

Module NW9

LNW North Route Sectional Appendix Module 9

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LIST OF MODULE PAGES AND DATES

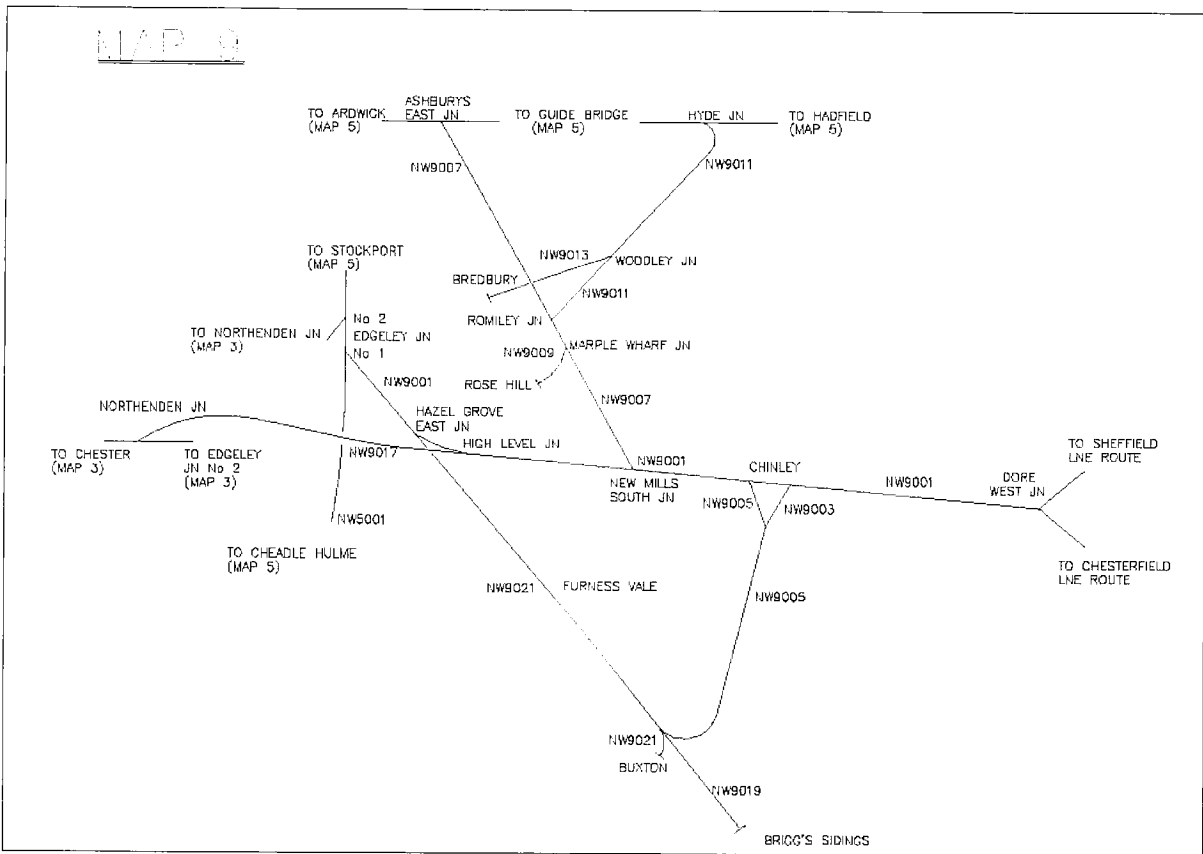
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MAPS



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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 DIAGRAM
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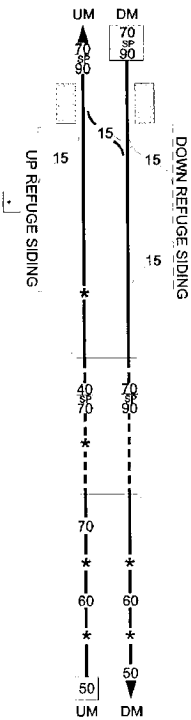

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW9001	001	Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)	MAS	LNW North	03/10/09
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Dore West Junction	154 16 *	<p>To Dore Station Jn see LNE Route Sectional Appendix LN808 seq 001</p> <p>D&U 50</p> <p>50</p> <p>15</p> <p>'D&U'DC' To Dore South Jn see LNE Route Sectional Appendix LN807 seq 001</p> <p>15</p> <p>UP MAN</p> <p>DOWN MAN</p> <p>55</p> <p>55</p> <p>DOWN SLIDING</p> <p>70</p> <p>15</p> <p>65</p> <p>15</p> <p>70</p> <p>80</p> <p>70</p> <p>80</p> <p>UP MAN</p> <p>DN MAN</p> <p>70</p> <p>80</p> <p>UM</p> <p>DM</p>	<p>TCB</p> <p>Sheffield SB (S)</p> <p>NRN 031</p> <p>'D&U'DC='Down & up' Dore Curve D&U = Down & Up</p>		
Network Rail London North Western (Route Boundary)	154 20	LNE LNW(N)	AB	Totley Tunnel East SB	
	154 41 *				
Totley Tunnel East SB	154 62				
	154 74 *				
Totley Tunnel (5895m/6230yd)	155 20				
	155 75	T			
	156 76	T			
	157 38	T			
	157 76 *				
	158 39	T			

Seq.	Line of Route	Description	Location	Mileage M Ch	Running lines & speed restrictions	ELR	Route	Last Updated
NW9001	002	Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)				MAS	LNW North	26/02/07
							Signalling & Remarks	
							AB	Grindleford SB
							<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>	
							<p>Platform Lengths: Hathersage Up 56m (61 yards) Down 56m (61 yards)</p>	
							<p>Platform Lengths: Bamford Up 103m (113 yards) Down 101m (110 yards)</p>	
							<p>Exceptional Rail Head Conditions up main lines between 167m. 0ch. and 162m. 0ch.</p>	
							<p>Platform Lengths: Hope Up 95m (104 yards) Down 88m (96 yards)</p>	

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	21/06/08
Location	Mileage M Ch	Running lines & speed restrictions	AB	Signalling & Remarks	
		<p>UP MAIN</p> <p>DOWN MAIN</p> <p>DOWN GOODS LOOP</p> <p>Lafarge Cement</p> <p>DGL (PF) 358m (1176ft)</p> <p>Exceptional Rail Head Conditions Up Main line between 167m 00ch and 162m 00ch.</p>		<p>Earles Sidings SB (ES)</p> <p>NRN 017</p>	
	165 04				
	165 08				
Earles Sidings SB (ES)	165 20				
	165 36				
	165 78 *				
	167 45 *				

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		169 14		AB Edale SB (EE) 	
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			
Cowburn Tunnel (3383m/3702yd)		170 36		Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, Module T3.	
		170 50 *			
		172 44			
		172 47		Chinley SB (CY)	
		173 28 *			
		173 47 *			

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	TCB	Signalling & Remarks	
Newtown Tunnel (82m/90yd)	172 74 to 172 78	UM DM 70 70 * 70 up 90		NRN 017	
Disley Tunnel (3534m/3866yd)	174 17 to 176 33	UP HOPE VALLEY DOWN HOPE VALLEY 15 70 50 80 45 DOWN CHEADLE LOOP 45 45 UP & DOWN CHEADLE 30 30 30 To Northenden Jn NW9017 seq 1 U&D'HV		Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, module T3	
	177 09			Exceptional Rail Head Conditions Down Hope Valley and 'up & down'	
	177 25 *			Hope Valley lines between 176m. 33ch. and 2m. 35ch. (Hazel Grove East Jn)	
	177 35			Hazel Grove SB (HG)	
Hazel Grove High Level Jn	177 40 2 62				
	177 46 *			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	
					TCB Hazel Grove SB (HG) AC: Crews 'U&D' HV='Up & down' Hope Valley Platform Lengths: Hazel Grove Up: 169m (185 yards) Down: 169m (185 yards) Down Siding 121m (399ft) Up Siding 121m (399ft)	
Hazel Grove East Jn	2	35 *				
	2	30				
HAZEL GROVE Hazel Grove SB (HG)	2	21				
Hazel Grove West Jn	2	10				
	2	07				

LOR Seq. Line of Route Description
NW9001 009 Dore West Jn. to Edgeley Jn. No.1 (Hope Valley lines)

ELR
BEJ

Route Last Updated
LNW North 10/06/07

Location

Mileage
M Ch

Running lines & speed restrictions

Signalling & Remarks

WOODSMOOR

Woodsmoor L.C. (CCTV)

DAVENPORT

Edgeley Junction No.1

1 30 *

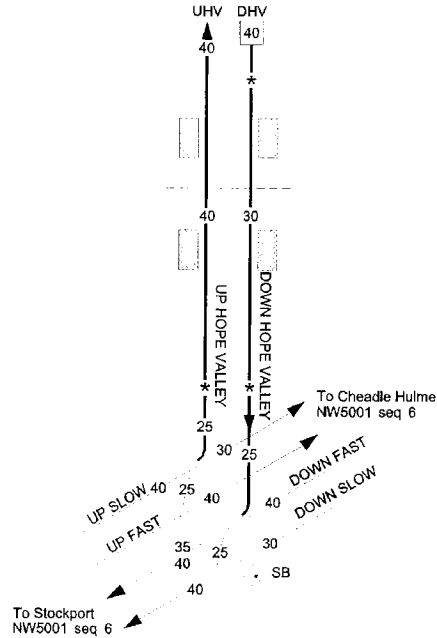
1 25

1 11

0 62

0 25 *

0 00
182 37



TCB Hazel Grove SB (HG)
AC: Crewe



UHV = Up Hope Valley
DHV = Down Hope Valley

Platform Lengths: Woodsmoor
Up: 90m (98 yards)
Down: 90m (98 yards)

Platform Lengths: Davenport
Up: 138m (151 yards)
Down: 138m (151 yards)

Edgeley Junction No.1 SB (EY1)

Exceptional Rail Head Conditions
Down and up Hope Valley lines
between 1m. 45ch. and 0m. 60ch.

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			TCB	Chinley SB (CY)	NRN 017
	168	32					
	168	31					
Chinley South Jn	167	56 *					

LOR Seq. Line of Route Description
NW9005 001 Chinley North Jn. to Buxton

ELR
CNB1

Route Last Updated
LNW North 02/06/07

Location Mileage
M Ch

Signalling & Remarks

AB Chinley SB (CY) 

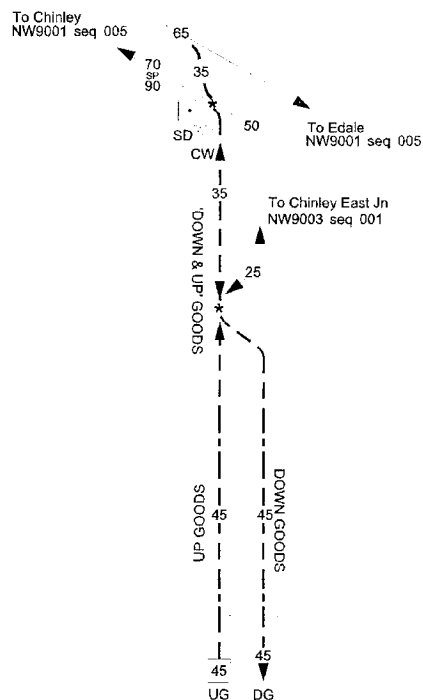
Chinley North Jn
Chinley SB (CY) 168 39 *

Chinley South Jn 167 56 *

Chapel L.N.W. Tunnel
(95 metres / 104 yards) 166 49
to 166 40

Doves Holes Tunnel
(2728 metres / 2984 yards) 166 19
to 164 43

Running lines & speed restrictions



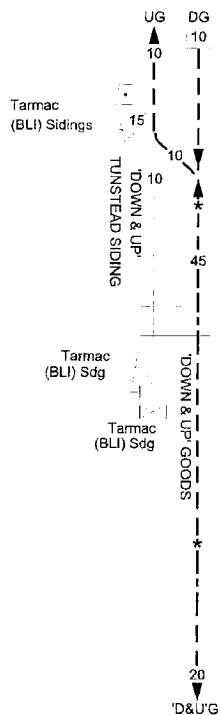
CW. at 168m 29ch.

TPWS not provided on Down Goods and Up Goods lines.

22

LOR	Seq.	Line of Route Description
NW9005	003	Chinley North Jn. to Buxton
Location	Mileage	
	M	Ch
Great Rocks Junction SB	163	02
	162	74 *
Great Rocks Tunnel (147 metres / 161 yards)	162	32 to 162 25
Tunstead Sidings GF	162	09 T
	161	20 *
Peak Forest Tunnel (27 metres / 29 yards)	161	09 to 161 08
Change of mileage	161	05 0 00
Change of mileage	161	0 28 161 15

Running lines & speed restrictions



ELR
CNB1 CNB2

Route
LNW North

Last Updated
14/07/07


Signalling & Remarks

ET

Great Rocks Jn SB



TPWS not provided.

LOR	Seq.	Line of Route Description	Mileage		Running lines & speed restrictions	ELR	Route	Last Updated
NW9005	004	Chinley North Jn. to Buxton	M	Ch		CNB2 CNB3	LNW North	02/06/07
Location						Signalling & Remarks		
					'D&U'G 20 ↑ * 15 30 'UP & DOWN' GREAT ROCKS 30 'D&U'GR	ET	Great Rocks Jn SB	
			161	20	*	'D&U'G: 'Down & Up' Goods.		
			161	54	S I	TPWS not provided.		
			162	32				
			162	41				
			163	69				
			163	73				

LOR	Seq.	Line of Route Description
NW9005	005	Chinley North Jn. to Buxton

Location	Mileage M Ch
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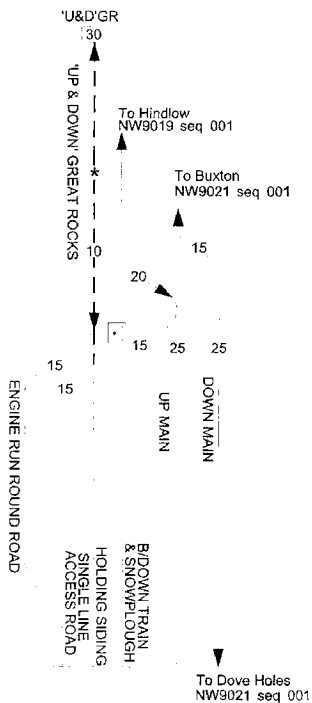
Buxton SB

164 40 *

164 52
18 70

164 73

Running lines & speed restrictions



ELR
CNB3 CNB4

Route
LNW North

Last Updated
02/06/07

Signalling & Remarks

ET	Great Rocks Jn SB	NRN 017
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TPWS not provided.

AB

Buxton SB

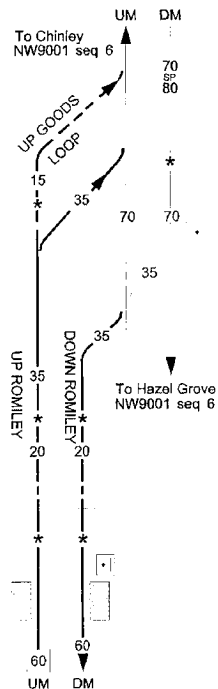
LOR Seq. Line of Route Description
 NW9007 001 New Mills South Jn. to Ashburys East Jn.

ELR
 TTA1

Route Last Updated
 LNW North 22/01/07

Location	Mileage M Ch
	171 68
	172 10
	172 11 *
	172 16 *
New Mills South Jn SB	172 17
	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

Running lines & speed restrictions



Signalling & Remarks

AB New Mills South Jn SB



UGL (PF) 397m (1302ft)

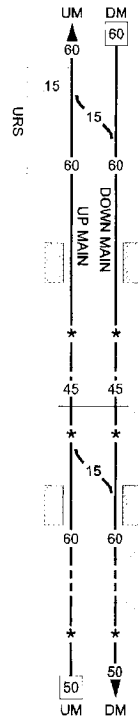
TCB New Mills Central SB

Platform Lengths: New Mills Central
 Up 95m (104 yds)
 Down 116m (127 yds)

LOR Seq. Line of Route Description
NW9007 002 New Mills South Jn. to Ashburys East Jn.

Location	Mileage M Ch
	173 19
	173 20
STRINES	174 47
	176 20 *
Marple South Tunnel (205m / 224 yds)	176 22 to 176 32
	176 35 *
MARPLE	176 57
Marple North Tunnel (90m / 99 yds)	176 74 to 176 78
	177 15 *

Running lines & speed restrictions



ELR
TTA1

Route Last Updated
LNW North 07/10/06

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.

Romiley 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	08/05/07
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Marple Wharf Junction		177 23 177 27 *			<p>TCB Romiley Jn SB (RJ)</p> <p>NRN 017</p> <p>Exceptional Rail Head Conditions: Down Main and Up Main lines between 174m 00ch and 178m 31ch.</p> <p>Platform Lengths: Romiley Down: 110 metres (120 yards) Up: 110 metres (120 yards)</p> <p>Platform Lengths: Bredbury Down: 89 metres (97 yards) Up: 89 metres (97 yards)</p>
ROMILEY		178 27			
Romiley Junction SB (RJ)		178 31			
Romiley Junction		178 33 *			
		178 36 *			
Bredbury High Level Tunnel (146 metres / 160 yards)		178 70 to 178 78			
BREDBURY		179 34 179 38			
Bredbury GF		179 41 T			

LOR Seq. Line of Route Description
 NW9C07 004 New Mills South Jn. to Ashburys East Jn.

ELR
 TTA1 TTA2

Route
 LNW North

Last Updated
 07/10/06

Location Mileage
 M Ch

Running lines & speed restrictions

Signalling & Remarks

TCB Romiley Jn SB (RJ) NRN
 017

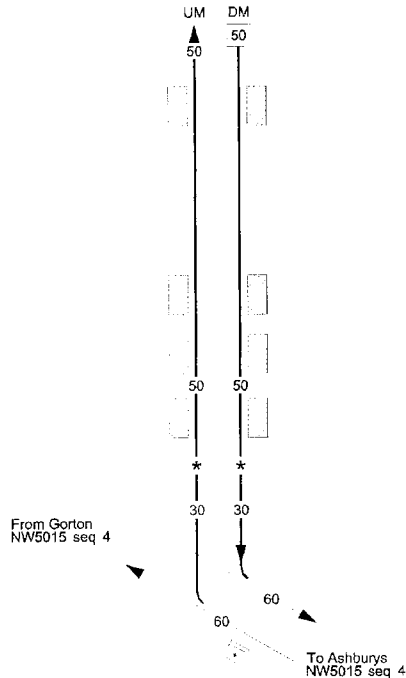
Platform Lengths: Brinnington
 Up: 89m (97 yards)
 Down: 89m (97 yards)

Platform Lengths: Reddish North
 Up: 129m (141 yards)
 Down: 129m (141 yards)
 Platform Lengths: Ryder Brow
 Up: 84m (92 yards)
 Down: 84m (92 yards)

Platform Lengths: Belle Vue
 Up: 102m (112 yards)
 Down: 102m (112 yards)

Ashburys SB (AS)

BRINNINGTON	180	45
	181	00
	42	77
REDDISH NORTH	44	09
RYDER BROW	45	00
BELLE VUE	45	30
	46	00 *
Ashburys East Jn	46	24
	1	56
Ashburys SB (AS)	1	54



30

LOR Seq. Line of Route Description
NW9011 001 Romiley Jn. to Hyde Jn.

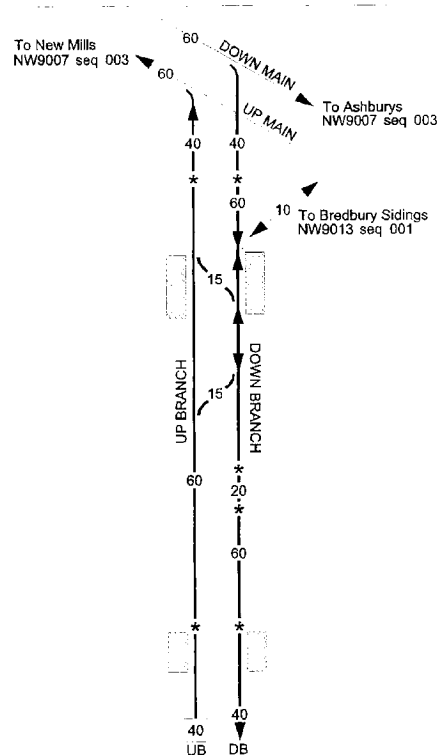
ELR
RYH1 RYH2

Route
LNW North

Last Updated
08/05/07

Location	Mileage M	Ch
Romiley Junction	178	33
	179	05 *
Woodley Jn	179	44
	8	74
WOODLEY	8	72
	8	45
	8	20 *
	8	08 *
	7	30 *
HYDE CENTRAL	7	27

Running lines & speed restrictions



TCB Romiley Jn SB (RJ) NRN 017

Platform Lengths: Woodley
Up: 82 metres (90 yards)
Down: 71 metres (78 yards)

UB: Up Branch
DB: Down Branch

Platform Lengths: Hyde Central
Up: 133 metres (145 yards)
Down: 133 metres (145 yards)

LOR	Seq	Line of Route Description
NW9013	001	Woodley Jn. to Bredbury Sidings
Location		Mileage
		M Ch

ELR
WJP1 GMC

Route
LNW North

Last Updated
07/10/06

Signalling & Remarks

OT

Romley Jn SB (RJ)



TPWS not provided

WOODLEY

Woodley Jn

8	72
8	74
40	53 *

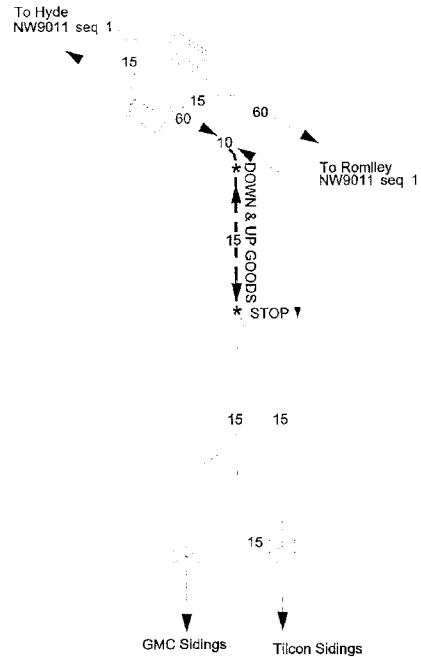
40 14 *

39 76

Bredbury Sidings

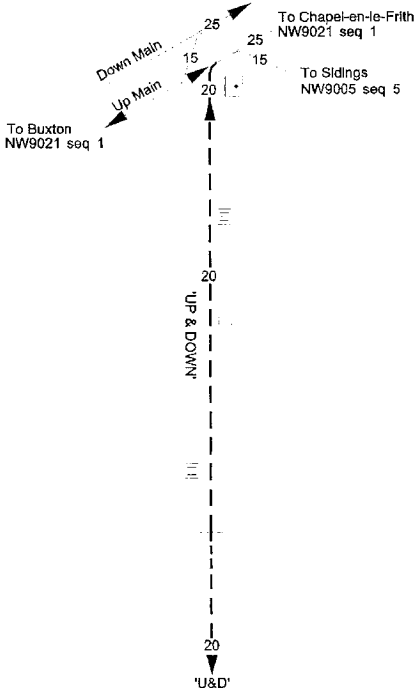

39 58

Running lines & speed restrictions



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 ▲ 70 DHV ▼ 80 DCL 15</p> <p>45 ▼ 40 ▲ 30 ▼</p> <p>'U&D'HV</p> <p>To Hazel Grove NW9001 seq 7</p> <p>UP & DOWN 'HEADLE'</p> <p>30 * 20 * 30 *</p> <p>45 ▼ 15 * 50 *</p> <p>To Stockport NW3023 seq 2</p> <p>75 15 60</p> <p>To Skelton Jn NW3023 seq 2</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> <p>NRN 017</p>	
		177 46 *					
		178 60 *					
		181 70 *					
Cheadle Jn		181 71					
		35 64					
		35 60 *					
Cheadle Wood Farm LC (JWC)		35 18					
		34 70 *					
Northenden Jn		33 52 *					
Northenden Jn SB (NN)		33 49				Northenden Jn SB (NN)	

LNW North Route Sectional Appendix Module NW9

LOR	Seq.	Line of Route Description	Mileage		Running lines & speed restrictions	ELR	Route	Last Updated	
NW9019	001	Buxton to Brigg's Sidings	M	Ch		BUX	LNW North	07/10/06	
Location					Signalling & Remarks				
			18 68 0 00					NST	Buxton SB 
Buxton SB			0 02						
Hindlow No.1 GF			3 20	T				GF Out of use	
Hindlow No.2 GF			3 40	T				GF Out of use	
Brierlow Sidings GF			3 53	T				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	02/06/07
Location	Mileage		Running lines & speed restrictions		Signalling & Remarks	
	M	Ch				
			<p>"U&D"</p> <p>20</p> <p>15</p> <p>15</p> <p>Hindlow Brigg's Sidings</p> <p>Hindlow Brigg's</p>		<p>NST</p> <p>Buxton SB</p> <p>NRN 017</p> <p>TPWS not provided.</p>	
Brigg's GF	4 41 *	4 43				
Hindlow Brigg's Sidings	4 70					

LOR Seq. Line of Route Description
NW9021 001 Buxton to Hazel Grove East Jn

ELR
BEJ

Route
LNW North

Last Updated
05/07/08

Location Mileage
M Ch

Running lines & speed restrictions

Signalling & Remarks

AB

Buxton SB



Buxton
Platform 1 Permissive PP
165m (180 yds)
Platform 2 Permissive PP
143m (156 yds)

- 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

Dove Holes
Platform Up 81m (89 yds)
Platform Down 87m (95 yds)

BUXTON

19 09

Buxton SB

18 70

18 67 *

18 58 *

DOVE HOLES

16 14 T

16 12

15 65 *

Barnoor Clough Tunnel
(101m / 111 yd)

15 29

to
15 24

Eaves Tunnel
(394m / 431 yd)

14 76 *

14 74

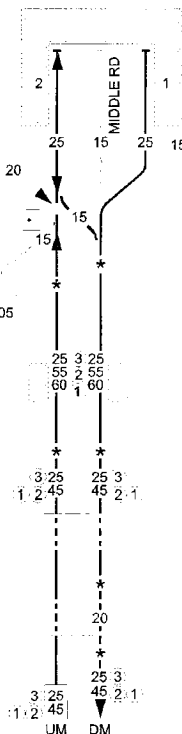
to
14 55

14 53 *

To Hindlow
NW9019 seq 001
To Great Rocks
NW9005 seq 005

Sidings
NW9005 seq 005

Diesel
Depot
(out of use)



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
			AB		Buxton SB
			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		
			Chapel-en-le-Frith SB		
			Platform Lengths: Chapel-en-le-Frith Platform Up 86m (94 yds) Platform Down 92m (101 yds)		
			Platform lengths: Whaley Bridge Platform Up 123m (135 yds) Platform Down 119m (130 yds)		
			Platform Lengths: Furness Vale Platform Up 100m (109 yds) Platform Down 101m (110 yds)		
			Furness Vale SB		

LOR Seq. Line of Route Description
 NW9021 003 Buxton to Hazel Grove East Jn.

ELR
 BEJ

Route
 LNW North

Last Updated
 07/10/06

Location

Mileage
 M Ch

Running lines & speed restrictions

Signalling & Remarks

NEW MILLS NEWTOWN

7 50

T

Disley Tunnel
 (159m / 174 yds)

6 26

6 18

DISLEY

6 09

T

Bullocks No.1 LC (UWC)

5 23

T

Middlewood Tunnel
 (48m / 53 yds)

4 60

4 57

MIDDLEWOOD

4 29

T

4 25

Norbury Hollow LC (MCG)

4 20 *

3 60

Towers Farm LC (UWC)

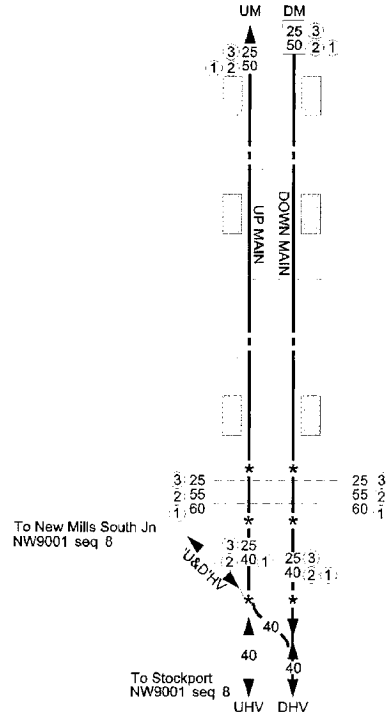
3 40

T

2 52 *

Hazel Grove East Jn

2 35 *



AB

Furness Vale SB



Platform Lengths: New Mills Newtown
 Platform Up 102m (112 yds)
 Platform Down 101m (110 yds)

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)

Platform Lengths: Middlewood
 Platform Up: 91m (100 yds)
 Platform Down: 91m (100 yds)

'U&D'HV='Up & Down' Hope Valley
 UHV=Up Hope Valley
 DHV=Down Hope Valley

TCB

Hazel Grove SB

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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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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-Tarmac (BLI) trains into Tarmac (BLI) Tunstead sidings. Trains may go into the Tarmac (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 Tarmac (BLI) receptionist's cabin until instructed to do so by the Tarmac (BLI) shunter.

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

Dated: 14/07/07

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

Dated: 14/07/07

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 tapper keys), continue turning the token and withdraw it.

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 01298-76814).

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

NW9019 - BUXTON TO BRIGG S SIDINGS

Buxton to Brigg's Sidings

During failure or disconnection of block signalling or if a token is lost or damaged Working by Pilotman in accordance with Rule Book Module P2 need not be introduced between Buxton and Brigg's Sidings providing that a token is available or made available for use.

Trains between Buxton and Brigg's Sidings may then be worked in accordance with Rule Book Module TS8 One Train Working Regulations. The signaller at Buxton box must instruct drivers that the token must not be passed through the token instrument at Brigg's Sidings whilst One Train Working is in force.

Dated: 17/05/08

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.

Servicing of Northern Trains units stabled at Buxton Station

A Designated Person (DP) must be appointed when servicing on Northern Trains vehicles is undertaken within the station area at Buxton station. Before allowing any work to commence, the Designated Person must reach a clear understanding with the Signaller at Buxton signal box on the nature of the work to be undertaken and ensure that a 'NOT TO BE MOVED' board is provided on the leading end of any vehicle stabled on the Middle Road.

The Signaller at Buxton signal box must, when satisfied it is safe to do so, give permission to the Designated Person to secure 12b points in the Normal position. The Designated Person must confirm to the Signaller when 12b points have been secured in the Normal position.

Once the Signaller has made a suitable entry in the Train Register Book, then authority may be given by the Signaller to the Designated Person for work to commence.

When all work is complete and movements may resume in the Middle Siding, the Designated Person must remove the 'NOT TO BE MOVED' boards from any stabled vehicles in the Middle Siding and confirm to the Signaller that all work has been completed.

The Signaller, when satisfied it is safe to do so, will authorise the Designated Person to release 12b points. The Designated Person must confirm to the Signaller when this has been done.

Normal working may then be resumed.

Dated: 02/08/08

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, Section 2*.

Dated: 07/10/06

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