

Module LNW(N)9

LNW North Route

Sectional Appendix Module 9

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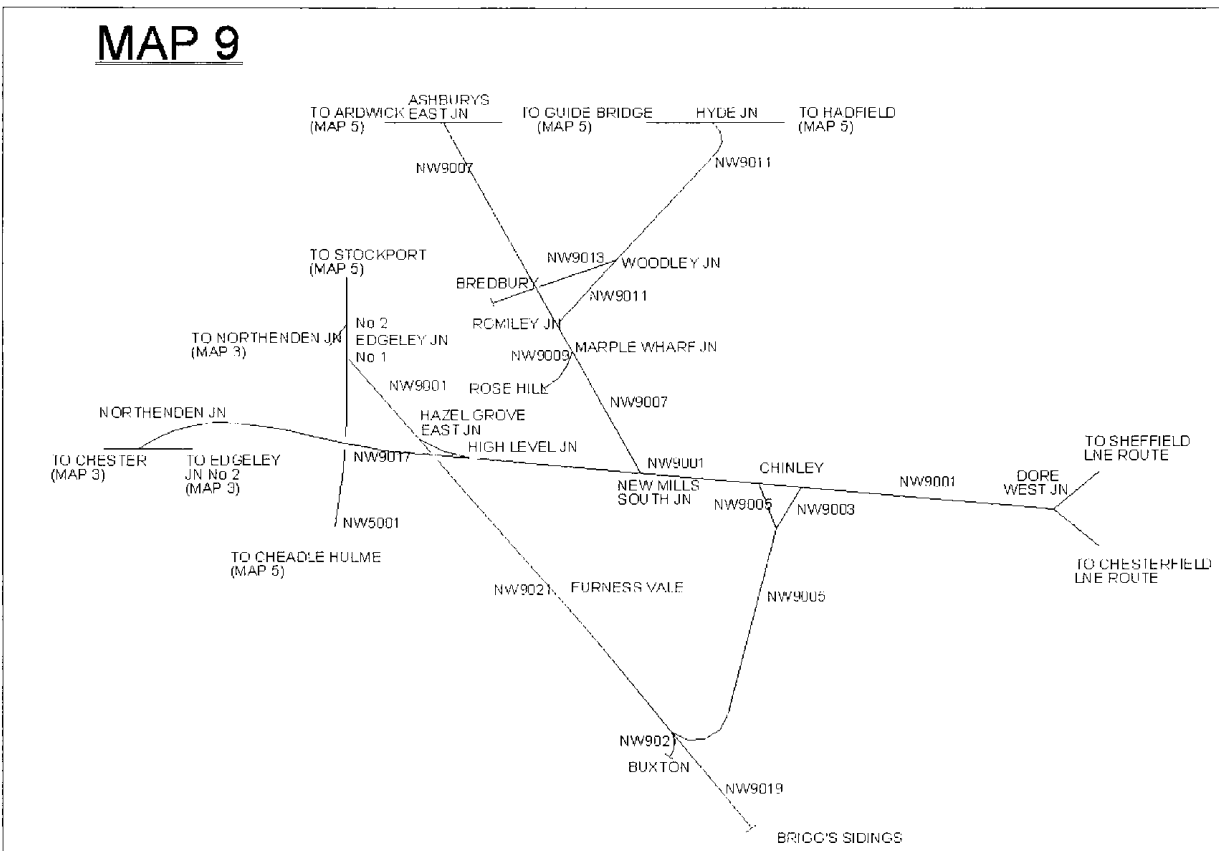
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MAPS



EXCEPTIONALLY POOR RAIL ADHESION

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NW9001 (DORE WEST JN. TO EDGELEY JN. NO.1 (HOPE VALLEY LINES))

Location	Line(s) Affected	Mileage (Between)			
Edale and Hathersage	Up main	167 m	00 ch	to	162 m 00 ch
Disley Tunnel and Hazel Grove East Jn.	Down main (Hope Valley line), 'Up & Down' Hope Valley	176 m	33 ch	to	2 m 35 ch
Hazel Grove West Jn and Edgeley Jn No.1	Down Hope Valley, Up Hope Valley	1 m	45 ch	to	0 m 60 ch

Dated: 07/10/06**NW9007 (NEW MILLS SOUTH JN. TO ASHBURYS EAST JN.)**

Location	Line(s) Affected	Mileage (Between)			
New Mills Central and Romiley Jn SB	Down main, Up main	174 m	00 ch	to	178 m 31 ch

Dated: 07/10/06

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TABLE A DIAGRAMS

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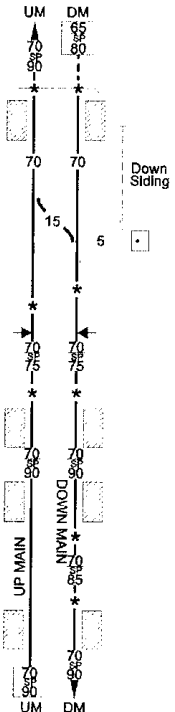
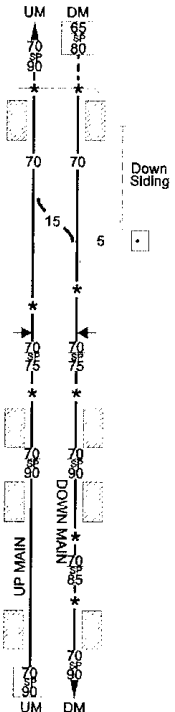
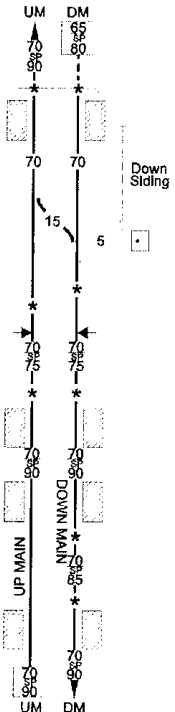
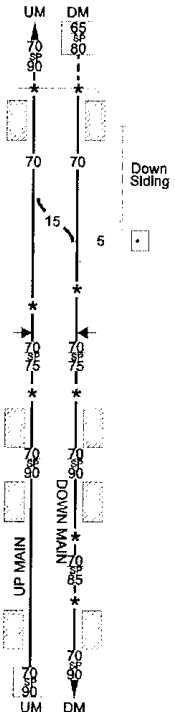
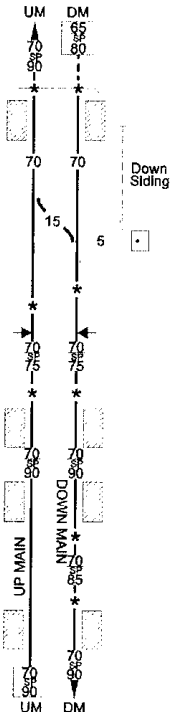
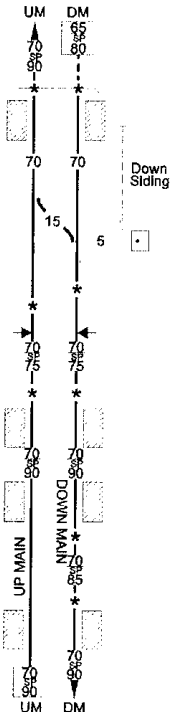
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LNW North Route Sectional Appendix Module LNWN(N)s

LOR Seq. Line of Route Description		ELR		Route	Last Updated
NW9001 001 Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)		MAS		LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Dore West Junction	154 16 *	<p>To Dore Station Jn see LNE Territory Sectional Appendix</p> <p>To Dore South Jn see LNE Territory Sectional Appendix</p> <p>D&U 50</p> <p>D&U/DC 15</p>		TCB	Sheffield SB (S)
				<p>'D&U/DC'='Down & up' Dore Curve D&U = Down & Up</p>	
Network Rail London North Western (Appendix Boundary)	154 20	<p>LNE LNWN(N)</p> <p>UP MAN</p> <p>DOWN MAN</p>		AB	Totley Tunnel East SB
	154 41 *			<p>DOWN MAN=Down Manchester UP MAN=Up Manchester</p>	
Totley Tunnel East SB	154 62	<p>DOWN SIDING 15</p> <p>To Dore</p> <p>To Dore South Jn</p>		<p>Area channel change at 155m 18ch</p> <p></p> <p></p>	
	154 74 *				
Totley Tunnel (5695m/6230yd)	155 20	<p>UP MAN</p> <p>DOWN MAN</p>		<p>Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, Module T3.</p>	
	155 75				
	156 76				
	157 38				
	157 76 *	<p>UP MAN</p> <p>DOWN MAN</p>			
	158 39				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	002	Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)	MAS	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Totley Tunnel	158 63 *		<p>AB</p> <p>Grindleford SB</p> <p>NRN</p> <p>017</p> <p>Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, Module T3.</p> <p>Platform lengths: Grindleford Up 92m (101 yards) Down 78m (85 yards)</p>		
GRINDLEFORD	158 70				
Grindleford SB	159 06		<p>Platform Lengths: Hathersage Up 56m (61 yards) Down 56m (61 yards)</p>		
Wheelchex (Grindleford)	159 32 *				
	159 33 *		<p>Platform Lengths: Bamford Up 103m (113 yards) Down 101m (110 yards)</p>		
HATHERSAGE	159 45				
	160 47 *		<p>Exceptional Rail Head Conditions up main lines between 167m. 0ch. and 162m. 0ch.</p>		
BAMFORD	160 60				
	162 42		<p>Platform Lengths: Hope Up 95m (104 yards) Down 88m (96 yards)</p>		
HOPE	163 75 *				
	164 15 *				
	164 26				

LNW North Route Sectional Appendix Module LNW(N)>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	003	Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)	MAS	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Earles Sidings SB	<p>165 04</p> <p>165 08</p> <p>165 20</p> <p>165 36</p> <p>165 78 *</p> <p>167 45 *</p>		<p>AB Earles Sidings SB</p> <p>DGL (PF) 358m (1176ft)</p> <p>Exceptional Rail Head Conditions up main lines between 167m. 0ch. and 162m. 0ch.</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	004	Dore West Jn. to Edgeley Jn. No.1 (Hope Valley Lines)	MAS	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
EDALE Edale SB (EE) Cowbum Tunnel (3383m/3702yd)		169 14		AB Edale SB (EE)	
		169 23		Platform Lengths: Edale Up: 99m (108 yards) Down: 99m (108 yards)	
		170 24 *		DRS 269m (882ft) URS 301m (987ft)	
		170 35		Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, Module T3.	
		170 36		Chinley SB (CY)	
		170 50 *			
		172 44			
		172 47			
		173 28 *			
		173 47 *			

LNW North Route Sectional Appendix Module LNWN(N).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	005	Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)	MAS TTA1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Chinley East Jn	173 52		TCB		
Chinley SB (CY) Chinley North Jn	174 01 * 168 39		Chinley SB (CY)		
	168 44		Platform Lengths: Chinley Up: 116m (127 yards) Down: 116m (127 yards)		
CHINLEY	169 40				
	170 40 *				
	170 70 *				
	171 20 *				
	171 52 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	006	Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)	TTA1 NMC1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>TCB</div> <div>New Mills South Jn SB</div> <div>NRN 017</div>		
	171 68				
	172 11 *				
New Mills South Jn SB	172 17 [T]				
	172 20 *				
New Mills South Jn	172 27				

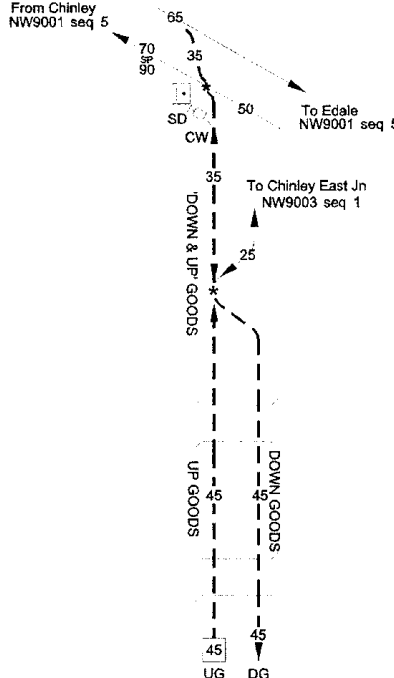


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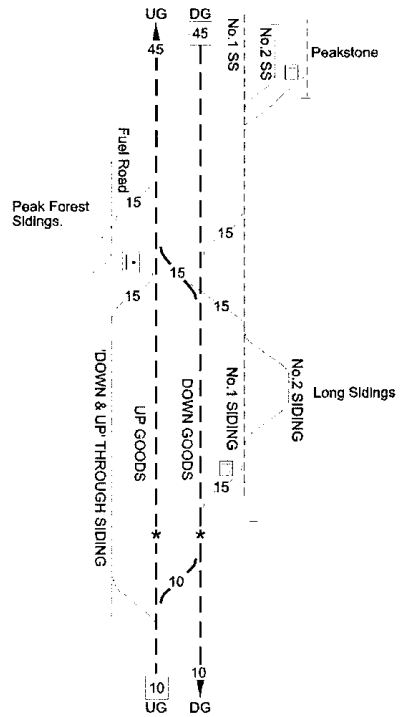
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	007	Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)	HGC NMC1	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Newtown Tunnel (82m/90yd)		172 74 to 172 78			TCB New Mills South Jn SB
Disley Tunnel (3534m/3866yd)		173 60 * 174 16 * 174 17 to 176 33			Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, module T3
Hazel Grove High Level Jn		177 09 177 25 * 177 35 177 40 * 2 62 177 46 *			Exceptional Rail Head Conditions Down Hope Valley and 'up & down' Hope Valley lines between 176m. 33ch. and 2m. 35ch. (Hazel Grove East Jn) Hazel Grove SB (HG) DPL Down Cheadle Loop 410m (1344ft)

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
NW9001	008	Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)	HGC	BEJ	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Hazel Grove East Jn		2 35 *			TCB Hazel Grove SB (HG)	
		2 30			AC: Crewe 'U&D'HV='Up & down' Hope Valley	
HAZEL GROVE Hazel Grove SB (HG)		2 21			Platform Lengths: Hazel Grove Up: 169m (185 yards) Down: 169m (185 yards)	
Hazel Grove West Jn		2 10			Down Siding 121m (399ft) Up Siding 121m (399ft)	
		2 07				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	009	Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)	BEJ	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<p>TCB Hazel Grove SB (HG) AC: Crewe</p> <p>NRN 017</p> <p>UHV = Up Hope Valley DHV = Down Hope Valley</p> <p>Platform Lengths: Woodsmoor Up: 90m (98 yards) Down: 90m (98 yards)</p> <p>Platform Lengths: Davenport Up: 138m (151 yards) Down: 138m (151 yards)</p> <p>Edgeley Junction No.1 SB (EY1)</p> <p>Exceptional Rail Head Conditions Down and up Hope Valley lines between 1m. 45ch. and 0m. 60ch.</p>		
WOODSMOOR	1 30 *				
	1 25				
Woodsmoor L.C. (CCTV)	1 11				
DAVENPORT	0 62				
	0 25 *				
Edgeley Junction No.1	0 00 182 37				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9003	001	Chinley East Jn. to Chinley South Jn. (Chord line)	CYC	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Chinley East Jn	173 52 168 32 168 31	<p>To Edale NW9001 seq 5</p> <p>To Chinley North Jn NW9001 seq 5</p> <p>CW</p> <p>DOWN & UP CHORD</p> <p>From Chinley North Jn NW9005 seq 1</p> <p>To Buxton NW9005 seq 1</p>	<p>TCB</p> <p>Chinley SB (CY)</p> <p>NRN 017</p> <p>CW. at 168m 31ch (980 yards before reaching signal CY.164)</p>		
Chinley South Jn	167 56 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9005	001	Chinley North Jn. to Buxton	CNB1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Chinley North Jn Chinley SB (CY)	168 39 *		AB Chinley SB (CY) 		
Chinley South Jn	167 56 *		CW. at 168m 29ch		
Chapel L.N.W. Tunnel (188m / 204 yds)	166 49 to 166 40				
Doves Holes Tunnel (2728m / 2884 yds)	166 19 to 164 43 				


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9005	002	Chinley North Jn. to Buxton	CNB1	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Peakstone Private Sidings GF	163 72	T			AB Peak Forest South SB SS = Storage Siding. NRN 017
Peak Forest Sidings					
Peak Forest South SB	163 58				
Down Sidings GF	163 27	T			
	163 24				
	163 10	*			

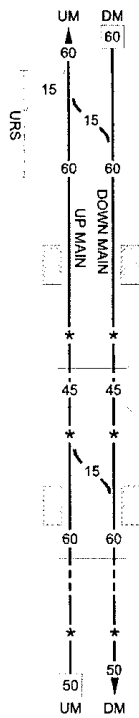
LNW North Route Sectional Appendix Module LNW(N)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9005	003	Chinley North Jn. to Buxton	CNB1 CNB2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Great Rocks Junction SB	163 02		ET	Great Rocks Jn SB	NRN 017
	162 74 *				
Great Rocks Tunnel (147m / 161 yds)	162 32 to 162 25				
Tunstead Sidings GF	162 09				
	161 20 *				
Peak Forest Tunnel (27m / 29 yds)	161 09 to 161 08				
Change of mileage	161 05 0 00				
Change of mileage	0 28 161 15				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9005	004	Chinley North Jn. to Buxton	CNB2 CNB3	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Topley Pike GF		161 20 *	<div style="text-align: center;"> 'D&U'G 20 ↑ * --- 15 30 --- UP & DOWN GREAT ROCKS --- 30 'D&U'GR </div>	ET Great Rocks Jn SB	
		161 54 (S) T		NIRN 017	
Pic Tor Tunnel (175m / 191 yds)		162 32 to 162 41		'D&U'G='Down & up' goods.	
Ashwood Dale Tunnel (91m / 100 yds)		163 69 to 163 73			


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9005	005	Chinley North Jn. to Buxton	CNB3 CNB4	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Buxton SB	164 40 *		ET	Great Rocks Jn SB	NRN 017
	164 52 18 70		AB	Buxton SB	
	164 73				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9007	001	New Mills South Jn. to Ashburys East Jn.	TTA1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>AB</div> <div>New Mills South Jn SB</div> <div>  </div> <div>UGL (PF) 397m (1302ft)</div>		
	171 68				
	172 10				
	172 11 *				
New Mills South Jn SB	172 17				
	172 20 *				
	172 24				
	172 77 *				
New Mills Tunnel (112m / 123 yds)	172 78 to				
	173 03				
	173 10 *				
New Mills Central SB	173 11				
NEW MILLS CENTRAL	173 15				
			<div>TCB</div> <div>New Mills Central SB</div> <div> Platform Lengths: New Mills Central Up 95m (104 yds) Down 116m (127 yds) </div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9007	002	New Mills South Jn. to Ashburys East Jn.	TTA1	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		
STRINES		173 19 173 20 174 47 176 20 *			
Marpie South Tunnel (205m / 224 yds)		176 22 to 176 32			
MARPLE		176 35 * 176 57 176 74 to 176 78 177 15 *			
Marpie North Tunnel (90m / 99 yds)					

Signalling & Remarks	
TCB	New Mills Central SB
URS 179m (588ft)	
Platform Lengths: Strines Up 113m (124 yds) Down 126m (138 yds)	
Exceptional Rail Head Conditions down and up main lines between 174m. 0ch and 178m. 31ch.	
Romley Jn SB (RJ)	
Platform Lengths: Marple Up 135m (148 yds) Down 151m (165 yds)	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9007	003	New Mills South Jn. to Ashburys East Jn.	TTA1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Marple Wharf Junction	177 23		<div>TCB</div> <div>Romiley Jn SB (RJ)</div> <div>NRN 017</div> <p>Exceptional Rail Head Conditions down and up main lines between 174m. 0ch. and 178m. 31ch.</p> <p>Platform Lengths: Romiley Up: 110m (120 yards) Down: 110m (120 yards)</p>		
	177 27 *				
ROMILEY	178 27				
Romiley Junction SB (RJ)	178 31				
Romiley Junction	178 33 *				
	178 36 *				
Bredbury High Level Tunnel (146m / 160 yds)	178 70 to 178 78				
BREDBURY	179 34				
	179 38				
Bredbury GF	179 41				
			<p>C. Up at 178m 79ch (640 yards before reaching signal RJ 5)</p> <p>Platform Lengths: Bredbury Up: 89m (97 yards) Down: 89m (97 yards)</p> <p>C. Up at 179m 49ch (680 yards before reaching signal RJ 4)</p>		

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
NW9007	004	New Mills South Jn. to Ashburys East Jn.	TTA1	TTA2	LNW North	07/10/06
Location	Mileage		Running lines & speed restrictions		Signalling & Remarks	
M	Ch					
			UM	DM	TCB	Romiley Jn SB (RJ) 
			50	50		Platform Lengths: Brinnington Up: 89m (97 yards) Down: 89m (97 yards)
BRINNINGTON	180	45				
	181	00				
	42	77				
REDDISH NORTH	44	09				Platform Lengths: Reddish North Up: 129m (141 yards) Down: 129m (141 yards)
						Platform Lengths: Ryder Brow Up: 84m (92 yards) Down: 84m (92 yards)
RYDER BROW	45	00				Platform Lengths: Belle Vue Up: 102m (112 yards) Down: 102m (112 yards)
BELLE VUE	45	30				
	46	00 *				
Ashburys East Jn	46	24				
	1	56				
Ashburys SB (AS)	1	54				Ashburys SB (AS)

From Gorton
NW5015 seq 4

To Ashburys
NW5015 seq 4

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9009	001	Marple Wharf Jn. to Rose Hill	MRH	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Marple Wharf Junction	177 23 11 02	<p>From Romiley Jn NW9007 seq 3</p> <p>UP MAIN</p> <p>DOWN MAIN</p> <p>To New Mills Central NW9007 seq 3</p> <p>UP</p> <p>DOWN</p> <p>UP & DOWN ROSE HILL</p>	TCB	Romiley Jn SB (RJ)	NRN 017
	11 00 *				
	10 57 *				
	10 56				
ROSE HILL	10 04 T 9 78		Platform Lengths: Rose Hill Platform 87m (95 yds)		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9011	001	Romiley Jn. to Hyde Jn.	RYH1 RYH2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Romiley Junction	178 33	<p>From New Mills NW9007 seq 3</p> <p>60 DOWN MAIN</p> <p>60 UP MAIN</p> <p>To Ashburys NW9007 seq 3</p> <p>To Bredbury Sidings NW9013 seq 1</p> <p>30 30</p> <p>10</p> <p>15 15</p> <p>60 DOWN BRANCH</p> <p>15 UP BRANCH</p> <p>60 20</p> <p>60 40</p> <p>40 40</p> <p>UB DB</p>	TCB	Romiley Jn SB (RJ)	NRN 017
Woodley Jn	179 05 *		Platform Lengths: Woodley Platform Up 82m (90 yds) Platform Down 71m (78 yds)		
WOODLEY	179 44				
	8 74				
	8 72				
	8 45		UB = Up Branch DB = Down Branch		
	8 20 *				
	8 08 *				
	7 30 *				
HYDE CENTRAL	7 27		Platform Lengths: Hyde Central Platform Up: 133m (145 yds) Platform Down: 133m (145 yds)		


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9011	002	Romiley Jn. to Hyde Jn.	RYH2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
HYDE NORTH	6 33		TCB		
	6 25 *		Guide Bridge SB (GB)		
Hyde Jn	6 16		<p>Platform Lengths: Hyde North Platform Up 120m (131 yds) Platform Down 121m (132 yds)</p>		

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
NW9013	001	Woodley Jn. to Bredbury Sidings	WJP1 GMC	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
WOODLEY					OT Romiley Jn SB (R.J.) TPWS not provided
Woodley Jn		8 72			
		8 74			
		40 53 *			
		40 14 *			
Bredbury Sidings		39 76			
		39 58			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
NW9017	001	Hazel Grove High Level Jn. to Northenden Jn.	NMC1 NMC2 WJP1	LNW North	07/10/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Hazel Grove High Level Jn		177 40 *	<p>To New Mills South Junction NW9001 seq 7</p> <p>UHV DHV DCL</p> <p>70 SP 80 15</p> <p>DCL</p> <p>45</p> <p>40</p> <p>30</p> <p>45</p> <p>'U&D' HV</p> <p>To Hazel Grove NW9001 seq 7</p> <p>'UP & DOWN' CHEADLE</p> <p>30</p> <p>20</p> <p>30</p> <p>45</p> <p>15</p> <p>50</p> <p>To Stockport NW3023 seq 2</p> <p>To Skelton Jn NW3023 seq 2</p> <p>75 15 60</p>		<p>TCB Hazel Grove SB (HG) </p> <p>DCL=Down Cheadle Loop 409m (1344ft)</p> <p>UHV= Up Hope Valley DHV= Down Hope Valley 'U&D' HV= 'Up & Down' Hope Valley</p>	
		177 46 *				
		178 60 *				
		181 70 *				
Cheadle Jn		181 71				
		35 64	<p>To New Mills South Junction NW9001 seq 7</p> <p>UHV DHV DCL</p> <p>70 SP 80 15</p> <p>DCL</p> <p>45</p> <p>40</p> <p>30</p> <p>45</p> <p>'U&D' HV</p> <p>To Hazel Grove NW9001 seq 7</p> <p>'UP & DOWN' CHEADLE</p> <p>30</p> <p>20</p> <p>30</p> <p>45</p> <p>15</p> <p>50</p> <p>To Stockport NW3023 seq 2</p> <p>To Skelton Jn NW3023 seq 2</p> <p>75 15 60</p>			
		35 60 *				
Cheadle Wood Farm LC (UWC)		35 18				
		34 70 *				
		33 52 *				
Northenden Jn		33 49	<p>Northenden Jn SB (NN)</p>			
Northenden Jn SB (NN)						

LNW North Route Sectional Appendix Module LNWN,

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9019	001	Buxton to Brigg's Sidings	BUX	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Buxton SB	16 68 0 00 0 02		NST Buxton SB 		
Hindlow No.1 GF	3 20		GF Out of use		
Hindlow No.2 GF	3 40		GF Out of use		
Brierlow Sidings GF	3 53		GF Out of use		
Hindlow Tunnel (470m / 514 yds)	3 66 to 4 10				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9019	002	Buxton to Brigg's Sidings	BUX	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Brigg's GF		4 41 * 4 43		<div> <div>NST</div> <div>Buxton SB</div> <div> <div>NRN</div> <div>017</div> </div> </div>	
Hindlow Brigg's Sidings		4 70			
			Hindlow Brigg's		

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
NW9021	001	Buxton to Hazel Grove East Jn	BEJ	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
BUXTON		19 09			AB Buxton SB NRN Buxton Platform 1 Permissive BAY 165m (180 yds) Platform 2 Permissive BAY 143m (156 yds)
Buxton SB		18 70			1 Applies to Class 1, 2 and 5 trains 2 Applies to light locomotives 3 Applies to Class 3, 4, 6, 7 and 8 trains
		18 67 *			
		18 58 *			
		16 14 T			
DOVE HOLES		16 12			Dove Holes Platform Up 81m (89 yds) Platform Down 87m (95 yds)
		15 65 *			
Barmoor Clough Tunnel (101m / 111 yd)		15 29 to 15 24			
Eaves Tunnel (394m / 431 yd)		14 76 * 14 74 to 14 55 14 53 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9021	002	Buxton to Hazel Grove East Jn.	BEJ	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<p>AB</p> <p>Buxton SB</p> <p>NRN 017</p> <p>1 Applies to Class 1, 2 and 5 trains 2 Applies to light locomotives 3 Applies to Class 3, 4, 6, 7 and 8 trains</p> <p>Chapel-en-le-Frith SB</p> <p>Platform Lengths: Chapel-en-le-Frith Platform Up 86m (94 yds) Platform Down 92m (101 yds)</p> <p>Platform lengths: Whaley Bridge Platform Up 123m (135 yds) Platform Down 119m (130 yds)</p> <p>Platform Lengths: Furness Vale Platform Up 100m (109 yds) Platform Down 101m (110 yds)</p> <p>Furness Vale SB</p>		
	14 40 *				
Chapel-en-le-Frith SB	13 71				
	13 70	T			
CHAPEL-EN-LE-FRITH	13 67				
Chapel-en-le-Frith LC (UWC)	13 65	T			
	12 00	T			
	10 07	T			
WHALEY BRIDGE	10 04				
	8 62				
FURNESS VALE	8 62				
Furness Vale SB LC (MCB)	8 58				

LNW North Route Sectional Appendix Module LNW(N).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9021	003	Buxton to Hazel Grove East Jn.	BEJ	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
NEW MILLS NEWTOWN	7 50		AB Furness Vale SB NRN 		
	7 46		Platform Lengths: New Mills Newtown Platform Up 102m (112 yds) Platform Down 101m (110 yds)		
Disley Tunnel (159m / 174 yds)	6 26 to 6 18		1: Applies to Class 1, 2 and 5 trains 2: Applies to light locomotives 3: Applies to Class 3, 4, 6, 7 and 8 trains Platform Lengths: Disley Platform Up 137m (150 yds) Platform Down 136m (149 yds)		
DISLEY	6 09				
Bullocks No.1 LC (UWC)	6 04				
	5 23				
Middlewood Tunnel (48m / 53 yds)	4 60 to 4 57				
MIDDLEWOOD	4 29 4 25		Platform Lengths: Middlewood Platform Up: 91m (100 yds) Platform Down: 91m (100 yds)		
Norbury Hollow LC (MCG)	4 20 *				
Towers Farm LC (UWC)	3 60 3 40 2 52 *		'U&D HV'=Up & Down' Hope Valley UHV=Up Hope Valley DHV=Down Hope Valley		
Hazel Grove East Jn	2 35 *	To New Mills South Jn NW9001 seq 8 To Stockport NW9001 seq 8	TCB Hazel Grove SB		

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SPECIAL WORKING ARRANGEMENTS

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NW9005 (CHINLEY NORTH JN. TO BUXTON)

From	To	Type of Train	Line(s)	Remarks
Great Rocks Jn	Peak Forest South	Freight	Up main	Propelling authorised for trains up to 153m (504 ft) in length
Peak Forest Down Sidings GF	Peak Forest South	Light locomotives	Down goods	Wrong direction working is authorised
Buxton	Peak Forest South	Freight	Single/Up goods	Trains can be assisted in rear by a locomotive attached to the train
Tunstead Sidings	Chinley South Jn (signal CY.165)	Freight	Single/Up goods	Trains can be assisted in rear. An assisting locomotive not going beyond Peak Forest does not need to be coupled to the train
Peak Forest South	Buxton	Freight	Down goods/Single	Trains can be assisted in rear by a locomotive attached to the train

Dated: 07/10/06**NW9019 (BUXTON TO BRIGG'S SIDINGS)**

From	To	Type of Train	Line(s)	Remarks
Hindlow	Brigg's Sidings GF	Freight	Single	Propelling authorised for trains up to 160m (525 ft) in length in clear weather only

Dated: 07/10/06**NW9021 (BUXTON TO HAZEL GROVE EAST JN.)**

From	To	Type of Train	Line(s)	Remarks
Buxton	Furness Vale	Freight	Down main	Trains can be assisted in rear by a locomotive attached to the train

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 table 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
NW9001	Dore West Junction - Edgeley Jn. No. 1 (Hope Valley Lines)	Y	Y	Y	Y	Y	Y	Y	Y	N	N	Y	
NW9003	Chinley East Junction - Chinley South Junction (Chord Line)	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	
NW9005	Chinley North Junction - Buxton	R	R	R	R	R	R	R	N	N	N	N	R Prohibited Chinley South Jn. to Buxton only.
NW9007	New Mills South Junction - Ashburys East Junction	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	
NW9009	Marple Wharf Junction - Rose Hill	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	
NW9011	Romiley Junction - Hyde Junction	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	
NW9013	Woodley Junction - Bredbury Sidings	N	N	N	N	N	N	N	N	N	N	N	
NW9017	Hazel Grove High Level Junction - Northenden Junction	N	N	N	N	N	N	N	N	N	N	N	
NW9019	Buxton - Brigg's Sidings	N	N	N	N	N	N	N	N	N	N	N	
NW9021	Buxton - Hazel Grove East Junction	Y	N	Y	N	Y	Y	Y	N	N	N	N	

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
NW9001	Dore West Junction - Edgeley Jn. No. 1 (Hope Valley Lines)	R	N	N	R	E	N	N	N	R Prohibited Dore West Jn. - Hazel Grove East Jn.
NW9003	Chinley East Junction - Chinley South Junction (Chord Line)	N	N	N	N	E	N	N	N	
NW9005	Chinley North Junction - Buxton	N	N	N	N	R	N	N	N	R Permitted loco-hauled Chinley North Jn. - Chinley South Jn. only.
NW9007	New Millis South Junction - Ashburys East Junction	N	N	N	N	E	N	N	N	
NW9009	Marple Wharf Jn. - Rose Hill	N	N	N	N	E	N	N	N	
NW9011	Romiley Jn.- Hyde Jn.	N	N	N	N	E	N	N	N	
NW9013	Woodley Junction - Bredbury Sidings	N	N	N	N	N	N	N	N	
NW9017	Hazel Grove High Level Junction - Northenden Junction	N	N	N	N	N	N	N	N	
NW9019	Buxton - Brigg's Sidings	N	N	N	N	N	N	N	N	
NW9021	Buxton - Hazel Grove East Junction	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
NW9001	Dore West Junction - Edgeley Jn. No. 1 (Hope Valley Lines)	Y	Y	Y	Y	Y	
NW9003	Chinley East Junction - Chinley South Junction (Chord Line)	N	N	N	N	N	
NW9005	Chinley North Junction - Buxton	N	N	N	N	N	
NW9007	New Mills South Junction - Ashburys East Junction	Y	Y	Y	Y	Y	
NW9009	Marple Wharf Junction - Rose Hill	Y	Y	N	N	N	
NW9011	Romiley Junction - Hyde Junction	Y	Y	Y	Y	Y	
NW9013	Woodley Junction - Bredbury Sidings	N	N	N	N	N	
NW9017	Hazel Grove High Level Junction - Northenden Junction	Y	Y	N	N	N	
NW9019	Buxton - Brigg's Sidings	N	N	N	N	N	
NW9021	Buxton - Hazel Grove East Junction	Y	Y	N	N	N	

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
NW9001	Dore West Junction - Edgeley Jn. No. 1 (Hope Valley Lines)	8	Y	Y	Y	Y	Y	Y	
NW9003	Chinley East Junction - Chinley South Junction (Chord Line)	8	Y	Y	Y	Y	Y	Y	
NW9005	Chinley North Junction - Buxton	8	Y	Y	Y	Y	Y	Y	
NW9007	New Mills South Jn. - Ashburys East Jn	8 R	Y	Y	Y	Y	Y	Y	R This line is RA7 from Romiley Jn. to Ashburys East Jn.
NW9009	Marple Wharf Junction - Rose Hill	7	Y	Y	Y	Y	Y	Y	
NW9011	Romiley Junction - Hyde Junction	8	Y	Y	Y	Y	Y	Y	
NW9013	Woodley Junction - Bredbury Sidings	7	Y	Y	Y	Y	Y	Y	
NW9017	Hazel Grove High Level Junction - Northenden Junction	8	Y	Y	Y	Y	Y	Y	
NW9019	Buxton - Brigg's Sidings	8	Y	Y	Y	Y	Y	Y	
NW9021	Buxton - Hazel Grove East Junction	8	R	R	R	R	R	R	R ELR: BEJ, Br No 42, light locomotives and loco-hauled trains are restricted to 25mph over the bridge (10m 20ch - 10m 22ch).

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
NW9001	Dore West Junction - Edgeley Jn. No. 1 (Hope Valley Lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW9003	Chinley East Junction - Chinley South Junction (Chord Line)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW9005	Chinley North Junction - Buxton	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW9007	New Mills South Jn. - Ashburys East Jn	8 R	Y	Y	Y	Y	Y	Y	Y	Y	Y	R This line is RA7 from Romiley Jn. to Ashburys East Jn.
NW9009	Marple Wharf Junction - Rose Hill	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW9011	Romiley Junction - Hyde Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW9013	Woodley Junction - Bredbury Sidings	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW9017	Hazel Grove High Level Junction - Northenden Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW9019	Buxton - Brigg's Sidings	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW9021	Buxton - Hazel Grove East Junction	8	R	R	R	R	R	R	R	R	R	R ELR: BEJ, Br.42, light locomotives and loco-hauled trains are restricted to 25mph over the bridge (10m 20ch – 10m 22ch).

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
NW9001	Dore West Jn. - Edgeley Jn. No. 1 (Hope Valley Lines)	8	Y	Y	Y	Y	R	R	R	N	N	R Permitted Hazel Grove - Edgeley Jn. only.
NW9003	Chinley East Junction - Chinley South Junction (Chord Line)	8	Y	Y	Y	Y	N	N	N	N	N	
NW9005	Chinley North Junction - Buxton	8	Y	Y	Y	Y	N	N	N	N	N	
NW9007	New Mills South Jn. - Romiley Jn.	8	Y	Y	Y	Y	N	N	N	N	N	
NW9007	Romiley Jn. - Ashburys East Jn	7	Y	Y	N	Y	N	N	N	N	N	
NW9009	Marple Wharf Junction - Rose Hill	7	N	Y	N	Y	N	N	N	N	N	
NW9011	Romiley Junction - Hyde Junction	8	Y	Y	Y	Y	N	N	N	N	N	
NW9013	Woodley Junction - Bredbury Sidings	7	Y	Y	N	Y	N	N	N	N	N	
NW9017	Hazel Grove High Level Jn. - Northenden Jn.	8	Y	Y	Y	Y	N	N	N	N	N	
NW9019	Buxton - Brigg's Sidings	8	Y	Y	Y	Y	N	N	N	N	N	
NW9021	Buxton - Hazel Grove East Junction	8	R	R	R	R	N	N	N	N	N	R ELR: BEJ, Br.42, light locomotives and loco-hauled trains are restricted to 25mph over the bridge (10m 20ch - 10m 22ch).

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
NW9001	Dore West Jn. – Edgeley Jn. No.1 (Hope Valley Lines)	8	R	Y	R Clear to W6A Ex. (W7) Dore West Jn. - Hazel Grove HL Jn.
NW9003	Chinley East Jn. - Chinley South Jn. (Chord Line)	8	W6A Ex. (W7)	Y	
NW9005	Chinley North Jn. - Buxton	8	R1	R2	R1 Clear to W6A Ex. (W7) Chinley North Jn. - Great Rocks. R2 RA9/10 loaded freight vehicles are restricted to 40mph Chinley North Jn. - Tunstead.
NW9007	New Mills South Jn. - Ashburys East Jn.	8 R1	W6A Ex. (W7)	R2	R1 This line is RA7 from Romiley Jn. to Ashburys East Jn R2 ELR: TTA2, Br.18: RA8/9/10 loaded freight vehicles are restricted to 30mph over the bridge, Reddish Viaduct (43m 04ch – 43m 18ch).
NW9009	Marple Wharf Jn. – Rose Hill	7	/	Y	
NW9011	Romiley Jn. - Hyde Jn.	8	W6A Ex. (W7)	R	R RA9/10 loaded freight vehicles are restricted to 40mph maximum speed throughout.
NW9013	Woodley Jn. – Bredbury Sidings	7	W6A Ex. (W7)	Y	
NW9017	Hazel Grove High Level Jn. - Northenden Jn.	8	W6A Ex. (W7)	Y	
NW9019	Buxton - Brigg's Sidings	8	/	R	R ELR: BUX2, Springs Gardens viaduct – RA9/10 vehicles are restricted to 10mph over the bridge (0m 01ch – 0m 06ch).
NW9021	Buxton - Hazel Grove East Jn.	8	/	R	R ELR: BEJ, Br.42 – RA9/10 vehicles restricted to 10mph over the bridge (10m 20ch – 10m 22ch).

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LOCAL INSTRUCTIONS

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NW9001 - DORE WEST JN. TO EDGELEY JN. NO.1 (HOPE VALLEY LINES)**Totley Tunnel**

Reflectorised marker plates are provided at half-mile intervals throughout Totley Tunnel. These plates consist of a black number on a white background and are fixed to the recess walls of refuges on both sides of the tunnel. When reporting track defects or other incidents in the tunnel, the location must be identified from the nearest plates.

Dated: 07/10/06**NW9001 - DORE WEST JN. TO EDGELEY JN. NO.1 (HOPE VALLEY LINES)****HATHERSAGE**

When a train booked to call at the station is formed of more than one 2-car unit, the rear unit(s) must be locked out of public use.

Dated: 07/10/06**NW9001 - DORE WEST JN. TO EDGELEY JN. NO.1 (HOPE VALLEY LINES)****Chinley East Junction To Chinley North Jn**

Turning of trains on the triangle. Trains up to 160 metres (525 feet / 25 SLU) in length may be propelled without a brake van, from the rear of signal CY.159 on the up main line at Chinley East Junction to the rear of signal CY.154 on the down main line at Chinley North Junction. Longer trains must either be propelled with a fitted brake van leading or worked with a locomotive coupled at each end of the train.

Dated: 07/10/06**NW9003 - CHINLEY EAST JN. TO CHINLEY SOUTH JN. (CHORD LINE)****Chinley East Junction To Chinley South Junction**

Confirming 'Train arrived complete' on the chord line. When a train is brought to a stand on the chord line at signals CY.158 or CY.164 the guard, or driver of a DO train, must, after ensuring that the train is complete, advise the signaller at Chinley signal box using the nearest telephone.

Dated: 07/10/06**NW9005 - CHINLEY NORTH JN. TO BUXTON****Peak Forest South SB**

A Stop & Await instructions board is provided at the end of the fuel road in Peak Forest Sidings. The EWS designated person must contact the signaller at Peak Forest South signal box to arrange protection for personnel working on rail vehicles.

Dated: 07/10/06

NW9005 - CHINLEY NORTH JN. TO BUXTON**Great Rocks Junction SB**

Because of the noise of quarry operations in this area, drivers must make frequent use of the horn during shunting, particularly when the view of the line ahead is restricted.

Working of non Tilcon (BLI) trains into Tilcon (BLI) Tunstead sidings. Trains may go into the Tilcon (BLI) Company's sidings when the appropriate signal is cleared or when authorised to by the signaller at Great Rocks Junction signal box, but must not pass the Tilcon (BLI) receptionist's cabin until instructed to do so by the Tilcon (BLI) shunter.

Trains turned on to the down reception line at the Tilcon (BLI) sidings must not exceed **10 mph** on that line. The tail lamps of trains stabled on this line must be left lit.

Dated: 07/10/06

NW9005 - CHINLEY NORTH JN. TO BUXTON**Great Rocks Junction SB To Tunstead Sidings GF**

Working of 'down & up' Tunstead siding and the engine release road at Tunstead sidings.

Up direction movements. The shunter must obtain the authority of the signaller at Great Rocks Junction signal box before allowing a train to depart from the sidings and proceed over the 'down & up' Tunstead siding to Great Rocks Junction signal box. When this authority has been received, the shunter must not allow the driver to proceed until the signal applying to the Tunstead siding has been cleared.

Down direction movements. Down direction movements may be allowed to proceed from Great Rocks Junction signal box to Tunstead sidings without being advised to the shunter. However, the guard or driver of a DO train, must tell the signaller at Great Rocks Junction signal box when the train has arrived at Tunstead sidings complete with tail lamp and is clear of the 'down & up' Tunstead siding.

Movements from the engine release road. The driver must telephone the signaller at Great Rocks Junction signal box, who will obtain the authority of the shunter at Tunstead sidings before authorising the locomotive to proceed. The driver must advise the signaller at Great Rocks Junction signal box when the locomotive has arrived at Tunstead sidings.

Failure of telephones. Should the telephone between Great Rocks Junction signal box and Tunstead sidings fail, working by pilotman must be introduced over the 'down & up' Tunstead siding.

Should the telephone at the Tunstead sidings ground frame fail, the driver must obtain authority from the shunter at Tunstead sidings before going into the sidings.

Dated: 07/10/06

NW9005 - CHINLEY NORTH JN. TO BUXTON**Tunstead Sidings GF**

Blasting operations may take place in the Tilcon (BLI) quarry when non-Tilcon (BLI) locomotives are in the sidings. In certain areas of the quarry it may be necessary, before blasting can start, for non-Tilcon (BLI) locomotives to be moved to a safe area and for traincrew to take shelter. Traincrew must obey on any instructions given by the Tilcon (BLI) shunter.

Dated: 07/10/06

NW9005 - CHINLEY NORTH JN. TO BUXTON

Topley Pike GF To Buxton SB

Blasting operations may take place at Ashwood Dale Quarry on Mondays to Fridays at any time between 0900 hrs and 1600 hrs. During blasting operations the line will be blocked to traffic but no advance warning will be given to anyone who may be on or about the line.

Anyone gaining access to the line between Ashwood Dale and Pic Tor tunnels by means of the access point at the Derbyshire Stone Co. (Croxtan & Garry) Quarry at Ashwood Dale must report to the Quarry Manager's office, ascertain if blasting operations are scheduled for that day and, if requested to do so, sign the Visitor's Register. If blasting is scheduled for that day, the Quarry Manager's advice must be sought as to what action must be taken when blasting operations are about to commence.

Any staff who gain access to the line by any other means must be aware that, 5 minutes before blasting operations commence, a warning will be given by means of a series of intermittent blasts on a siren. Immediately the siren sounds, all staff must vacate the area and proceed to a place of safety, either by leaving the area altogether or by taking refuge at an approved location at the Quarry. Before commencing any work in this area, the person in charge is responsible for deciding what course of action is to be taken, and if the approved refuges at the Quarry are to be used, the procedure outlined in the previous paragraph must be carried out.

One minute before the blast takes place, the siren will sound a continuous warning and this will continue until the "ALL CLEAR" has been given. Normal working must not be resumed until the siren stops.

Anyone who signs the Visitor's Register in the Quarry Manager's office, must sign the register again when leaving the site.

Following each blasting operation, the first train requiring to pass over the line will be stopped at Buxton or Great Rocks Junction signal box and the driver advised of the circumstances and instructed to:

- proceed cautiously between Ashwood Dale and Pic Tor tunnels at a speed not exceeding **10 mph**,
- be prepared to stop short of any obstruction,
- stop at the next signal box and advise the signaller whether or not the line is clear.

It is not necessary for the tunnels to be examined on foot or for the driver to be accompanied.

All staff must be aware of the possibility of rocks falling from the cutting sides at any time. If the line is actually damaged or obstructed or there is reason to suspect that this may happen, the signaller at Buxton or Great Rocks Junction signal boxes must be advised immediately and action taken to protect the line. In an emergency, a BT telephone is available in the Quarry Manager's office (Telephone Buxton signal box on 01298-74044 or Great Rocks Junction signal box on 01298-768414).

Dated: 07/10/06

NW9005 - CHINLEY NORTH JN. TO BUXTON

Topley Pike GF

When a train complete with tail lamp has drawn clear of the single line and the levers of the ground frame have been replaced to normal, the token must be placed in the intermediate token instrument and the signaller from whom the token was obtained advised that this has been done.

When a train which has been shut inside at the sidings is ready to leave, the signaller at Great Rocks Junction signal box (in the case of a train requiring to proceed in the down direction) or the signaller at Buxton signal box (in the case of a train requiring to proceed in the up direction) must be advised by telephone.

When permission is received for the train to proceed, a token must be obtained from the intermediate instrument as follows:

1. Slide the token into the keyway.
2. Turn the token in an anti-clockwise direction.
3. When the needles in both the indicators are deflected (this takes place when both signallers' hold down their respective taper keys), continue turning the token and withdraw it.

Dated: 07/10/06

NW9013 - WOODLEY JN. TO BREDBURY SIDINGS**Woodley Jn To Bredbury Sidings**

Bredbury Tilcon sidings. A loaded train from Woodley Junction must come to a stand on the Woodley side of the hand-point connection before reaching the entrance to Tilcon Sidings. The traincrew will then be given shunting radios by a member of Tilcon's staff who will advise when the line is clear for unloading to commence. The locomotive must run-round in Bredbury sidings and must not pass over the AWS magnet associated with signal RJ.37 on the 'down & up' Bredbury line. The train must then be propelled over the unloading boot for the wagons to be discharged, the movements being controlled by radio between driver and guard. When discharging is complete, the radios must be returned to Tilcon's staff.

Bredbury Refuse Treatment sidings. A train or locomotive from Woodley Junction must come to a stand at the entrance gates and the guard must obtain permission from the person in charge (PIC) of the terminal for the train to enter. After a train has entered the terminal, the locomotive must run-round the train and position the wagons as required by the PIC.

Dated: 07/10/06**NW9021 - BUXTON TO HAZEL GROVE EAST JN.****BUXTON**

Rule Book Module P1, Section 5, Clause 5.2. When single line working is in operation, the signaller at Buxton signal box is authorised to allow a shunting movement on to the single line without the pilotman being present to personally authorise the movement, provided that the signaller has first obtained the pilotman's permission.

Dated: 07/10/06**NW9021 - BUXTON TO HAZEL GROVE EAST JN.****Norbury Hollow LC (MCG)**

If a train is detained at the up Buxton line intermediate block home signal, worked from Hazel Grove box, and the telephone at the signal has failed, the driver must try to speak to the signaller from the telephone at Norbury Hollow level crossing. If the telephone at the crossing has also failed, the driver must ensure that the crossing gates are secured across the roadway before passing the signal at danger in accordance with *Rule Book Module S5, Part B, Section2*.

Dated: 07/10/06