Module LNW(N)2

LNW North Route

Sectional Appendix
Module 2

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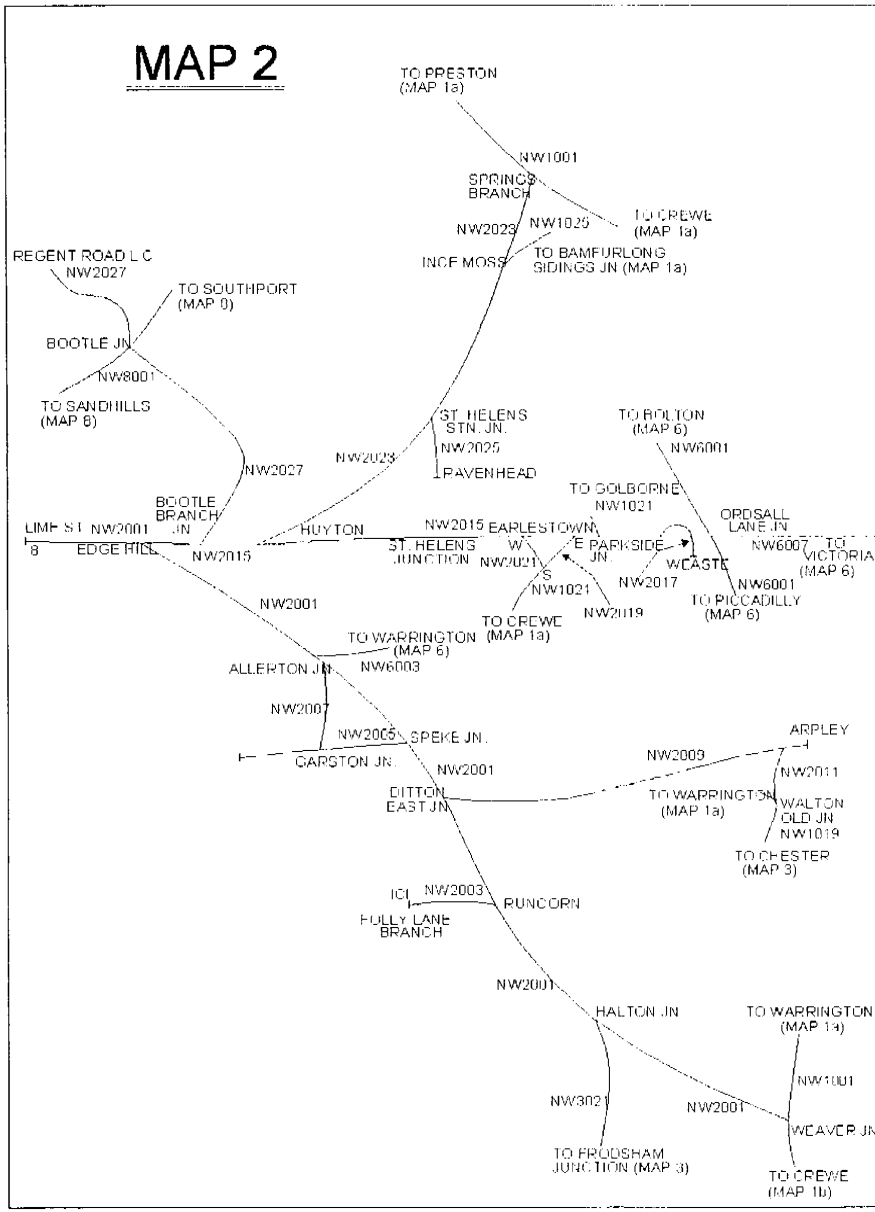
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EXCEPTIONALLY POOR RAIL ADHESION

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NW2015 (ORDSALL LANE JN. TO EDGE HILL)

Location	Line(s) Affected	Mileage (Between)				
Rainhill and Broad Green	Down main, Up main (Chat Moss lines)	8 m	72 ch	*to*	3 m	47 ch

Dated: 07/10/06

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TABLE A DIAGRAMS
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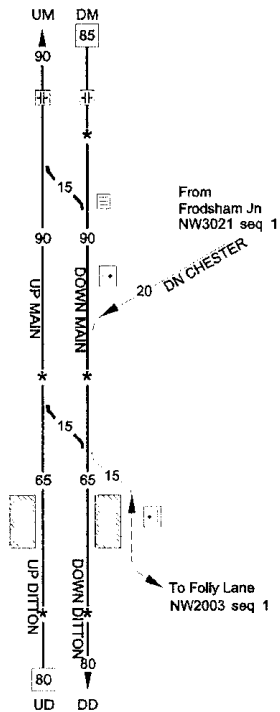
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	001	Weaver Jn. to Liverpool Lime Street	WJL1	LNW North	07/10/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Weaver Jn (from/to)	174 72 174 73 (174 26) 175 06 175 20 175 28 175 43 *	To Acton Bridge NW1001 seq 12 UM DM UP PASSENGER LOOP UP MAIN DOWN MAIN DOWN PASSENGER LOOP UP LIVERPOOL DOWN LIVERPOOL 85 85 85 85 To Warrington NW1001 seq 13 * 90 90 UM 85 DM	TCB Winsford SB (WD) AC: Crewe NRN 017 TASS fitted: Down Liverpool/DM line from 175m 20ch UM/Up Liverpool line to 175m 06ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	002	Weaver Jn. to Liverpool Lime Street	WJL1	LNW North	07/10/06

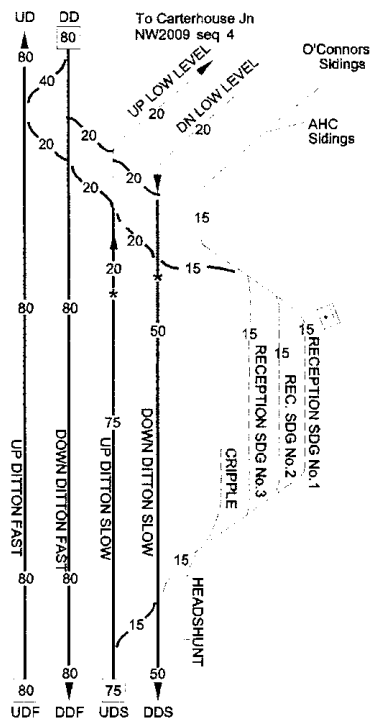
Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Winsford SB (WD) AC: Crewe — NRN 017
OHNS	175	58		
	176	10 *		
Sutton Weaver GF	177	32	T	
			From Frodsham Jn NW3021 seq 1	Halton Junction SB (HN)
Halton Jn SB (HN)	179	20		TASS fitted: DM/DD line and UD/UM line throughout
Halton Jn	179	24		
	180	13 *		
	180	22		
	180	29		Runcorn SB (RN)
Runcorn SB (RN)	180	33		Platform Lengths: Runcorn Up: 325 metres (355 yards) Down: 295 metres (322 yards)
RUNCORN	180	40		
	182	08 *	To Folly Lane NW2003 seq 1	



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	003	Weaver Jn. to Liverpool Lime Street	WJL1 WJL2	LNW North	07/10/06

Location	Mileage M Ch
Ditton East Jn	182 67
	182 75 *
	182 77 *
Ditton SB (DN)	183 00
Ditton West Jn	183 22

Running lines & speed restrictions



Signalling & Remarks

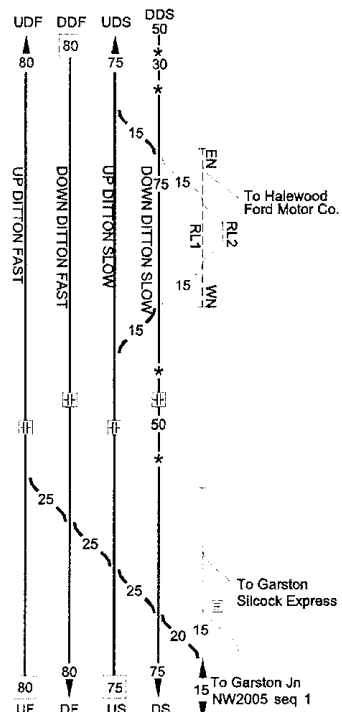
TCB — Ditton SB (DN) AC: Crewe — NRN 017

DD=down Ditton
UD=up Ditton

TASS fitted:
DD/DDF line and UDF/UD line throughout

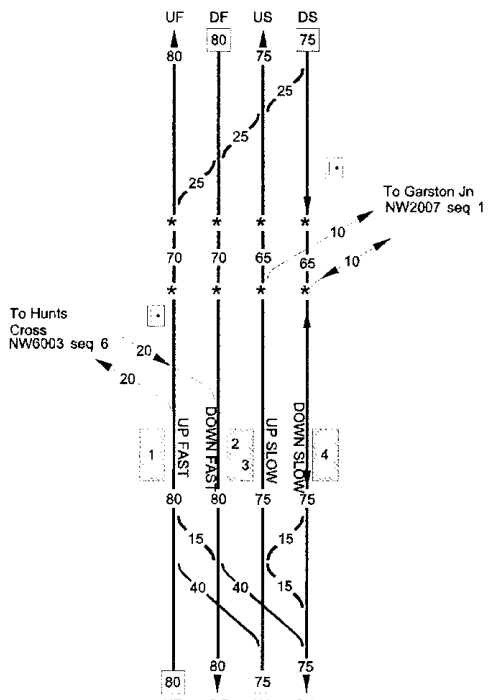
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	004	Weaver Jn. to Liverpool Lime Street	WJL2	LNW North	07/10/06

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
	183	46 *		TCB Ditton SB (DN) AC: Crewe NRN 017
	184	06 *		to Halewood Inclusive
	184	57		
Halewood East Jn	184	64		
				RL1=Reception Line 1 RL2=Reception Line 2 EN=East Neck WN=West Neck
Halewood West Jn	185	15		TASS fitted: DDF/DF line and UF/UDF line throughout
	185	20		
	186	00 *		
OHNS	186	09		
OHNS	186	19		
	186	22 *		Speke Junction SB (SE)
	186	57		
Speke Jn GF	186	72 T		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	005	Weaver Jn. to Liverpool Lime Street	WJL3	LNW North	07/10/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Speke Jn SB (SE)	187	15		
	187	20 *		
Allerton East Jn	187	60 *		
Allerton Jn SB (AN)	187	66		
Allerton Jn	187	74		
LIVERPOOL SOUTH PARKWAY	187	77		
Allerton West Jn	188	18		



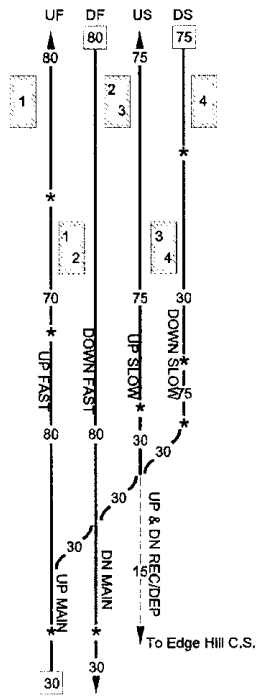
TCB Speke Junction SB (SE)
AC: Crewe
NRN 017

TASS fitted:
DF line and UF line throughout

Allerton Junction SB (AN)

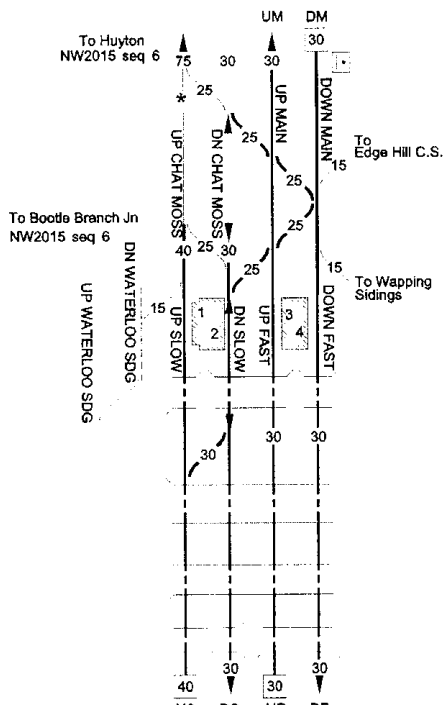
Platform Lengths: Liverpool South Parkway
Platform 1 Up: 123 metres (135 yards)
Platform 2 Down: 137 metres (150 yards)
Platform 3 Up: 137 metres (150 yards)
Platform 4 Down: 117 metres (128 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	006	Weaver Jn. to Liverpool Lime Street	WJL3	LNW North	07/10/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
WEST ALLERTON	189 00		TCB Allerton Junction SB (AN) AC: Crewe NRN 017 Platform Lengths: West Allerton Platform 1 Up: 93 metres (102 yards) Platform 2 Down: 99 metres (108 yards) Platform 3 Up: 97 metres (106 yards) Platform 4 Down: 100 metres (109 yards) TASS fitted: DF/DM line to 191m 24ch UM/UF line from 191m 24ch Platform Lengths: Mossley Hill Platform 1 Up: 126 metres (138 yards) Platform 2 Down: 125 metres (136 yards) Platform 3 Up: 136 metres (149 yards) Platform 4 Down: 161 metres (176 yards) Edge Hill SB (LE)
	189 05 *		
	189 50 *		
MOSSLEY HILL	189 57		
	189 65 *		
	190 00 *		
	190 68 *		
	190 69 *		
Wavertree Jn	191 00		
	191 24 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	007	Weaver Jn. to Liverpool Lime Street	WJL4	LNW North	07/10/06

Location	Mileage M Ch
Edge Hill SB (LE)	(1 57) (1 60) *
Edge Hill East Jn	191 75
EDGE HILL	192 21 (1 31)
Tunnel Rd Tunnel (68m/74yd Down Fast 53m/58yd Other lines)	192 29 (1 22) to 192 32 (1 20)
Edge Hill West Jn	192 42 (1 10)
Overbury St. Tunnel (132m/144yd)	192 43 (1 09) to 192 50 (1 02)
Smithdown Lane Tunnel (86m/94yd)	192 69 (0 63) to 192 73 (0 59)
Crown St. Tunnel (52m/57yd)	192 73 (0 58) to 192 76 (0 56)



Running lines & speed restrictions

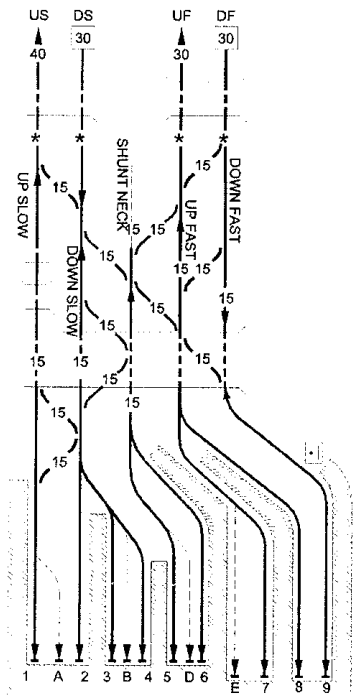
Signalling & Remarks

TCB — Edge Hill SB (LE) AC: Crewe — NRN 017

Mileages in brackets relate to Slow/Chat Moss lines only

Platform Lengths: Edge Hill
Platform 1 Up: 208 metres (227yards)
Platform 2 Up & Down 222 metres (243yards)
Platform 3 Up: 224 metres (245yards)
Platform 4 Down: 257 metres (281yards)

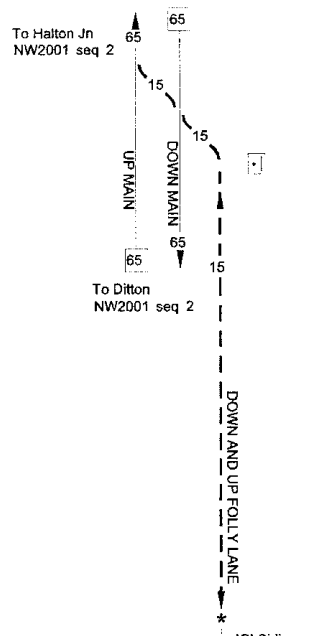
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	008	Weaver Jn. to Liverpool Lime Street	WJL4	LNW North	07/10/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NRN TCB Liverpool Lime St SB (LS) 017 AC: Crewe
Mount Pleasant Tunnel (122m/134yd)	193 09 (0 42) to 193 15 (0 36) 193 17 * (0 35) *		Mileages in brackets relate to slow lines only
Lime Street Tunnel (Up slow line 157m/172yd)	193 21 (0 31) to 193 29 (0 23)		
Russell Street Tunnel (120m/131yd)	193 30 (0 31) to 193 36 (0 16)		
Liverpool Lime Street SB (LS)	193 37		
LIVERPOOL LIME STREET	193 52 (0 00)		Platform Lengths: Liverpool Lime Street Platform 1 Permissive BAY 164m (179yds) Platform 2 Permissive BAY 145m (159yds) Platform 3 Permissive BAY 145m (159yds) Platform 4 Permissive BAY 164m (179yds) Platform 5 Permissive BAY 164m (179yds) Platform 6 Permissive BAY 247m (270yds) Platform 7 Permissive BAY 245m (268yds) Platform 8 Permissive BAY 247m (270yds) Platform 9 Permissive BAY 224m (245yds)

LOR	Seq.	Line of Route Description	ELR
NW2003	001	Runcorn to I.C.I. Salt Works (Runcorn Dock Branch)	RDB

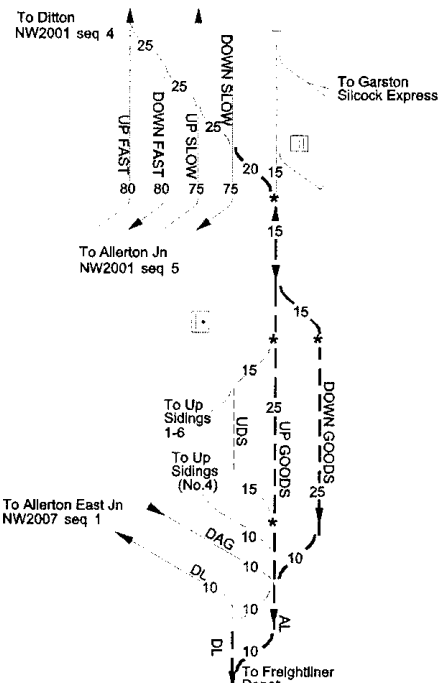
Route	Last Updated
LNW North	07/10/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				OT Runcorn SB (RN) NRN 017
Runcorn SB (RN)	180	30		
	0	02		
Network Rail/ICI Boundary	0	69 *		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2005	001	Speke Jn. to Garston Jn.	SCR	LNW North	07/10/06

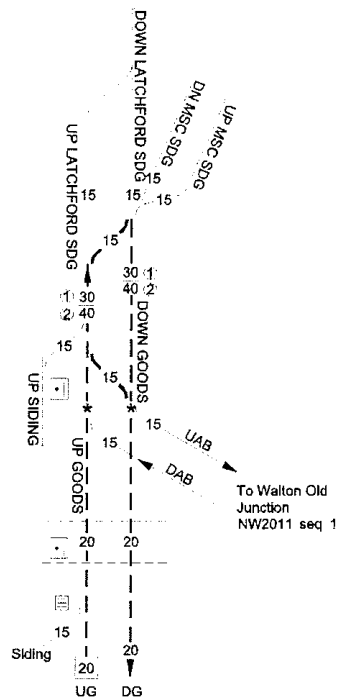
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Speke Jn GF	186 JP72 22 59		TCB Speke Junction SB (SE) AC: Crewe NRN 017
	22 64 *		
Speke Jn SB (SE)	23 02 23 03 *		
	23 48 *		
Garston Jn	23 52		AL=Arrival Line DL=Departure Line DAG=Down Allerton Goods UDS=Up & Down Through Siding



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2007	001	Allerton East Jn. to Garston Jn.	AEG	LNW North	07/10/06

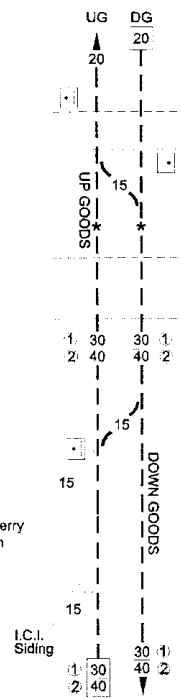
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Allerton East Jn	187JP60 0 00	To Allerton Jn NW2001 seq 5 65 UP SLOW 65 DN SLOW To Ditton NW2001 seq 5 CW UP & DOWN ALLERTON GOODS DOWN ALLERTON GOODS 10 10	TCB Allerton Junction SB (AN) AC: Crewe NRN 017 C.W. Down at 0m. 04ch
Garston L.C. (UWC)	0 18	T 10	Speke Junction SB (SE)
		DEPARTURE LINE DOWN ALLERTON GOODS 10 10 To Speke Jn NW2005 seq 1 UP GOODS 10 DOWN GOODS 10	
Garston Jn	0JP28 23 52	DEPARTURE LINE 10 10 ARRIVAL LINE 10 To Freightliner Depot NW2005 seq 1	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2009	001	Arpley Jn. to Ditton East Jn.	SDJ	LNW North	07/10/06

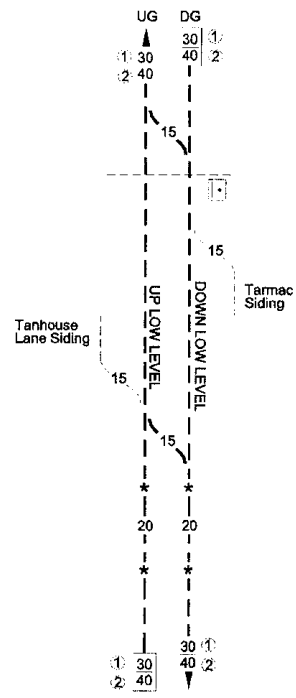
Location	Mileage M Ch		Running lines & speed restrictions	Signalling & Remarks
End of Line	10 06			AB Arpley Junction SB (AJ) NRN 017
	10 11			
	10 61			
Arpley Jn SB (AJ)	11 02			1 Applies to trains conveying passengers 2 Applies to trains not conveying passengers
Arpley Jn	11 03	*		UAB=Up Arpley Branch DAB=Down Arpley Branch
Slutchers Lane LC (FP)	11 16	T		Crosfield's Crossing SB LC (MCB)
Crosfield's Crossing SB LC (MCB)	11 35			
Crosfield's GF	11 39	T		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2009	002	Arpley Jn. to Ditton East Jn.	SDJ	LNW North	07/10/06

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
					AB Littons Mill Crossing SB (MCG) NRN 017
Litton's Mill Crossing SB LC (MCG)	11	45			
					Monk's Sidings SB (MCB)
Monk's Siding SB LC (MCB)	11	70			
	12	40	*		
Penketh Hall LC (UWC)	13	37	T		
Fiddlers Ferry LC (UWC)	13	63	T		
Marsh House LC (CCTV)	14	09			1 Applies to trains conveying passengers 2 Applies to trains not conveying passengers
					Fiddlers Ferry Power Station SB
Fiddlers Ferry Power Station SB	14	46			
Sullivan Siding GF	16	00	T		Released from Carterhouse Jn.



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2009	003	Arpley Jn. to Ditton East Jn.	SDJ	LNW North	07/10/06

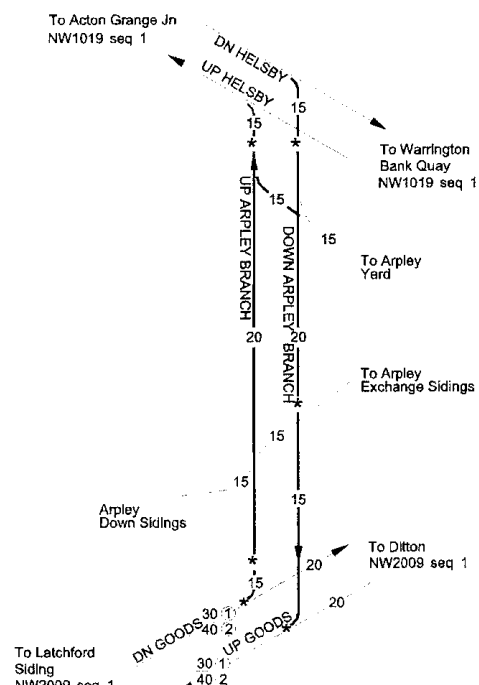
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Carterhouse Jn SB LC (UWC) Carterhouse Jn SB	16 27		AB Carterhouse Jn SB NRN 017
	16 28		
	16 59 T		① Applies to trains conveying passengers ② Applies to trains not conveying passengers
	16 60		
	16 73 *		
	17 00 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2009	004	Arpley Jn. to Ditton East Jn.	SDJ	LNW North	07/10/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				AB Carterhouse Jn SB — NRN 017
			ULL DLL; 30 1 / 1 30 40 2 / 2 40; UP LOW LEVEL; DOWN LOW LEVEL; To Runcorn NW2001 seq 3; O'Connors Siding; AHC Sidings; 20 20 20 15 15 20 15 15; 80 80; UP DITTON FAST; DOWN DITTON FAST; UP DITTON SLOW; DOWN DITTON SLOW; RECEPTION; To Speke Junction NW2001 seq 3; To Ditton Yard	1 Applies to trains conveying passengers 2 Applies to trains not conveying passengers
	18	47 *		
Ditton East Jn	18	55		
	182	67		
Ditton SB (DN)	183	00		Ditton SB (DN)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2011	001	Walton Old Jn. to Arpley Jn.	WOA	LNW North	07/10/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Walton Old Jn	17 23 0 68		
Arpley Grid Iron Jn South	0 66		
Arpley Yard			
	0 10 *		
Arpley Grid Iron Jn North	0 05		
Arpley Jn	0JP00 11 03 *		



TCB Warrington SB (WN) NRN 017

AWS not provided

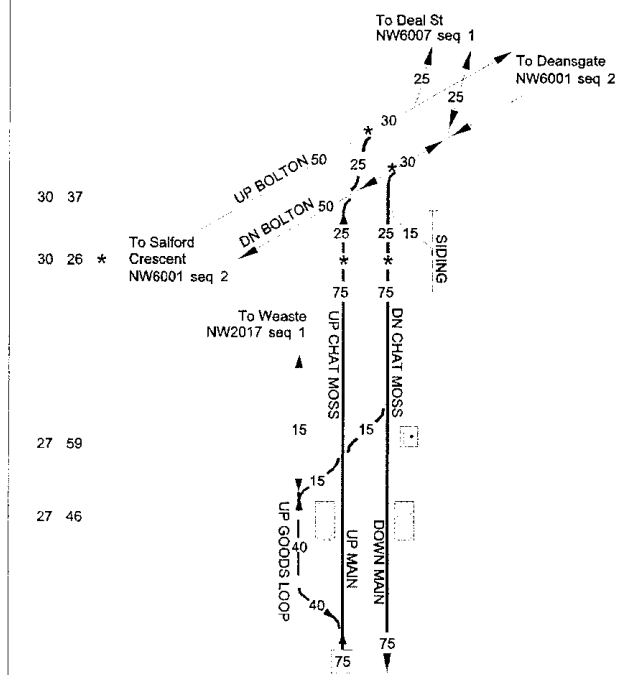
(PF) applies on Down and Up Arpley Branch Lines

Arpley Junction SB (AJ)

1: Applies to trains conveying passengers
2: Applies to trains not conveying passengers

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	001	Ordsall Lane Jn. to Edge Hill	DSE	LNW North	07/10/06

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
Ordsall Lane Jn	30	37		
	30	26 *	To Salford Crescent NW6001 seq 2	
Eccles SB (ES)	27	59		
ECCLES	27	46		



TCB Manchester Piccadilly SB (MP)

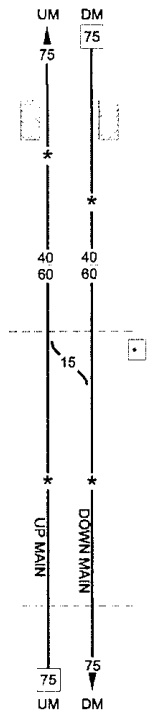
NRN 017

Eccles SB (ES)

Platform Lengths: Eccles
Up: 182 metres (199 yards)
Down: 186 metres (203 yards)

UGL 896m (2940ft)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	002	Ordsall Lane Jn. to Edge Hill	DSE	LNW North	07/10/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Eccles SB (ES) NRN 017
PATRICROFT	26 46		Platform Lengths: Patricroft Up: 190m (208 yds) Down: 182m (199 yds)
	25 43 *		
	25 40 *		
			Astley SB (AY)
Astley LC (UWC)			
Astley SB (AY)	22 54		
			Warrington SB (WN)
	22 40 *		
Culcheth Farm LC (UWC)	19 39 T		

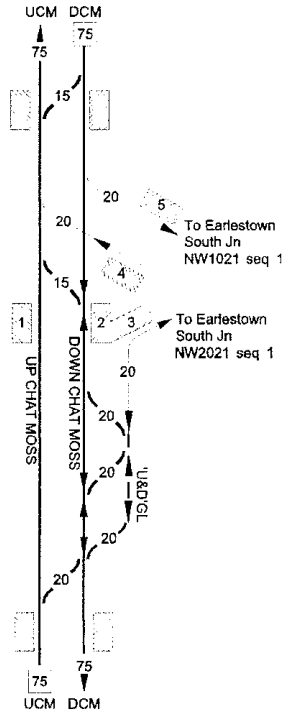
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	003	Ordsall Lane Jn. to Edge Hill	DSE	LNW North	07/10/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Parkside GF	16	59	T	TCB Warrington SB (WN) NRN 017
Parkside Jn	16	56	UP EAST CURVE 20; DOWN EAST CURVE 20; To Lowton Jn NW2019 seq 1; UP CHAT MOSS; DOWN CHAT MOSS; UP WEST CURVE; To Lowton Jn NW1021 seq 2; DOWN WEST CURVE 20	
Newton-le-Willows Jn	16	19		AC: Crewe
	15	83	Former Motorail Terminal 15; To Former Parkside Colliery 15; REC 1; REC 2	
	15	63		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	004	Ordsall Lane Jn. to Edge Hill	DSE	LNW North	07/10/06

Location	Mileage M	Ch
NEWTON-LE-WILLOWS	15	60
Earlestown East Jn	14	75
EARLESTOWN	14	58
Earlestown West Jn	14	51
	14	20
ST HELENS JUNCTION	11	70

Running lines & speed restrictions



Signalling & Remarks

NRN 017

TCB — Warrington SB (WN) AC: Crewe

AC Crewe: Earlestown East Jn. to Newton-le-Willows Jn.

Platform Lengths: Newton-Le-Willows
Up: 106 metres (116 yards)
Down: 109 metres (119 yards)

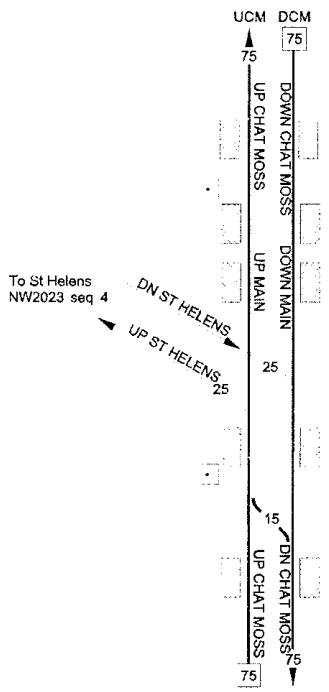
Platform Lengths: Earlestown
Platform 1 Up: 160 metres (175 yards)
Platform 2 Down: 115 metres (126 yards)

'U&D'GL = Up & down goods loop
(PF) 'U&D'GL 307m (1007ft)

Platform Lengths: St Helens Junction
Up: 118 metres (129 yards)
Down: 120 metres (131 yards)

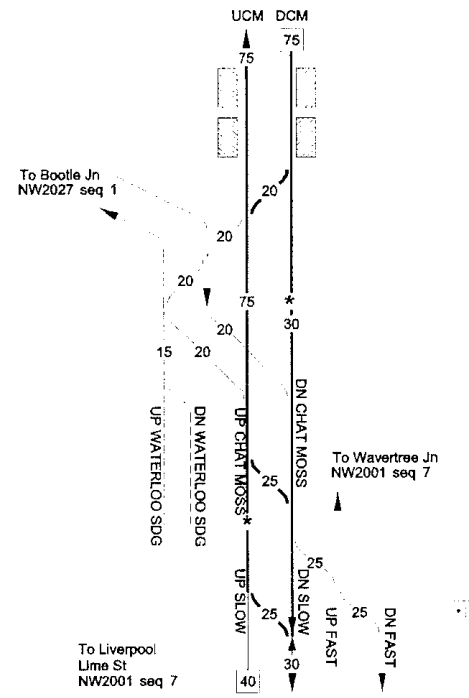
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	005	Ordsall Lane Jn. to Edge Hill	DSE	LNW North	07/10/06

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Warrington SB (WN) NRN 017
				Platform Lengths: Lea Green Up: 107 metres (117 yards) Down: 107 metres (117 yards)
LEA GREEN	10	57		AB Rainhill SB (RL)
Rainhill SB (RL)	9	04		Exceptional rail head conditions down and up main/Chat Moss lines between 8m. 72ch. and 3m. 47ch.
RAINHILL	8	72		Platform Lengths: Rainhill Up: 179 metres (196 yards) Down: 134 metres (147 yards)
WHISTON	7	65	To St Helens NW2023 seq 4	Platform Lengths: Whiston Up: 107 metres (117 yards) Down: 107 metres (117 yards)
Huyton Jn	5	77		TCB Huyton SB (HN)
HUYTON	5	55		
Huyton SB (HN)	5	50		Platform Lengths: Huyton Up: 119 metres (130 yards) Down: 119 metres (130 yards)
	5	41		
ROBY	5	14		Platform Lengths: Roby Up: 116 metres (127 yards) Down: 116 metres (127 yards)
				Edge Hill SB (LE)



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	006	Ordsall Lane Jn. to Edge Hill	DSE	LNW North	07/10/06

Location	Mileage M Ch
BROAD GREEN	3 47
WAVERTREE TECHNOLOGY PARK	2 29
	2 14
	2 00 *
Bootle Branch Jn	1 78
	1 67
	1 60 *
	1 58
Edge Hill SB (LE)	1 57



Running lines & speed restrictions

Signalling & Remarks

TCB Edge Hill SB (LE) NRN 017

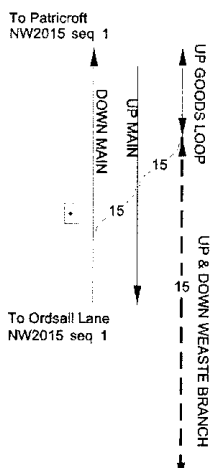
Platform Lengths: Broad Green
Up: 109 metres (119 yards)
Down: 117 metres (128 yards)

Platform Lengths: Wavertree Technology Park
Up: 96 metres (105 yards)
Down: 96 metres (105 yards)

Exceptional rail head conditions down and up main/Chat Moss lines between 8m. 72ch. and 3m. 47ch.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2017	001	Eccles to Weaste	SCN	LNW North	07/10/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				OT Eccles SB (ES) NRN 017
Eccles Station Jn	27	51		
	0	00		
Eccles SB (ES)	0	03		
Network Rail/MSC Boundary	0	54		

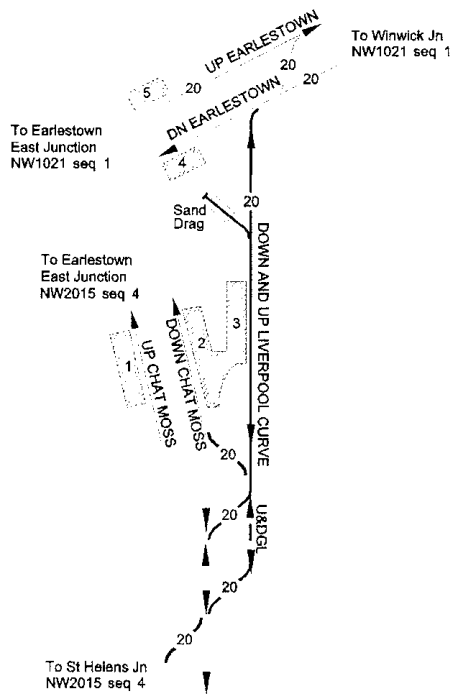


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2019	001	Parkside Jn. to Lowton Jn. (East Curve lines)	PJL	LNW North	07/10/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Parkside Jn	16 56	To Astley NW2015 seq 3; 75 DN CHAT MOSS; UP CHAT MOSS 75; To Newton-le-Willows NW2015 seq 3; UP EAST CURVE; DOWN EAST CURVE; 20 20; To Newton-le-Willows NW1021 seq 2; UP WEST CURVE; DN WEST CURVE; UP LOWTON 20; DN LOWTON 20; To Golborne Jn NW1021 seq 2	TCB Warrington SB (WN) NRN 017
	0 05		
Lowton Jn	0 36		
	0 26		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2021	001	Earlestown South Jn. to Earlestown West Jn. (Liverpool Curve)	EEE	LNW North	07/10/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Warrington SB (WN) NRN 017
Earlestown South Jn	186	74		
				Platform Lengths: Earlestown Platform 3 Up & Down 98m (107yards)
EARLESTOWN	187	05		
Earlestown West Jn	187	15		
	14	51		U&DGL=Up & down goods loop. (PF) `U&D'GL 307m (1007ft)



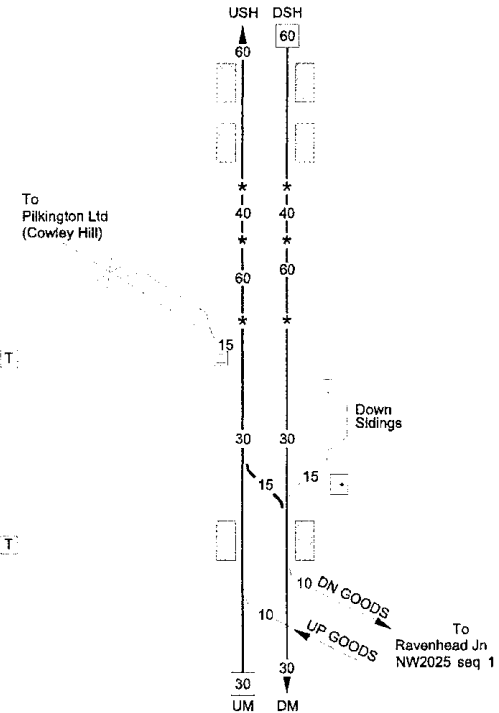
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2023	001	Springs Branch Jn. to Huyton Jn. (St. Helens lines)	SBH	LNW North	07/10/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Warrington SB (WN) NRN 017
Springs Branch Jn	5 24 12 54	To Wigan North Western NW1001 seq 19 UP SLOW DOWN SLOW 50 60 To Bamfurlong Jn NW1001 seq 19 To Springs Branch North Sidings	
	12 24 *	UP ST HELENS DOWN ST HELENS 25 25 15 15 60 60 To Bamfurlong Sidings Jn NW1025 seq 1 20	
Ince Moss Jn	12 10	20	
Ince Moss Sidings		To Wigan Ince Moss Tip CW 60 60 USH DSH	C.W Down at 12m 12ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2023	002	Springs Branch Jn. to Huyton Jn. (St. Helens lines)	SBH	LNW North	07/10/06

Location	Mileage M	Ch	
BRYN	10	22	
GARSWOOD	9	00	
	7	01	*
	6	72	*
	(8	11)	
	6	05	*
	(7	75)	
Gerards Bridge Jn GF	5	66	T
	(7	68)	
St Helens Station SB (SH)	5	24	
ST HELENS CENTRAL	5	16	T
St Helens Station Jn	5	12	

Running lines & speed restrictions



Signalling & Remarks

NRN 017

TCB Warrington SB (WN)

to Garswood inclusive

USH=Up St Helens
DSH=Down St Helens

AB St Helens Station SB (SH)

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

Platform Lengths: Garswood
Up 76m (83yards)
Down 76m (83yards)

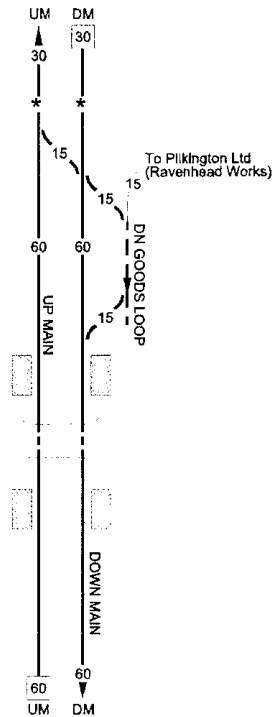
Mileages on Cowley Hill branch shown in brackets

Platform Lengths: St Helens Central
Up 160m (175yards)
Down 162m (177yards)

AB applies between St Helens Station box and Prescot

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2023	003	Springs Branch Jn. to Huyton Jn. (St. Helens lines)	SBH	LNW North	07/10/06

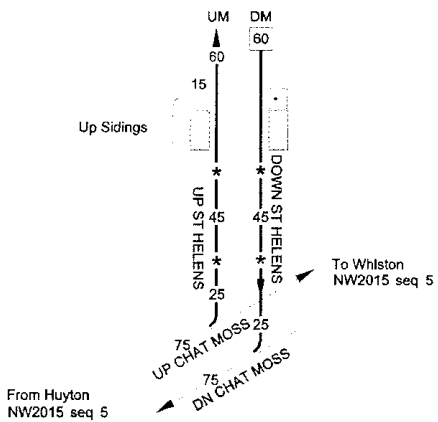
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			AB St Helens Station SB (SH) NRN 017
	5 00 *		
Pilkington's Oil Sidings	4 43		
	4 23		DGL 320m (1050ft)
THATTO HEATH	3 43		Platform Lengths: Thatto Heath Up 80m (87yards) Down 74m (81yards)
Scholes Tunnel (73m/80 yd)	3 34 to 3 30		
ECCLESTON PARK	2 47		Platform Lengths: Eccleston Park Up 91m (100yards) Down 93m (102yards)
	1 71		
			Prescot SB



LOR	Seq.	Line of Route Description	ELR
NW2023	004	Springs Branch Jn. to Huyton Jn. (St. Helens lines)	SBH

Route	Last Updated
LNW North	07/10/06

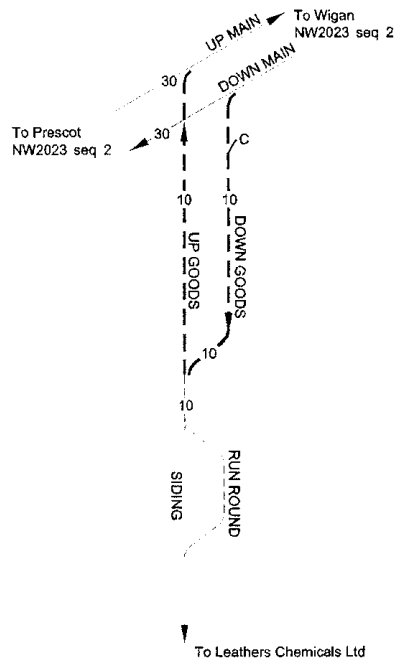
Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					AB Prescot SB NRN 017
Prescot SB	1	57			
PRESCOT	1	53		Up Sidings	
	0	14	*		
	0	00			
	6	12			
	6	00	*		
Huyton Jn	5	77			



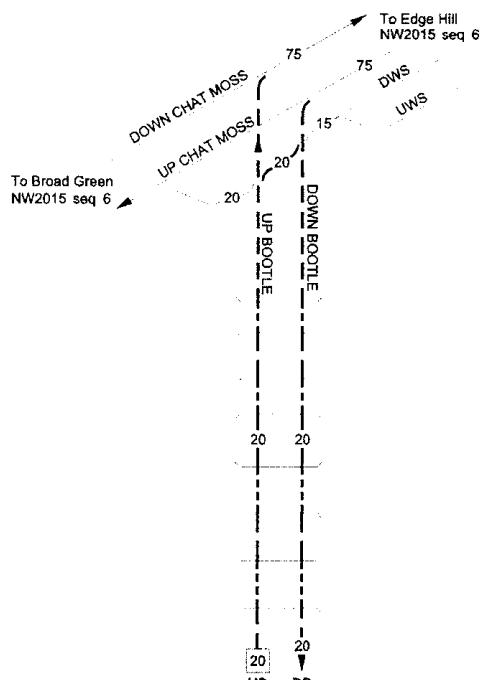
Platform Lengths: Prescot
Up 109m (119 yards)
Down 109m (119 yards)

Huyton SB (HN)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2025	001	St Helens Station Jn. to Ravenhead Jn.	SHS	LNW North	07/10/06

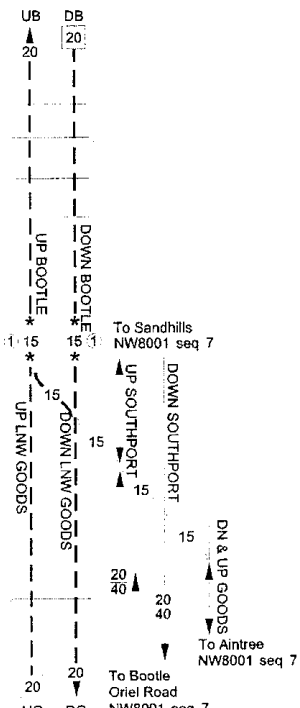
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
St Helens Station Jn	5 12 7 15		OT(S) St. Helens Station SB (SH) NRN 017 OT(S) applies between St. Helens Station Jn and Ravenhead Jn (see Local Instruction) C. Down at 7m 06ch
Ravenhead Jn	6 62		
	6 51		
Network Rail Boundary	6 29 6 04		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2027	001	Edge Hill Bootle Branch Jn. to Regent Road L.C.	SCT	LNW North	07/10/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edge Hill SB (LE) NRN 017
Bootle Branch Jn	1 78 0 14		AWS provided Bootle Branch Jn to Bootle Jn UWS=Up Waterloo Siding DWS=Down Waterloo Siding
Picko No.1 Tunnel (48m/52yd)	0 30 to 0 33		
Picko No.2 Tunnel (151m/165yd)	0 33 to 0 40		
Spellow No.2 Tunnel (310m/339yd)	4 04 to 4 19		
Spellow No.1 Tunnel (57m/62yd)	4 30 to 4 33		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2027	002	Edge Hill Bootle Branch Jn. to Regent Road L.C.	SCT	LNW North	07/10/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Westminster Tunnel (263m/288yd)	4 35 to 4 49		
Oriel Road Tunnel (263m/288yd)	4 55 to 4 68		
Underbridge No.2	5 04 *		1 Over Underbridge No.2
Bootle Junction	5 06		
Alexandra Dock Tunnel (259m/283yd)	5 25 to 5 38		



TCB Edge Hill SB (LE) NRN 017

Merseyrail SB (ML)

OT

OT applies on the 'Down & Up' Goods Line

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2027	003	Edge Hill Bootle Branch Jn. to Regent Road L.C.	SCT	LNW North	07/10/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Mersey Rail SB (ML) NRN 017
			Merseyrail (ML) box area to Regent Road AOCL (exclusive) Between Stop board and Network Rail boundary line is under the control of Person-in-charge at Strand Rd. (See Local Instructions)
Stop Board (down direction)	5 43 *	UG DG 20 20 UP LNW GOODS DOWN LNW GOODS * STOP * 10 15 SIDING	
Regent Road LC (AOCL) Network Rail/MDHC Boundary	5 53	10	Mersey Docks and Harbour Company Ltd. (M.D.H.C.) regulations apply between Network Rail Boundary and Gladstone Dock/Seaforth Container Terminal (See Local Instructions)
Strand Road LC (OC) (M.D.H.C)	5 73		
Gladstone Dock / Seaforth Container Terminal		To Seaforth Container Terminal (M.D.H.C.) To Gladstone Dock (M.D.H.C.)	

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SPECIAL WORKING ARRANGEMENTS

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NW2001 (WEAVER JN. TO LIVERPOOL LIME STREET)

From	To	Type of Train	Line(s)	Remarks
Ditton West Jn	Ditton East Jn	Freight	Reception	Working in the wrong direction authorised for trains not exceeding 128m (420 ft) in length

Dated: 07/10/06

NW2005 (SPEKE JN. TO GARSTON JN.)

From	To	Type of Train	Line(s)	Remarks
Speke Jn	Garston Jn	Freight and coaching stock	Down goods	Propelling authorised

Dated: 07/10/06

NW2007 (ALLERTON EAST JN. TO GARSTON JN.)

From	To	Type of Train	Line(s)	Remarks
Allerton East Jn	Garston Jn	Freight	Down goods and "Up & down" goods (down direction)	Propelling authorised in clear weather only

Dated: 07/10/06

NW2009 (ARPLEY JN. TO DITTON EAST JN.)

From	To	Type of Train	Line(s)	Remarks
Latchford Sidings	Arpley Jn	Freight MGR	Down goods (both directions) Up goods (both directions)	MGR trains may be assisted in rear – maximum speed 15 mph
Arpley Jn	Latchford Sidings	Freight MGR	Up goods (both directions) Down goods (both directions)	MGR trains may be assisted in rear – maximum speed 15 mph

Dated: 07/10/06

NW2011 (WALTON OLD JN. TO ARPLEY JN.)

From	To	Type of Train	Line(s)	Remarks
Walton Old Jn	Arpley Jn	Freight MGR	Down Arpley branch and Up Arpley branch (both directions)	MGR trains may be assisted in rear – maximum speed 15 mph
Arpley Jn	Walton Old Jn	Freight MGR	Up Arpley branch	MGR trains may be assisted in rear. Train movements not to exceed 15 mph.

Dated: 07/10/06

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ROUTE CLEARANCE
Table of Contents

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
NW2001	Weaver Junction to Liverpool Lime Street	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y T	
NW2003	Runcorn to I.C.I. Salt Works (Runcorn Dock Branch)	N	N	N	N	N	N	N	N	N	N	N	
NW2005	Speke Junction - Garston Junction	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	
NW2007	Allerton East Junction - Garston Junction	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	
NW2009	Arpley Junction - Ditton East Jn	N	N	N	N	N	N	N	N	N	N	N	
NW2011	Walton Old Junction - Arpley Junction	N	N	N	N	N	N	N	N	N	N	N	
NW2015	Ordsall Lane Junction to Edge Hill	Y	Y	Y	Y	Y	Y	Y	Y	R	N	Y	R Prohibited from Earlestown East Jn. to Edge Hill
NW2017	Eccles to Weaste	N	N	N	N	N	N	N	N	N	N	N	
NW2019	Parkside Junction to Lowton Junction (East Curve lines)	Y	Y	Y	Y	Y	Y	Y	N	Y	N	Y	
NW2021	Earlestown South Jn. to Earlestown West Jn. (Liverpool Curve)	Y	Y	Y	Y	Y	Y	Y	N	N	N	Y	
NW2023	Springs Branch Jn. to Huyton Jn. (St. Helens lines)	Y	Y	Y	Y	Y	Y	Y	N	N	N	Y	
NW2025	St. Helens Station Jn. to Ravenhead Jn.	N	N	N	N	N	N	N	N	N	N	N	
NW2027	Edge Hill, Bootle Branch Jn to Regent Road L.C.	N	N	N	N	N	N	N	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
NW2001	Weaver Junction - Liverpool Lime St.	Y	Y	N	Y	Y	R1	R2 / T	N	R1 Permitted Weaver Jn. – Liverpool Lime St. inclusive, Ditton reception sidings, Allerton Depot, Edge Hill C.S. lines and to Limit of Electrification on Waterloo Branch at Edge Hill East Jn. Prohibited Liverpool Lime St. platforms 1, 2 and 4 except for ECS movements. R2 Prohibited from Liverpool Lime St. platforms 1 – 5 inclusive and from all sidings except Ditton reception sidings, Edge Hill C.S. lines (but not Wavertree Jn. headshunt) and the Down and Up Wapping sidings.
NW2003	Runcorn - I.C.I. Salt Works (Runcorn Dock Branch)	N	N	N	N	N	N	N	N	
NW2005	Speke Jn. - Garston Jn.	Y	Y	N	N	E	N	N	N	
NW2007	Allerton East Jn. - Garston Jn.	Y	Y	N	N	E	N	N	N	
NW2009	Arpley Jn. – Ditton East Jn.	N	N	N	N	N	N	N	N	
NW2011	Walton Old Jn. - Arpley Jn.	N	N	N	N	N	N	N	N	

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

Line of route	Line of Route / Sector Description	312	317	321 / 322	323	325	350	390	507 / 508	Notes
NW2015	Ordsall Lane Jn. - Edge Hill	R	R	N	N	R	N	R	N	R Permitted in AC mode Newton-le-Willows Jn. to Earlestown East Jn. only, and dead-hauled throughout. (Class 390 also permitted loco-hauled throughout but prohibited from Eccles Up Goods Loop)
NW2017	Eccles – Weaste	N	N	N	N	N	N	N	N	
NW2019	Parkside Junction - Lowton Junction (East Curve lines)	Y	Y	N	N	Y	N	E	N	
NW2021	Earlestown South Jn. - Earlestown West Jn. (Liverpool Curve)	E	E	N	N	E	N	E	N	
NW2023	Springs Branch Jn. - Huyton Jn. (St. Helens lines)	E	E	N	N	E	N	N	N	
NW2025	St. Helens Station Jn. - Ravenhead Jn.	N	N	N	N	N	N	N	N	
NW2027	Edge Hill Bootle Branch Jn - Regent Road L.C.	N	N	N	N	N	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
NW2001	Weaver Junction - Liverpool Lime Street	Y	Y	Y	Y	Y	
NW2003	Runcorn - I.C.I. Salt Works (Runcorn Dock Branch)	N	N	N	N	N	
NW2005	Speke Junction - Garston Junction	N	N	N	N	N	
NW2007	Allerton East Junction - Garston Junction	N	N	N	N	N	
NW2009	Arpley Junction - Ditton East Jn	Y	Y	Y	Y	Y	
NW2011	Walton Old Junction - Arpley Junction	Y	Y	Y	Y	Y	
NW2015	Ordsall Lane Junction - Edge Hill	Y	Y	Y	Y	Y	
NW2017	Eccles - Weaste	N	N	N	N	N	
NW2019	Parkside Junction - Lowton Junction (East Curve lines)	Y	Y	Y	Y	Y	
NW2021	Earlestown Sth. Jn. - Earlestown West Jn. (Liverpool Curve)	Y	Y	Y	Y	Y	
NW2023	Springs Branch Jn. - Huyton Jn. (St. Helens lines)	Y	Y	Y	Y	Y	
NW2025	St. Helens Station Jn. - Ravenhead Jn.	N	N	N	N	N	
NW2027	Edge Hill Bootle Branch Jn - Regent Road L.C.	N	N	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
NW2001	Weaver Junction - Liverpool Lime Street	8	Y	Y	Y	Y	Y	Y	
NW2003	Runcorn - I.C.I. Salt Works (Runcorn Dock Branch)	8	Y	Y	Y	Y	Y	Y	
NW2005	Speke Junction - Garston Junction	8	Y	Y	Y	Y	Y	Y	
NW2007	Allerton East Junction - Garston Junction	8	Y	Y	Y	Y	Y	Y	
NW2009	Arpley Junction - Ditton East Jn	8	Y	Y	Y	Y	Y	Y	
NW2011	Walton Old Junction - Arpley Junction	8	Y	Y	Y	Y	Y	Y	
NW2015	Ordsall Lane Junction - Edge Hill	8	Y	Y	Y	Y	Y	Y	
NW2017	Eccles - Weaste	8	Y	Y	Y	Y	Y	Y	
NW2019	Parkside Junction - Lowton Junction (East Curve lines)	8	Y	Y	Y	Y	Y	Y	
NW2021	Earlestown Sth. Jn. - Earlestown West Jn. (Liverpool Curve)	8	Y	Y	Y	Y	Y	Y	
NW2023	Springs Branch Jn. - Huyton Jn. (St. Helens lines)	7	Y	Y	Y	Y	Y	Y	
NW2025	St. Helens Station Jn. - Ravenhead Jn.	8	Y	Y	Y	Y	Y	Y	
NW2027	Edge Hill Bootle Branch Jn - Regent Road L.C.	8	Y	Y	Y	Y	Y	Y	

Table D4B - Route clearance of locomotives Classes 37 to 59

To be read in conjunction with General Notes.

Line of Route	Line of Route / Sector Description	RA	37/ 0/3/4 /5	37/ 7/9	47/ 0/3/7 /9	47/ 4/6	55	56	57	58	59/0/ 1/2	Notes
NW2001	Weaver Junction - Liverpool Lime Street	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2003	Runcorn - I.C.I. Salt Works (Runcorn Dock Branch)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2005	Speke Junction - Garston Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2007	Allerton East Junction - Garston Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2009	Arpley Junction - Ditton East Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2011	Walton Old Junction - Arpley Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2015	Ordsall Lane Junction - Edge Hill	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2017	Eccles - Weaste	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2019	Parkside Junction - Lowton Junction (East Curve lines)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2021	Earlestown Sth. Jn. - Earlestown West Jn. (Liverpool Curve)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2023	Springs Branch Jn. - Huyton Jn. (St. Helens lines)	7	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2025	St. Helens Station Jn. - Ravenhead Jn.	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2027	Edge Hill Bootle Branch Jn - Regent Road L.C.	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4C - Route clearance of locomotives Classes 60 to 92

To be read in conjunction with General Notes.

Line of Route	Line of Route / Sector Description	RA	60	66	67	73	86	87	90	91	92	Notes
NW2001	Weaver Junction - Liverpool Lime St.	8	Y	Y	Y	Y	Y	Y	Y	Y	R	R Prohibited Edge Hill – Liverpool Lime St.
NW2003	Runcorn - I.C.I. Salt Works (Runcorn Dock Branch)	8	Y	Y	Y	Y	N	N	N	N	N	
NW2005	Speke Junction - Garston Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	
NW2007	Allerton East Junction - Garston Jn.	8	Y	Y	Y	Y	Y	Y	Y	Y	N	
NW2009	Arpley Junction - Ditton East Jn.	8	Y	Y	Y	Y	N	N	N	N	N	
NW2011	Walton Old Junction - Arpley Junction	8	Y	Y	Y	Y	E	E	E	E	N	
NW2015	Ordsall Lane Junction - Edge Hill	8	Y	Y	Y	Y	E	E	E	E	E	
NW2017	Eccles - Weaste	8	Y	Y	Y	N	N	N	N	N	N	
NW2019	Parkside Junction - Lowton Junction (East Curve lines)	8	Y	Y	Y	Y	E	E	E	E	N	
NW2021	Earlestown South Junction - Earlestown West Junction (Liverpool Curve)	8	Y	Y	Y	Y	E	E	E	E	N	
NW2023	Springs Branch Jn. - Huyton Junction (St. Helens lines)	7	R	Y	N	Y	E	E	E	E	N	R Class 60 locos permitted without restriction.
NW2025	St. Helens Station Jn. - Ravenhead Jn.	8	N	Y	Y	Y	N	N	N	N	N	
NW2027	Edge Hill Bootle Branch Junction - Regent Road L.C.	8	Y	Y	Y	Y	N	N	N	N	N	

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	
NW2001	Weaver Jn. - Liverpool Lime St.	8	SB1C (W9) R1	R2	R1	SB1C Weaver Jn. - Edge Hill only.
					R2	RA9/10 loaded freight vehicles are normally permitted between Weaver Jn. and Edge Hill only, but may also be permitted between Edge Hill and Liverpool Lime Street subject to the Territory Track Engineer granting special dispensation. Between Wavertree Jn. and Edge Hill station such vehicles must only be routed on the Down and Up Main/Fast lines.
NW2003	Runcorn - I.C.I. Salt Works (Runcorn Dock Branch)	8	W6A Ex. (W8)	R	R	ELR: RDB, Bridge No.4 (Folly Lane, Siding Line) vehicles which exceed the RA of the line are prohibited.
NW2005	Speke Jn. - Garston Jn.	8	SB1C (W9)	Y		
NW2007	Allerton East Jn. - Garston Jn.	8	SB1C (W9)	Y		
NW2009	Arpley Jn. - Ditton East Jn	8	SB1C (W9)	Y		
NW2011	Walton Old Jn. - Arpley Jn.	8	SB1C (W9)	Y		
NW2015	Ordsall Lane Jn. - Edge Hill	8	SB1C (W9) R1	R2	R1	The line is W6A (W6) gauge only between Earlestown East Jn. and Earlestown West Jn.
					R2	ELR: DSE, Br.115 – RA9/10 loaded freight vehicles restricted to 50mph over bridge 25m 76ch and 25m 73ch. ELR: DSE, Br.107 – RA9/10 loaded freight vehicles restricted to 30mph over bridge 20m 00ch and 19m 60ch.
NW2017	Eccles – Weaste	8	/	Y		
NW2019	Parkside Jn. - Lowton Jn. (East Curve lines).	8	W6A Ex. (W7)	R	R	RA9/10 vehicles restricted to 10mph throughout.
NW2021	Earlestown South. Jn. - Earlestown West Jn. (Liverpool Curve).	8	SB1C (W9)	Y		
NW2023	Springs Branch Jn. - Huyton Jn. (St. Helens lines)	7	W6A Ex. (W7)	Y		
NW2025	St. Helens Station Jn. - Ravenhead Jn.	8	W6A Ex. (W8)	Y		
NW2027	Edge Hill, Bootle Branch Jn. - Regent Road L.C.	8	SB1C (W9)	Y		

LOCAL INSTRUCTIONS
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NW2001 - WEAVER JN. TO LIVERPOOL LIME STREET

RUNCORN

ICI Ltd, high tension cables. Extra high tension cables are laid on the up and down sides of the running lines. The cables are laid underground on the up side of the Runcorn Dock branch, crossing under the line behind Runcorn down platform. Other cables are attached to the parapet wall of the viaduct and to the main girders of Runcorn bridge on the down side.

These cables are charged with electricity dangerous to life and they must on no account be interfered with.

If a fire is observed by any member of staff in the vicinity of the cables or anything denoting possible danger to them, the signaller at Runcorn signal box must be advised in order that ICI Ltd and the Electricity Authority may be advised.

Only sand should be used in dealing with a fire on, or in the vicinity of high tension cables and it must be thrown on from a distance so as to avoid contact between the person and the cable or troughing. When an assurance has been received from ICI Ltd, and the Electricity Authority that the cables have been made dead, water may be used to extinguish a fire.

Dated: 07/10/06

NW2001 - WEAVER JN. TO LIVERPOOL LIME STREET

Ditton East Jn

O'Connor's siding. Whenever a movement requires to leave O'Connor's siding the Person in charge (PIC) of the movement must advise the signaller at Ditton box by telephone of what requires to be done. The movement must not leave the siding concerned until the signaller gives permission. The PIC must advise the signaller at Ditton box whenever a movement has been shunted back into O'Connor's siding clear of the access gate.

Dated: 07/10/06

NW2001 - WEAVER JN. TO LIVERPOOL LIME STREET

LIVERPOOL LIME STREET

If a platform starting signal fails the position light signal beneath it will be used to start a departing passenger train. The driver must be instructed not to proceed until authorised to do so by the person in charge of the platform, who must first obtain permission from the signaller.

Shunting movements from sidings A, B, D and E. If platforms 1, 4, 5 or 7 are occupied, no shunting movement must be made from sidings A, B, D or E, respectively.

Shunting. Before a train is propelled on to the shunting neck, the continuous brake must be released. The locomotive must always be attached to vehicles propelled from the platforms or sidings, and must not be uncoupled until they are brought to a stand in the position required.

When a locomotive is standing at the Lime Street end of any coaches, or a light locomotive alone, on the shunting neck, a red light must be exhibited on the up side. In the case of two or more locomotives, a red light must be exhibited on the one nearest Lime Street.

No movements must be made on to or from the shunting neck or main lines without a shunter in charge.

A train on the shunting neck must not be moved towards Lime Street to stand at the signal at the trap points, but must wait until the signal is cleared.

Telephones at signals. *Rule Book Module S4, Section 2, Clause 2.1.*b). Drivers of trains brought to a stand at signals LS.5 and LS.6 must advise the signaller immediately. If trains are required to remain at the signal(s) then, drivers must communicate with the signaller at intervals of not more than three minutes.

Watering of multiple unit vehicles - platforms 1 to 6. A competent person is authorised to water units in platforms 1 to 6. The competent person must obtain the permission of the signaller at Liverpool Lime Street signal box before watering is carried out and advise the signaller when the watering is complete and that any equipment used is clear. The points for movements to the adjacent siding, A, B, and D respectively, must be secured and padlocked to prevent movements into the sidings. The keys to the padlocks are held in the local Network Rail Area Operations Managers office. The unit to be watered must be stabled at the buffer stop end of the platform and only one unit may be watered per platform at any one time.

Dated: 07/10/06

NW2005 - SPEKE JN. TO GARSTON JN.

Speke Jn SB (SE) To Garston Jn

Working of trains between SpekeJn. and Garston Jn. On arrival at either the 'Stop and Telephone' board (SE.309) on the Arrival line or the 'Stop and Telephone' board (SE.311) on the Departure line, both of which are not under the control of the Signaller at Speke Junction signal box, the Driver must contact the Person in Charge at Garston FLT to obtain permission to proceed.

The Person in Charge at Garston FLT must inform the Signaller at Speke Junction signal box of the train description and what movements are required before a train is allowed to proceed to the Departure line.

Dated: 07/10/06

NW2009 - ARPLEY JN. TO DITTON EAST JN.

Arpley Jn

Clearance of stop signals The provisions of *Rule Book Module S2, Section 2, Clause 2.1* are exempt at the up goods home signal and this signal may be cleared before a train has been stopped or nearly stopped at it even if the next stop signal is at danger.

Dated: 07/10/06

NW2009 - ARPLEY JN. TO DITTON EAST JN.

Crosfield s Crossing SB LC (MCB) To Fiddlers Ferry Power Station SB

Protection procedure T2-T is prohibited between Crosfield's Crossing signal box and Fiddlers Ferry Power Station signal box.

Dated: 07/10/06

NW2009 - ARPLEY JN. TO DITTON EAST JN.

Fiddlers Ferry Power Station SB

Setting-back Movements from the up goods line. An 'OFF' indicator is provided in association with signal No.36, which may be used to assist set-back movements from the up goods line.

Fiddlers Ferry Power Station. *Rule Book Modules M1, M2 and P1* must be carried out as far as they can be applied.

Whilst the train is inside the power station sidings all movements from signal SA to signals S3B and S3C, as well as signals S7B and S7C, are under the control of the Power Station Controller, who can be contacted by means of the signal post telephones.

From signals S4B and S4C to signals S14B and S14C the train will be under the control of 'creep' signals operated by the Track Hopper Controller, located in the Hopper House.

Controlled position light signals FF.5 and FF.6, located beneath signals S13B and S13C, are under the control of the signaller at Fiddlers Ferry Power Station signal box and are provided with signal post telephones. The clearance of 'creep' signals S13B and S13C **is not an** authority to pass signals FF.5 and FF.6 at danger and signals FF.5 and FF.6 **must** be cleared before a train can proceed

Running movements within the power station sidings must not exceed **15 mph**, setting-back movements must not exceed **5 mph**.

Drivers must advise the Power Station Controller by telephone, if a train is detained at Signal SA. If further detained, the Driver must repeat the call at intervals of not more than 5 minutes.

Drivers must bring their trains to a stand at signals S3B or C positioned at the rear of the gross weighbridge whether or not the signal concerned has been cleared. When instructed to proceed, the speed of the train must not exceed **½ mph.** Drivers must again bring their trains to a stand at the 'Stop and Await Instructions' board located at signal S5B or C at the entrance to the Coal Track Hopper House, whether or not the signal concerned has been cleared, and await permission to proceed.

When permission is given by the Track Hopper Controller to enter the Hopper building, the train must be drawn forward at a speed not exceeding **½ mph**, subject to the observance of any 'creep' signal indications on the discharge track, until the whole of the train is clear of the empty weighbridge.

A series of 'creep' indicators display five horizontal white lights when in the stop position and five vertical white lights in the proceed position and are positioned to control movements through the discharge area. (In the case of signals S13B and C and S14B and C, only three horizontal or three vertical white lights are provided). When a stop indication is displayed, the driver must immediately bring the train to a stand and not run forward to the next signal.

Should it be necessary for a train which has just passed through the Hopper to set-back, a blue letter 'X' will be displayed, visible to the driver looking forward only, and all other indications will be extinguished. When the train is required to stop setting-back, the letter 'X' will be extinguished and the horizontal stop aspect will be displayed and the driver must immediately stop the train. When a brake van is provided, the guard must remain in the brake van whilst passing through the discharge area.

The wagon doors are opened and closed automatically as the wagons pass over the coal hopper. However, should any doors remain open after passing through the discharge plant, the Rolling Stock Technician should bring the train to a stand by operation of the 'creep' indicators and raise the doors by means of the pull lifts. In the event of a defective vehicle being found, the Rolling Stock Technician will contact the signaller at Fiddlers Ferry Power Station signal box and inform the signaller of the position of the defective vehicle on the train.

On the arrival of the train at the semaphore signals on either road 2 or road 1, controlled by Fiddlers Ferry Power Station signal box, the guard must advise the signaller by telephone of the destination of the train. The signaller must then advise the guard whether or not there are any 'crippled' wagons on the train to be detached in the cripple wagon sidings.

The provisions of *Rule Book Module TW1, Section 6* do not apply to trains departing from the power station sidings.

During a failure of the signalling and associated equipment within the power station sidings the following action must be taken:

1. Failure of signals/indicators.

Drivers must advise the power station controller, by telephone, of the position of their trains.

2. Failure of telephones.

The driver or guard, if provided, must proceed to the Powergen Control Office (top floor) which is located adjacent to track 3 beyond the gross weighbridge and inform the Controller. If a telephone is encountered on route, this may be used providing the Power Station Controller is made fully aware of the situation and the position of the train.

3. Failure of both signals/indicators and telephones.

In the event of a failure of more than one telephone, or the failure of telephones and signals/indicators the Power Station Controller will appoint a Powergen Supervisor to escort the train through the power station sidings. During fog or falling snow setting-back movements must not be made in the rear of signals S3B and C.

Dated: 07/10/06

NW2009 - ARPLEY JN. TO DITTON EAST JN.

Carterhouse Jn SB LC (UWC)

Chemical production plant. When a fault at the plant permits a discharge of chemicals into the atmosphere, in certain circumstances there could be a danger to staff working on adjacent railway premises. In such circumstances staff will be warned of the danger and must act in accordance with the instructions given by the ICI safety/security staff.

Tanhouse Lane tail lamp telephone. When a train arrives within the sidings, the mobile shunter must immediately advise the signaller whether or not the train has arrived complete with tail lamp.

Dated: 07/10/06

NW2009 - ARPLEY JN. TO DITTON EAST JN.

Ditton East Jn

O'Connor's siding. Whenever a movement requires to leave O'Connor's siding the Person in charge (PIC) of the movement must advise the signaller at Ditton box by telephone of what requires to be done. The movement must not leave the siding concerned until the signaller gives permission. The PIC must advise the signaller at Ditton box whenever a movement has been shunted back into O'Connor's siding clear of the access gate.

Dated: 07/10/06

NW2011 - WALTON OLD JN. TO ARPLEY JN.

Walton Old Jn

Departing southbound trains. Trains from the MSC sidings departing via Acton Grange Junction may be drawn back on to the up Helsby line in rear of signal WN.218 with the train locomotive attached in rear. Except in an emergency the driver of the train locomotive must not apply traction power nor interfere with the braking of the train during the drawback movement. The brake continuity test must be carried out by the driver of the train locomotive before departure from the sidings. The drawback locomotive must return to the MSC sidings and must closely follow the departing train but must not pass signal WN.218 until it has returned to danger and again been cleared.

Walton Old Junction sidings and MSC sidings. Shunting movements within Walton Old Junction sidings and the MSC sidings and setting-back movements from the down Helsby line to Walton Old Junction sidings are controlled by radio between the person in charge (PIC) and the driver.

Each driver must, before commencing work in the sidings or before a setting back movement is made from the down Helsby line into Walton Old Junction sidings ensure that a satisfactory radio transmission test is conducted with the PIC.

All radio instructions must be acknowledged and must be preceded by the words 'person in charge to driver' and vice versa.

Should the radio messages cease to be received or acknowledged at any time, the driver must immediately stop any movement being made until radio communication is restored or, in the event of it not being restored, a complete understanding is reached between the PIC and the driver that movements will be controlled by handsignals.

Run-round movements. The shunter will be responsible for carrying out the train preparers duties in respect of the brake continuity test prior to departure.

Dated: 07/10/06

NW2011 - WALTON OLD JN. TO ARPLEY JN.

Arpley Yard

The Carriage and Wagon (C&W) sidings are situated off No. 4 Extension Siding in Arpley Yard.

Method of working. The person in charge at Arpley Yard and the C&W person in charge (C&W-PIC) must come to a clear understanding of what is required before any movement is authorised to or from the C&W sidings. All movements proceeding towards the C&W sidings must be brought to a stand at the 'Stop and Obtain permission to proceed' board. The C&W-PIC must ensure that the derailer is removed from the rail and all staff are clear of the line before giving permission for the movement to enter the sidings.

When all movements have been completed, the C&W-PIC must ensure that the derailer is replaced on the rail and padlocked before allowing staff to resume work in the sidings.

Dated: 07/10/06

NW2015 - ORDSALL LANE JN. TO EDGE HILL

Ordsall Lane Jn

Down sidings. Before making any movement from the arrival line towards the headshunt, traincrews must ensure that no conflicting movement is being made by the private sidings shunting locomotive.

The driver or shunter must obtain the permission of the person in charge of the sidings before authorising any movement from the headshunt towards the private sidings.

The signaller at Manchester Piccadilly signal box will not allow a second train to enter the sidings until the driver or shunter of the first train has confirmed that all vehicles in the sidings are at a stand and that it is safe for the second train to enter the sidings. The SPT at signal MP.540 must be used to speak to the signaller.

Dated: 07/10/06

NW2015 - ORDSALL LANE JN. TO EDGE HILL

LEA GREEN

The driver of a train which is stationary at Lea Green station must not leave the driving cab except in emergency or if necessary in connection with the rules & regulations. In such circumstances, the driver must apply the parking brake before leaving the cab.

Dated: 07/10/06

NW2023 - SPRINGS BRANCH JN. TO HUYTON JN. (ST. HELENS LINES)

Ince Moss Sidings

When there are no siding staff on duty, not more than one train is allowed in the siding.

Dated: 07/10/06

NW2023 - SPRINGS BRANCH JN. TO HUYTON JN. (ST. HELENS LINES)

ST HELENS CENTRAL

When a passenger train that is to terminate or turn back, arrives in the up platform, the guard must use the tail lamp telephone provided to immediately advise the signaller at St. Helens Station signal box whether or not the train has arrived complete with tail lamp.

The guard of an up passenger train that will continue beyond St. Helens Central does not need to confirm to the Signaller that the train is complete.

Dated: 07/10/06

NW2023 - SPRINGS BRANCH JN. TO HUYTON JN. (ST. HELENS LINES)

Pilkington's Oil Sidings

The driver, or guard where provided, of a train which is ready to depart from Pilkington's Oil sidings must first advise the signaller at St. Helens Station signal box using the telephone provided. The train must not proceed until the signaller has given an assurance that signal SH.106 has been cleared for the movement.

Dated: 07/10/06

NW2025 - ST HELENS STATION JN. TO RAVENHEAD JN.

St Helens Station Jn To Ravenhead Jn

The *Regulations for one-train working on single lines where a train staff is provided* apply on the down and up goods lines between St. Helens Station Junction and Ravenhead Junction.

Trains for Ravenhead Junction must travel over the down goods line and return over the up goods line.

Dated: 07/10/06

NW2025 - ST HELENS STATION JN. TO RAVENHEAD JN.

Ravenhead Jn

Vehicles must not be stabled between Ravenhead Junction and Leathers Chemical Siding.

Dated: 07/10/06

NW2027 - EDGE HILL BOOTLE BRANCH JN. TO REGENT ROAD L.C.

Bootle Branch Jn

An 'OFF' indicator is provided in association with signal LE.121 which may be used to assist set-back movements from the down Bootle line.

Dated: 07/10/06

NW2027 - EDGE HILL BOOTLE BRANCH JN. TO REGENT ROAD L.C.

Regent Road LC (AOCL)

The Instructions headed 'Automatic Open Crossings locally monitored' (AOCL) contained in the *Rule Book Module TW8, Section 4*, apply at this crossing along with the following additions:

Down Trains. On arrival at the 'Stop and Telephone' board a member of the traincrew must use the telephone to obtain instructions from the person in charge at Strand Road (PIC).

If, however, after passing the 'Stop and Telephone' board the flashing white light is not exhibited at the crossing the driver must bring the train to a stand and not proceed over the crossing until the PIC has arranged for British Transport Police assistance to stop road traffic.

Up Trains. On arrival at the 'Stop. Press Plunger. Obtain white light and whistle before proceeding' board the driver must ensure that the yellow points indicator light is illuminated. The guard must unlock the cupboard beneath the 'Stop' board and, provided the indicator in the cupboard is showing 'Line Clear', must operate the plunger to start the level crossing warning light sequence. The guard must relock the cupboard and rejoin the locomotive, then, provided the flashing white light is illuminated and the yellow points indication light is still illuminated, the train may proceed to signal ML.62.

If the flashing white light is not exhibited, the driver must not proceed over the crossing until the PIC has arranged for British Transport Police assistance to stop road traffic.

Dated: 07/10/06

NW2027 - EDGE HILL BOOTLE BRANCH JN. TO REGENT ROAD L.C.

Regent Road LC (AOCL) To Strand Road LC (OC) (M.D.H.C)

Method of Working. The person in charge at Strand Road (PIC) is responsible for:

- all train movements between Regent Road and Strand Road,
- all train movements between Strand Road and Liverpool Bulk Terminal at Gladstone Dock,
- the Train Staff working between Strand Road and Seaforth Container Terminal.

The PIC will arrange for all trains to be accompanied by a shunter between Strand Road and either terminal, and return.

The *Regulations for Operating Trains on the Liverpool Dock Estate* apply.

Dated: 07/10/06

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