

## SCHEDULES

### SCHEDULE 1

Article 4

#### THE EXISTING RAILWAY

A railway (367 metres in length) in the county of Derbyshire, borough of Amber Valley, commencing in the parish of Riddings at a point 20 metres from the south-east corner of the Matthew Kirtley museum building of the Midland Railway Centre, proceeding thence through the parish of Riddings, through the parish of Ripley and again through the parish of Riddings in a generally north-easterly direction and thence in a generally easterly direction and terminating in the parish of Riddings at a point 20 metres west of footpath No. 76.

### SCHEDULE 2

Article 5

#### THE SCHEDULED WORKS

Work No. 1. A railway (641 metres in length) in the county of Derbyshire, borough of Amber Valley, parish of Ripley, commencing by a junction with the existing railway at its termination, proceeding thence in a generally south-easterly direction along the trackbed of the former private mineral railway and terminating at a point on the said trackbed at the south-western side of the former Butterley Park Reservoir.

Work No. 2. A railway (290 metres in length) in the county of Derbyshire, borough of Amber Valley, commencing in the parish of Ripley by a junction with Work No. 1 at its termination, proceeding thence in a generally south-easterly direction and terminating in the parish of Riddings at a point 60 metres north-west of the public house known as the Newlands Inn, Golden Valley, Riddings.

Work No. 3. A diversion (30 metres in length) as shown on the works plan of the un-named stream in the county of Derbyshire, borough of Amber Valley, parish of Ripley, commencing at a point (Ordnance Survey reference point SK 442080/351360) 25 metres north-west of the head of the concrete spillway by which the stream discharges into the Cromford Canal and terminating at the head of that spillway (Ordnance Survey reference point SK442090/351350).

### SCHEDULE 3

Article 9

#### REQUIREMENTS AS TO LEVEL CROSSING

1. The level crossing shall be so constructed and maintained as to ensure that the uppermost surface of the rails is level with the surrounding surface of the footpath.

2. A self-closing wicket gate opening away from the railway, shall be provided on each side of the railway. The said gates (“the gates”) shall each have a width of not less than 1.8 metres. The gates shall not be locked and shall remain operable at all times by users of the footpath.

3. Signs (“the signs”) bearing the wording—

“Stop, look, listen, beware of trains. Gates must be closed after use”

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

shall be provided on each side of the railway on the left-hand side of the footpath and shall face towards persons approaching the level crossing.

4. The gates and the signs shall be maintained in good condition by the undertaker.
5. The undertaker shall not obstruct or hinder persons passing along the footpath for longer than is reasonably necessary in taking any train, engine, carriage or truck across the footpath.