinting SB (DG)<br>AC: Crewe<br> |           |              |
|                       | 0 15 *          |   | Platform Lengths: Glossop<br>Up & Down 173m (189yards)  |           |              |
|                       | 0 55 *          |   | 1: Applies to Class 1,2 & 5 trains<br>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   |           |              |
| <b>DINTING</b>        | 0 79            | 3: Dinting box Station limits between<br>South Junction and West Junction         |   |           |              |
| Dinting West Jn 3     | 1 05            | Platform Lengths: Dinting<br>Platform 2<br>104m (114yards)                        |   |           |              |
|                       | 11 66           |   |   |           |              |

LOR Seq. Line of Route Description  
NW5021 001 Stalybridge to Guide Bridge West Jn.

ELR  
SAJ

Route Last Updated  
LNW North 13/09/09

Location Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

TCB

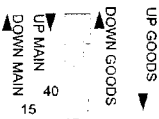
Stalybridge SB (SE)



**STALYBRIDGE**

7 63

To Mossley  
NW7021 seq 003



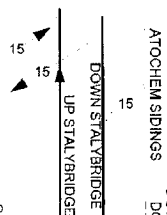
Stalybridge SB (SE)

7 52

Stalybridge Jn

7 46  
2 08

To  
Ashton-Under-Lyne  
NW7021 seq 003



Guide Bridge SB (GB)

To  
Brookside  
Sidings.

DOWN (AVENUE) SIDINGS  
DOWN SIDINGS

To Hyde Jn  
NW5015 seq 003

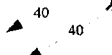
0 22

0 19 \*

Guide Bridge West Jn

0 JP 04  
5 10

To  
Guide Bridge  
NW5015 seq 003



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**SPECIAL WORKING ARRANGEMENT**  
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**NW5001 (CREWE NORTH JN. TO MANCHESTER PICCADILLY)**

| <b>From</b>                                  | <b>To</b>                     | <b>Type of Train</b> | <b>Line(s)</b>                           | <b>Remarks</b>   |
|--|-------------------------------|----------------------|--|--|
| 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)**

| <b>From</b>      | <b>To</b>                | <b>Type of Train</b> | <b>Line(s)</b> | <b>Remarks</b>   |
|------------------|--------------------------|----------------------|----------------|--|
| 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 Siding    | 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: 06/09/08**

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## LOCAL INSTRUCTIONS

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| GLOSSOP TO DINTING | 67 |
|--------------------|----|

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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 Platform 4, must be brought to a stand at the Sandbach end of the platform.

**Dated: 12/01/08**

## **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 Operations Supervisor 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 is located on the approach to S1 points within the depot. This consists of a white directional arrow on a black background and indicates the lie of the points. The Driver should ensure that the points indicator displays a white directional arrow, indicating that the points are set correctly. If the points indicator should display a flashing horizontal bar or a blank indication, then the train should be brought to a stop and the Driver should contact the TPE Operations Supervisor.

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 Operations Supervisor.

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 Operations Supervisor 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 Operations Supervisor.

When a train requires to depart from the west end of the depot, the TPE Operations Supervisor 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: 30/06/07**



## 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.269, 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 AC, SECTIONS 6.1 AND 6.2*, HAVE 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 0161-499-5336) 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: 06/06/09**

## **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.** All platforms 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: 01/12/08**

## 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.269, 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 AC, SECTIONS 6.1 AND 6.2*, HAVE 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 0161-499-5336) 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: 06/06/09**

## NW5009 - COLWICH JN TO CHEADLE HULME

### Colwich Jn To Stone Jn

**Virgin Trains diverted via Stafford.** Down and Up trains booked to run via Meaford Crossing L.C. (CCTV) to or from Stoke-On-Trent may be diverted via Stafford without previous warning and Drivers so routed need not observe the requirements of Rule Book, Module S2, Section 5.

If a Down train is booked to call at Stoke-On-Trent or Macclesfield, Drivers must stop and challenge the route at Norton Bridge South Junction if not routed toward Stone Junction.

**Dated: 08/11/08**

## 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**

## **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 Operations Supervisor 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 is located on the approach to S1 points within the depot. This consists of a white directional arrow on a black background and indicates the lie of the points. The Driver should ensure that the points indicator displays a white directional arrow, indicating that the points are set correctly. If the points indicator should display a flashing horizontal bar or a blank indication, then the train should be brought to a stop and the Driver should contact the TPE Operations Supervisor.

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 Operations Supervisor.

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 Operations Supervisor 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 Operations Supervisor.

When a train requires to depart from the west end of the depot, the TPE Operations Supervisor 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: 30/06/07**

## **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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