

Module NW2

LNW North Route Sectional Appendix Module 2

(

(

(

(

LIST OF MODULE PAGES AND DATES

Page	Date Last Changed
1	03 October 2009
2	03 October 2009
3	03 October 2009
4	03 October 2009
5	03 October 2009
6	03 October 2009
7	03 October 2009
8	03 October 2009
9	03 October 2009
10	03 October 2009
11	03 October 2009
12	03 October 2009
13	03 October 2009
14	03 October 2009
15	03 October 2009
16	03 October 2009
17	03 October 2009
18	03 October 2009
19	03 October 2009
20	03 October 2009
21	03 October 2009
22	03 October 2009
23	03 October 2009
24	03 October 2009
25	03 October 2009
26	03 October 2009
27	03 October 2009
28	03 October 2009
29	03 October 2009
30	03 October 2009
31	03 October 2009
32	03 October 2009
33	03 October 2009
34	03 October 2009

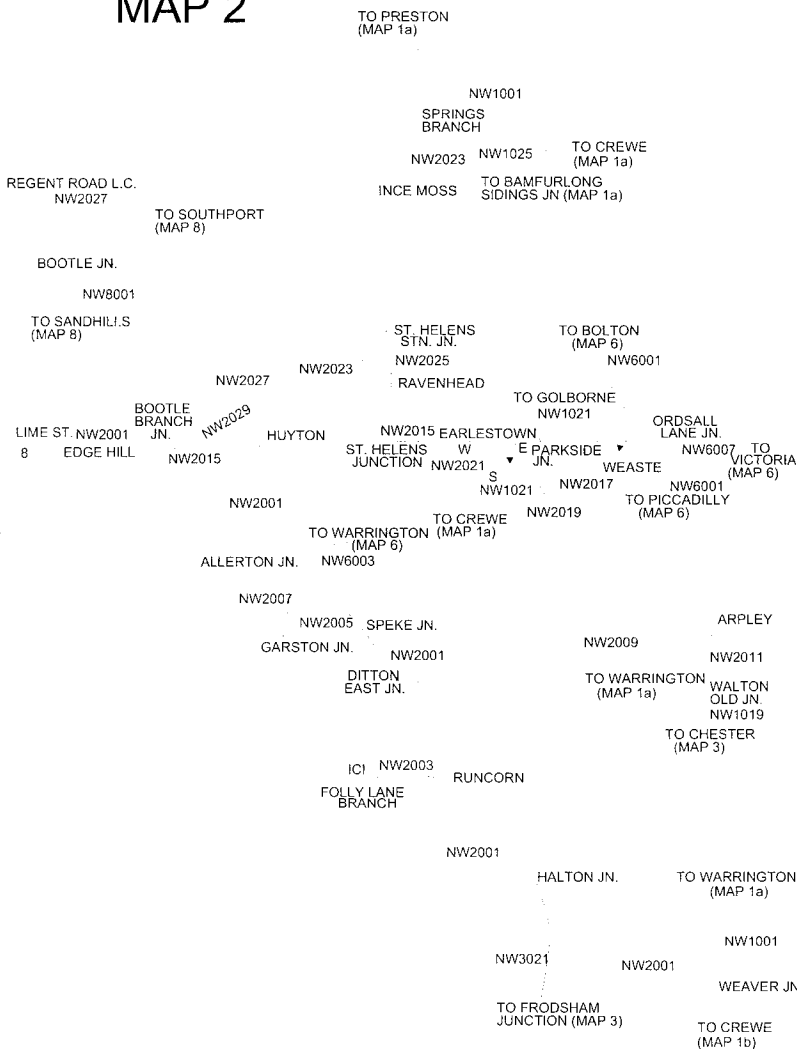
Page	Date Last Changed
35	03 October 2009
36	03 October 2009
37	03 October 2009
38	03 October 2009
39	03 October 2009
40	03 October 2009
41	03 October 2009
42	03 October 2009
43	03 October 2009
44	03 October 2009
45	03 October 2009
46	03 October 2009
47	03 October 2009
48	03 October 2009
49	03 October 2009
50	03 October 2009
51	03 October 2009
52	03 October 2009
53	03 October 2009
54	03 October 2009
55	03 October 2009
56	03 October 2009
57	03 October 2009
58	03 October 2009
59	03 October 2009
60	03 October 2009
61	03 October 2009
62	03 October 2009
63	03 October 2009
64	03 October 2009
65	03 October 2009
66	03 October 2009

TABLE OF CONTENTS

	<u>Page</u>
Maps	3
Exceptionally Poor Rail Adhesion	5
Table A Diagrams	9
Special Working Arrangement	45
Local Instructions	49

MAPS

MAP 2



This page is intentionally blank

EXCEPTIONALLY POOR RAIL ADHESION

Table of Contents

NW2015- ORDSALL LANE JN. TO EDGE HILL

Page
7

(

(

This page is intentionally blank

(

(

NW2015 (ORDSALL LANE JN. TO EDGE HILL)

Location	Line(s) Affected	Mileage (Between)			
		8 m	72 ch	to	3 m 47 ch
Rainhill and Broad Green	Down main, Up main (Chat Moss lines)				
Dated: 07/10/06					

(

(

This page is intentionally blank

(

(

TABLE A DIAGRAM
Table of Contents

	<u>Page</u>
NW2001- WEAVER JN. TO LIVERPOOL LIME STREET	11
NW2003- RUNCORN TO I.C.I. SALT WORKS (RUNCORN DOCK BRANCH)	19
NW2005- SPEKE JN. TO GARSTON JN.	20
NW2007- ALLERTON EAST JN. TO GARSTON JN.	21
NW2009- ARPLEY JN. TO DITTON EAST JN.	22
NW2011- WALTON OLD JN. TO ARPLEY JN.	26
NW2015- ORDSALL LANE JN. TO EDGE HILL	27
NW2017- ECCLES TO WEASTE	33
NW2019- PARKSIDE JN. TO LOWTON JN. (EAST CURVE LINES)	34
NW2021- EARLESTOWN SOUTH JN. TO EARLESTOWN WEST JN.	35
NW2023- SPRINGS BRANCH JN. TO HUYTON JN. (ST. HELENS LINES)	36
NW2025- ST HELENS STATION JN. TO RAVENHEAD JN.	40
NW2027- EDGE HILL BOOTLE BRANCH JN. TO REGENT ROAD L.C.	41
NW2029- OLIVE MOUNT JN. TO EDGE LANE JN.	44

(

(

This page is intentionally blank

(

(

LOR	Seq.	Line of Route Description
NW2001	001	Weaver Jn. to Liverpool Lime Street
Location	Mileage M	Ch

ELR
WJL1

Route
LNW North
Last Updated
27/12/08

Signalling & Remarks

TCB

Winsford SB (WD)
AC: Crewe

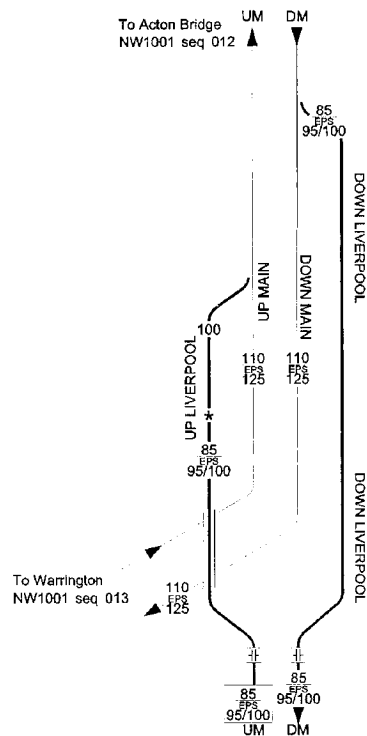


TASS fitted:
Down Liverpool/DM line from 175m 20ch.
UM/Up Liverpool line to 175m 06ch.

Weaver Jn
(from/to)

OHNS

Running lines & speed restrictions



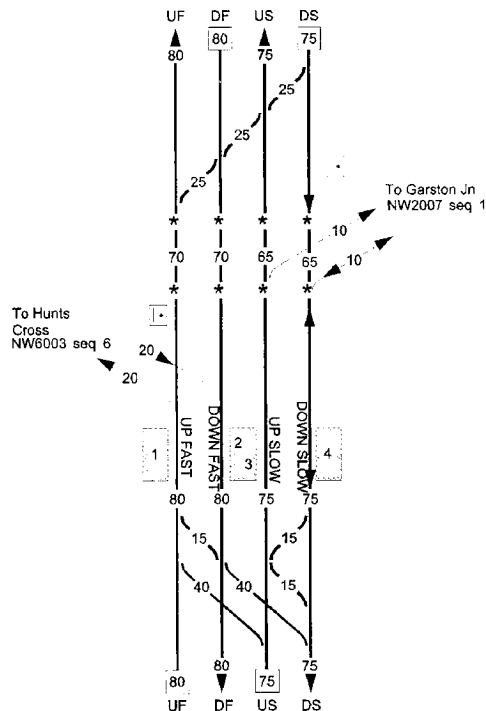
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	002	Weaver Jn. to Liverpool Lime Street	WJL1	LNW North	08/12/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>TCB Winsford SB (WD) AC: Crews</div> <div>Halton Junction SB (HN)</div> <div>TASS fitted: DM/DD line and UD/UM line throughout</div> <div>Runcorn SB (RN)</div> <div>Platform Lengths: Runcorn Up: 325 metres (355 yards) Down: 295 metres (322 yards)</div>		
	176 12 *				
	176 13 *				
	176 41 *				
Sutton Weaver GF	177 32	[T]			
	178 39 *				
	178 50 *				
Halton Jn SB (HN)	179 20				
Halton Jn	179 24				
	180 13 *				
	180 22				
	180 29				
Runcorn SB (RN)	180 33				
RUNCORN	180 40				
	181 60 *				
	182 08 *				
		UD DD			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2001	004	Weaver Jn. to Liverpool Lime Street	WJL2	LNW North	08/12/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>TCB</div> <div>Ditton SB (DN) AC: Crews</div> <div>NRN 017</div>		
Halewood East Jn	183 46 *		to Halewood inclusive		
	184 06 *				
	184 57				
Halewood West Jn	184 64				
	185 15				
	185 20				
	185 56 *				
	186 00 *				
OHNS	186 09				
OHNS	186 19				
	186 22 *				
	186 57				
Speke Jn GF	186 72		<div>Speke Junction SB (SE)</div>		

ELR
WJL3

Signalling & Remarks

Running lines & speed restrictions



Speke Junction SB (SE)
AC: Crewe



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		
WEST ALLERTON	189	00			
	189	05 *			
	189	50 *			
MOSSLEY HILL	189	57			
	189	65 *			
	190	00 *			
Wavertree Jn	190	68 *			
	190	69 *			
	191	00			
	191	24 *			

Signalling & Remarks

TCB Allerton Junction SB (AN)
AC: Crewe



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)

LOR Seq. Line of Route Description
NW2001 007 Weaver Jn. to Liverpool Lime Street

Location Mileage
M Ch

Running lines & speed restrictions

ELR
WJL4

Route Last Updated
LNW North 14/04/07

Signalling & Remarks

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)

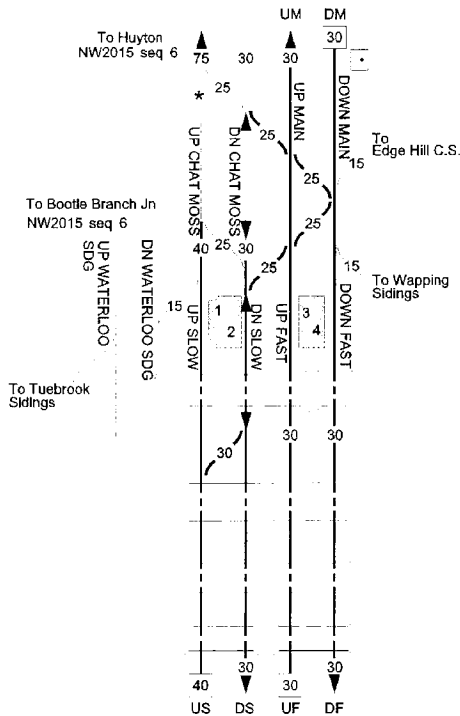
192 43
(1 09) to
192 50
(1 02)

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)



TCB

Edge Hill SB (LE)
AC: Crewe



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
NW2001 008 Weaver Jn. to Liverpool Lime Street

ELR
WJL4

Route Last Updated
LNW North 01/12/07

Location

Mileage
M Ch

Running lines & speed restrictions

Signalling & Remarks

Mount Pleasant Tunnel
(122m/134yd)

193 09
(0 42) to
193 15
(0 36)
193 17 *
(0 35) *

Lime Street Tunnel
(Up slow line 157m/172yd)

193 21
(0 31)
to
193 29
(0 23)

Russell Street Tunnel
(120m/131yd)

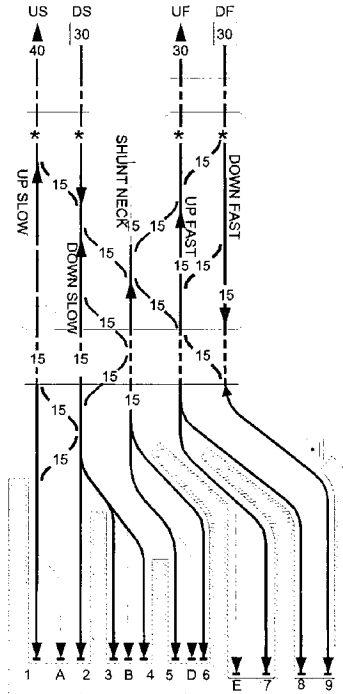
193 30
(0 31) to
193 36
(0 16)

Liverpool Lime Street SB (LS)

193 37

LIVERPOOL LIME STREET

193 52
(0 00)



TCB

Liverpool Lime St SB (LS)
AC: Crews



Mileages in brackets relate to slow
lines only

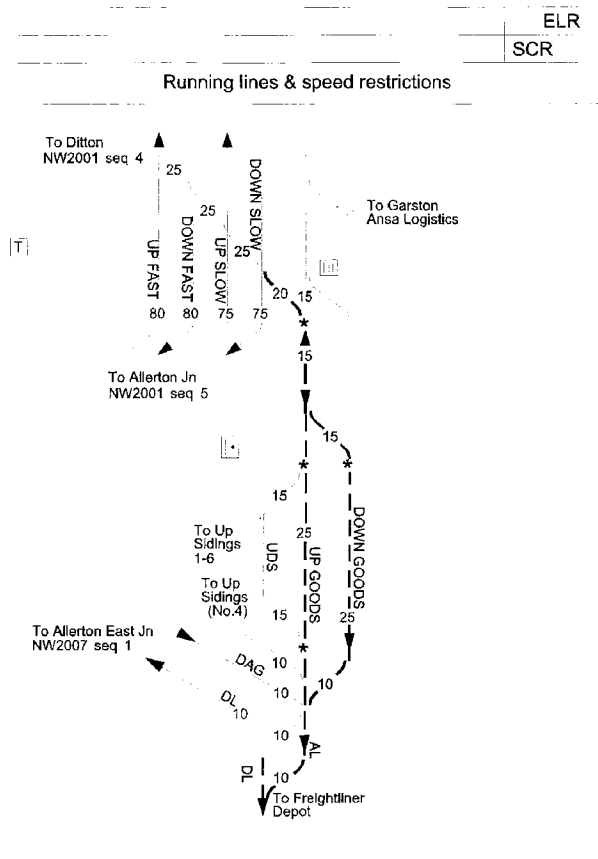
Platform Lengths: Liverpool Lime Street
Platform 1 Permissive PP 164m (179yds)
Platform 2 Permissive PP 145m (159yds)
Platform 3 Permissive PP 145m (159yds)
Platform 4 Permissive PP 164m (179yds)
Platform 5 Permissive PP 164m (179yds)
Platform 6 Permissive PP 247m (270yds)
Platform 7 Permissive PP 245m (268yds)
Platform 8 Permissive PP 247m (270yds)
Platform 9 Permissive PP 224m (245yds)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2003	001	Runcorn to I.C.I. Salt Works (Runcorn Dock Branch)	RDB	LNW North	08/12/08
Location	Mileage M	Ch	Running lines & speed restrictions		
Runcorn SB (RN) (RUNCORN)	180	33			
	0	02			
Network Rail/ICI Boundary	0	69 *			

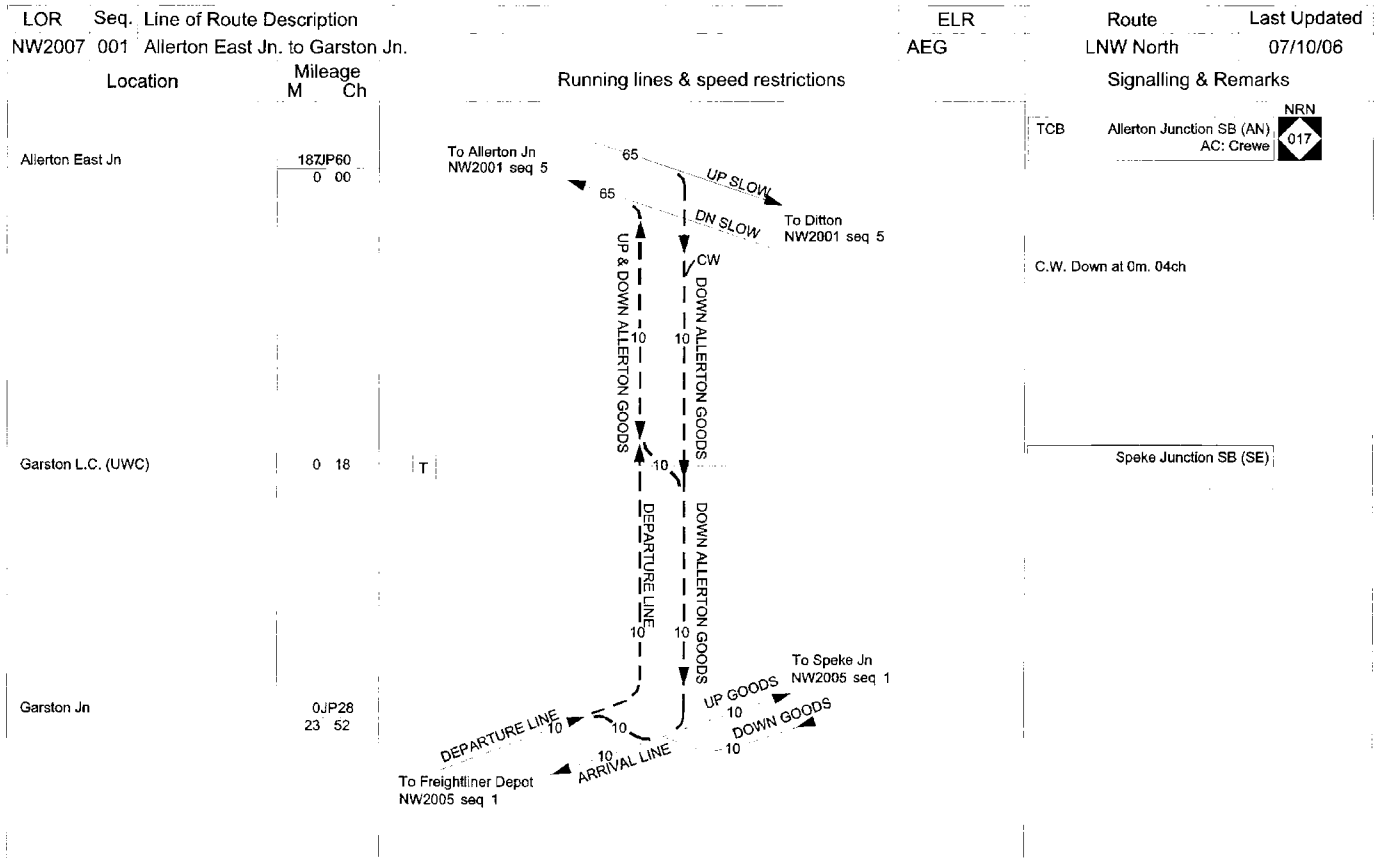
OT	NRN
Runcorn SB (RN)	017


Signalling & Remarks

LOR	Seq.	Line of Route Description
NW2005	001	Speke Jn. to Garston Jn.
Location		Mileage M Ch
Speke Jn GF	186 JP72 22 59	22 64 *
Speke Jn SB (SE)	23 02 23 03 *	
Garston Jn	23 48 *	23 52



Route	Last Updated
LNW North	02/06/07
Signalling & Remarks	
TCB	NRN Speke Junction SB (SE) AC: Crewe 017
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
NW2009	001	Arpley Jn. to Ditton East Jn.	SDJ	LNW North	02/06/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
End of Line	10 06		<p>AB Arpley Junction SB (AJ) </p> <p>AWS and TPWS not provided.</p> <p>1: Applies to trains conveying passengers. 2: Applies to trains not conveying passengers.</p> <p>UAB: Up Arpley Branch DAB: Down Arpley Branch</p> <p>Crosfield's Crossing SB LC (MCB)</p>		
	10 11				
	10 61				
Arpley Jn SB (AJ)	11 02				
Arpley Jn	11 03 *				
Slutchers Lane LC (FP)	11 16				
Crosfield's Crossing SB LC (MCB)	11 35				
Crosfield's GF	11 39				

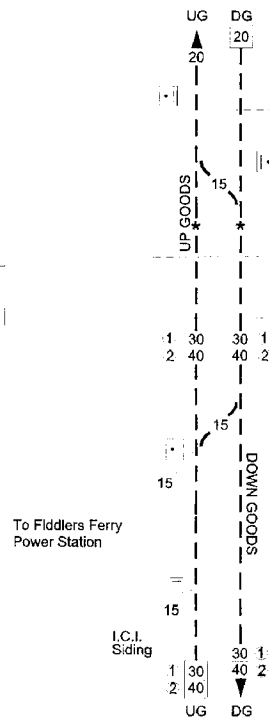
LOR Seq. Line of Route Description
 NW2009 002 Arpley Jn. to Ditton East Jn.
 Location Mileage
 M Ch

ELR
 SDJ

Route Last Updated
 LNW North 02/06/07
 Signalling & Remarks

Litton's Mill Crossing SB LC (MCG)	11 45	
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	
Fiddlers Ferry Power Station SB	14 46	
Sullivan Siding GF	16 00	T

Running lines & speed restrictions



AB Littons Mill Crossing SB (MCG) NRN
 017

Monk's Sidings SB (MCB)

AWS and TPWS not provided.

- 1 Applies to trains conveying passengers.
- 2 Applies to trains not conveying passengers.

Fiddlers Ferry Power Station SB

Released from Carterhouse Jn.

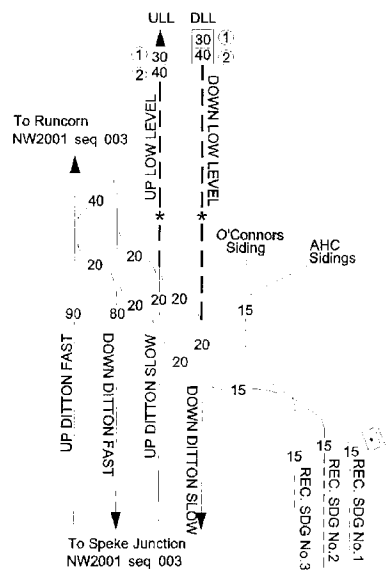
LOR	Seq.	Line of Route Description	ELR
NW2009	003	Arpley Jn. to Ditton East Jn.	SDJ
Location	Mileage M Ch	Running lines & speed restrictions	
		<p>UG DG</p> <p>1 30 1 30</p> <p>2 40 2 40</p> <p>15</p> <p>UP LOW LEVEL DOWN LOW LEVEL</p> <p>15 15</p> <p>Tanhouse Lane Siding Tarmac Siding</p> <p>16 27</p> <p>16 28</p> <p>16 59 T</p> <p>16 60</p> <p>16 73 *</p> <p>20 20</p> <p>17 00 *</p> <p>1 30 1 30</p> <p>2 40 2 40</p> <p>ULL DLL</p>	
Carterhouse Jn SB LC (UWC)	16 27		
Carterhouse Jn SB	16 28		

Route	Last Updated
LNW North	02/06/07
Signalling & Remarks	
AB	Carterhouse Jn SB
	NRN 017
AWS and TPWS not provided.	
<p>1. Applies to trains conveying passengers.</p> <p>2. Applies to trains not conveying passengers.</p>	

LOR	Seq.	Line of Route Description
NW2009	004	Arpley Jn. to Ditton East Jn.
Location		Mileage M Ch

		18 47 *
Ditton East Jn		18 55 182 67
Ditton SB (DN)		183 00

ELR
SDJ
Running lines & speed restrictions



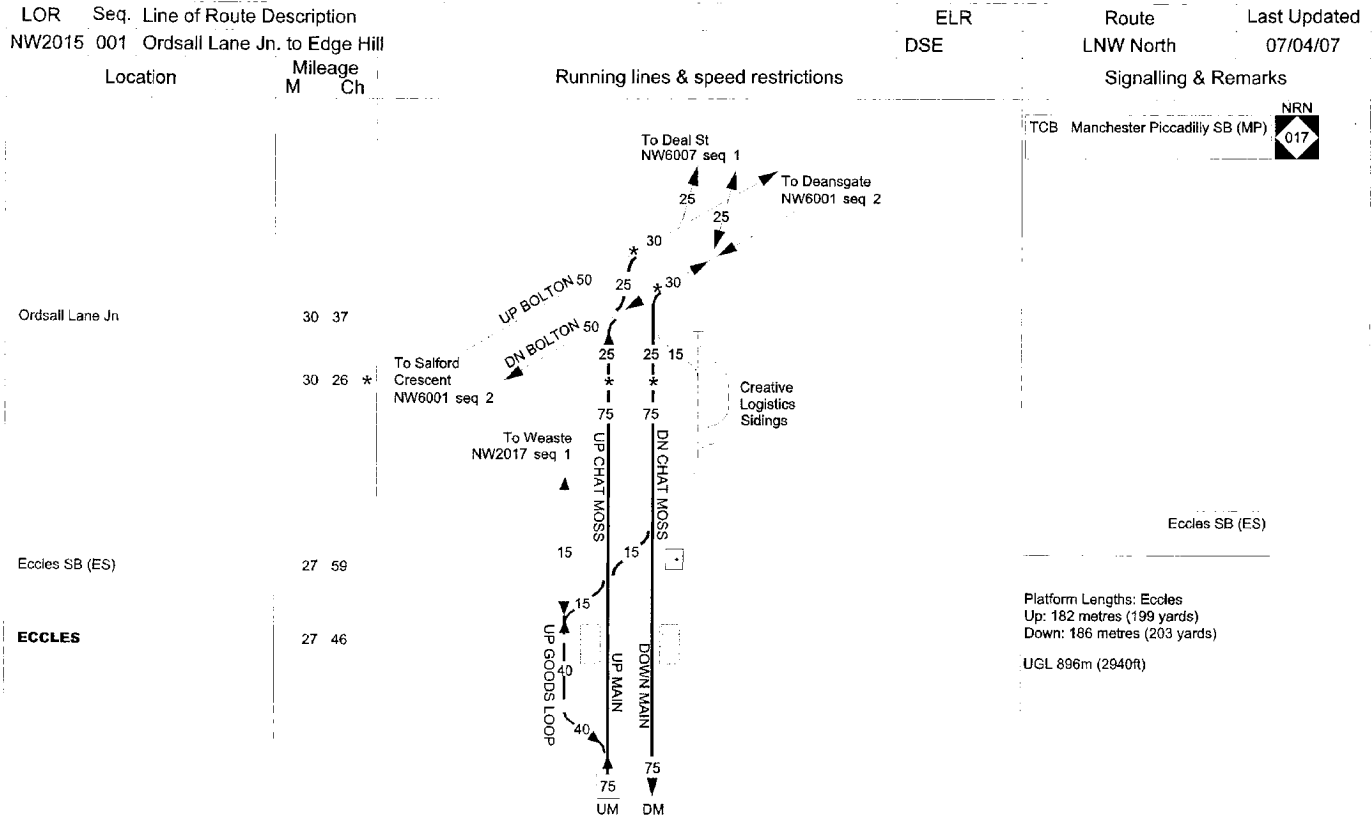
Route	Last Updated
LNW North	08/12/08
Signalling & Remarks	

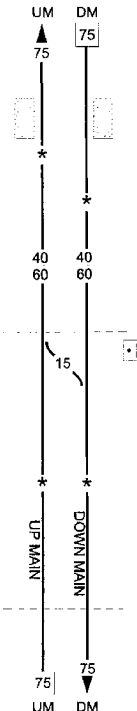

AB	Carterhouse Jn SB	NRN 017
----	-------------------	------------

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

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			
Walton Old Jn	17 23 0 68				
Arpley Grid Iron Jn South	0 66				
Arpley Yard					
Arpley Grid Iron Jn North	0 05				
Arpley Jn	0JP00 11 03 *				
		<p>TCB Warrington SB (WN)</p> <p>AWS not provided</p> <p>(PF) applies on Down and Up Arpley Branch Lines</p> <p>Arpley Junction SB (AJ)</p> <p>1: Applies to trains conveying passengers 2: Applies to trains not conveying passengers</p>			



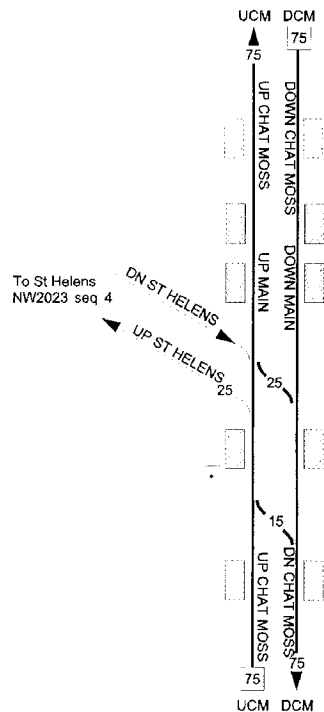
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
NW2015	002	Ordsall Lane Jn. to Edge Hill	DSE	LNW North	07/10/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
PATRICROFT		26 46			TCB Eccles SB (ES) 	
Astley LC (UWC) Astley SB (AY)		22 54	Platform Lengths: Patricroft Up: 190m (208 yds) Down: 182m (199 yds)			
		22 40 *	Astley SB (AY)			
Culcheth Farm LC (UWC)		19 39	Warrington SB (WN)			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2015	003	Ordsall Lane Jn. to Edge Hill	DSE	LNW North	05/05/09
Location	Mileage	Running lines & speed restrictions	Signalling & Remarks		
M	Ch		TCB	Warrington SB (WN)	NRN 017
Parkside Jn	16 56	<p>UCM 75 DCM 75</p> <p>UP EAST CURVE 20</p> <p>DOWN EAST CURVE 20</p> <p>To Lowton Jn NW2019 seq 001</p> <p>UP WEST CURVE 20</p> <p>DOWN WEST CURVE 20</p> <p>To Lowton Jn NW1021 seq 002</p> <p>UP CHAT MOSS 20</p> <p>DOWN CHAT MOSS 20</p> <p>15</p> <p>15</p> <p>Former Motorail Terminal</p> <p>15</p> <p>15</p> <p>REC2</p> <p>REC1</p> <p>15</p> <p>15</p> <p>To Former Parkside Colliery</p> <p>UCM 75 DCM 75</p>			
Newton-le-Willows Jn	16 19			AC: Crewe	
	15 83			AC Crewe: Newton-le-Willows Jn. to Earlestown East Jn.	
	15 63				

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
NW2015	004	Ordsall Lane Jn. to Edge Hill	DSE		LNW North	24/05/08
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks
NEWTON-LE-WILLOWS		15 60				<p>TCB Warrington SB (WN) AC: Crewe </p> <p>AC Crewe: Newton-le-Willows Jn. to Earlestown East Jn.</p> <p>Platform Lengths: Newton-le-Willows Up: 106 metres (116 yards) Down: 108 metres (118 yards)</p> <p>Platform Lengths: Earlestown Platform 1 Up: 160 metres (175 yards) Platform 2 Down: 115 metres (126 yards)</p> <p>'U&D'GL = Up & down goods loop (PF) 'U&D'GL 307m (1007ft)</p> <p>Platform Lengths: St Helens Junction Up: 118 metres (129 yards) Down: 120 metres (131 yards)</p>
Earlestown East Jn		14 75				
EARLESTOWN		14 58				
Earlestown West Jn		14 51				
ST HELENS JUNCTION		11 70				

LOR	Seq.	Line of Route Description	Mileage	
NW2015	005	Ordsall Lane Jn. to Edge Hill	M	Ch
		Location		
LEA GREEN				
			10	57
RAINHILL				
			8	72
WHISTON				
			7	65
Huyton Jn				
			5	77
HUYTON				
			5	55
Huyton SB (HN)				
			5	50
			5	41
ROBY				
			5	14

Running lines & speed restrictions



ELR
DSE

Route
LNW North

Last Updated
10/04/07

Signalling & Remarks

TCB

Warrington SB (WN)



Platform Lengths: Lea Green
Up: 107 metres (117 yards)
Down: 107 metres (117 yards)

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

Platform Lengths: Rainhill
Up: 179 metres (196 yards)
Down: 134 metres (147 yards)

Platform Lengths: Whiston
Up: 107 metres (117 yards)
Down: 107 metres (117 yards)

TCB


Huyton SB (HN)

Platform Lengths: Huyton
Up: 119 metres (130 yards)
Down: 119 metres (130 yards)

Platform Lengths: Roby
Up: 116 metres (127 yards)
Down: 116 metres (127 yards)

TCB

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	01/12/08
Location			Running lines & speed restrictions		Signalling & Remarks
Mileage M Ch					
BROAD GREEN			UCM 75 DCM 75		TCB
Olive Mount Jn			25 25		Edge Hill SB (LE) 
WAVERTREE TECHNOLOGY PARK			25 25		Platform Lengths: Broad Green Up: 109 metres (119 yards) Down: 117 metres (128 yards)
To Edge Lane Jn NW2029 seq 1			25 25		Platform Lengths: Wavertree Technology Park Up: 96 metres (105 yards) Down: 96 metres (105 yards)
To Bootle Jn NW2027 seq 001			20 20		Exceptional rail head conditions down and up main/Chat Moss lines between 8m. 72ch. and 3m. 47ch.
2 14			20 20		
2 00 *			20 20		
Bootle Branch Jn			15 20		
To Tuebrook Sidings			UP CHAT MOSS DN WATERLOO SDG UP WATERLOO SDG		
1 78			25 25		
1 67			25 25		To Wavertree Jn NW2001 seq 007
1 60 *			25 25		
1 58			25 25		
Edge Hill SB (LE)			25 25		
1 57			25 25		
To Liverpool Lime St NW2001 seq 007			40 30		
			US DS		

LOR Seq. Line of Route Description
NW2017 001 Eccles to Weaste

ELR
SCN

Route Last Updated
LNW North 02/06/07

Location Mileage
M Ch

Running lines & speed restrictions

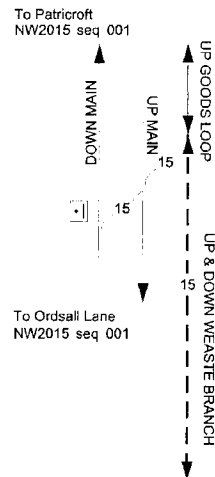
Signalling & Remarks

OT Eccles SB (ES) 

AWS and TPWS not provided.

Location	M	Ch
Eccles Station Jn	27	51
	0	00
Eccles SB (ES)	0	03

Network Rail / MSC Boundary	0	54
-----------------------------	---	----

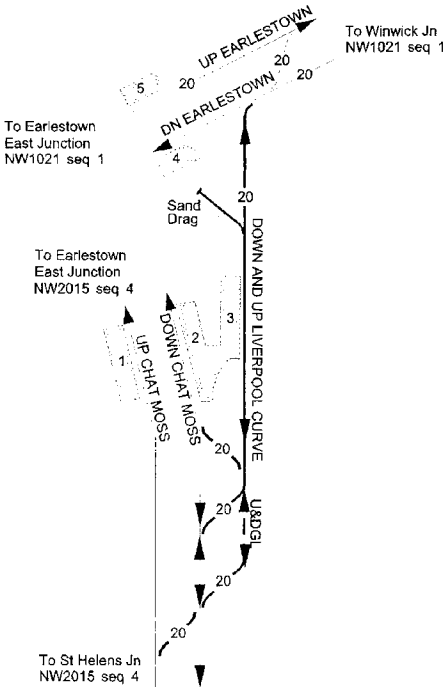


LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
NW2019	001	Parkside Jn. to Lowton Jn. (East Curve lines)	PJL		LNW North	05/05/09
Location		Mileage M Ch	Running lines & speed restrictions			
Parkside Jn		16 56 0 05	<p> To Astley NW2015 seq 003 </p> <p> 75 DN CHAT MOSS 75 UP CHAT MOSS </p> <p> 20 20 </p> <p> To Newton-le-Willows NW2015 seq 003 </p> <p> UP EAST CURVE 20 </p> <p> DOWN EAST CURVE 20 </p> <p> To Newton-le-Willows NW1021 seq 002 </p> <p> UP WEST CURVE 20 </p> <p> DN WEST CURVE 20 </p> <p> To Golborne Jn NW1021 seq 002 </p>			
Lowton Jn		0 36 0 26				

TCB

Warrington SB (WN)



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 Ch	Running lines & speed restrictions			Signalling & Remarks	
Earlestown South Jn	186 74				TCB Warrington SB (WN)	NRN 017
EARLESTOWN	187 05	Platform Lengths: Earlestown Platform 3 Up & Down 98m (107yards)				
Earlestown West Jn	187 15 14 51	To St Helens Jn NW2015 seq 4			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	26/03/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			TCB	Warrington SB (WN)	NRN 017
Springs Branch Jn	5 24 12 54 12 50 * 12 49 *	<p>To Wigan North Western NW1001 seq 019</p> <p>UP SLOW 50</p> <p>DOWN SLOW 30</p> <p>60</p> <p>To Bamfurlong Jn NW1001 seq 019</p> <p>60</p> <p>UP ST HELENS 30</p> <p>DOWN ST HELENS 40</p> <p>12 22 *</p> <p>40</p> <p>60</p> <p>20</p> <p>To Bamfurlong Sidings Jn NW1026 seq 001</p> <p>20</p> <p>60</p> <p>60</p> <p>USH</p> <p>DSH</p>			
Ince Moss Jn	12 10 11 69 *				

LOR Seq. Line of Route Description
 NW2023 002 Springs Branch Jn. to Huyton Jn. (St. Helens lines)

ELR
 SBH

Route
 LNW North

Last Updated
 07/10/06

Location

Mileage
 M Ch

Running lines & speed restrictions

Signalling & Remarks

BRYN

10 22

GARSWOOD

9 00

7 01 *

6 72 *

(8 11)

6 05 *

(7 75)

5 66

(7 68)

Gerards Bridge Jn GF

St Helens Station SB (SH)

5 24

ST HELENS CENTRAL

5 16

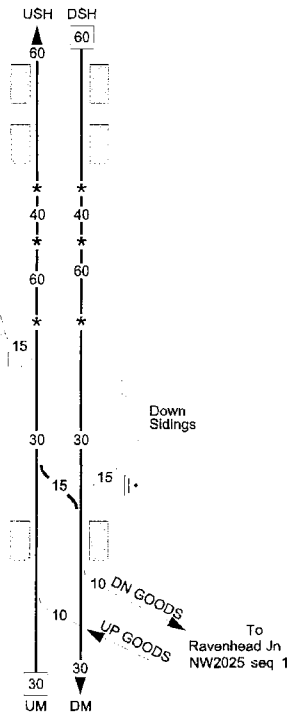
St Helens Station Jn

5 12

To
 Pilkington Ltd
 (Cowley Hill)

T

T



TCB Warrington SB (WN) NRN 017

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

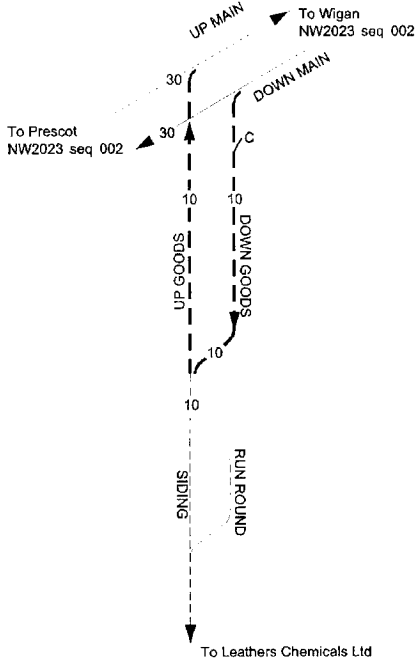

Platform Lengths: St Helens Central
 Up 160m (175yards)
 Down 162m (177yards)

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		
		<p>The diagram shows two main vertical lines: 'UP MAIN' on the left and 'DOWN MAIN' on the right. At the top, 'UM' (Up Main) has an upward arrow with a '30' speed restriction, and 'DM' (Down Main) has a downward arrow with a '30' speed restriction. Both lines have a '*' symbol. Between the lines, there is a 'DN GOODS LOOP' with a '15' speed restriction. A branch labeled 'To Pilkington Ltd (Ravenhead Works)' also has a '15' speed restriction. At the bottom, 'UM' has a downward arrow with a '60' speed restriction, and 'DM' has an upward arrow with a '60' speed restriction. There are also '15' speed restrictions on the main lines between the top and bottom sections.</p>	<p>AB St Helens Station SB (SH) </p> <p>DGL 320m (1050ft)</p> <p>Platform Lengths: Thatto Heath Up 80m (87yards) Down 74m (81yards)</p> <p>Platform Lengths: Eccleston Park Up 91m (100yards) Down 93m (102yards)</p> <p>Prescot SB</p>		
Pilkington's Oil Sidings	4 43				
THATTO HEATH	3 43				
Scholes Tunnel (73m/80 yd)	3 34 to 3 30				
ECCLESTON PARK	2 47				
	1 71				
	5 00 *				

LNW North Route Sectional Appendix Module NW2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2023	004	Springs Branch Jn. to Huyton Jn. (St. Helens lines)	SBH	LNW North	10/04/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Prescot SB PRESCOT	1 57 1 53 0 14 * 0 00 6 12 6 00 *		<p>AB</p> <p>Prescot SB</p> <p>NRN 017</p> <p>Platform Lengths: Prescot Up 109m (119 yards) Down 109m (119 yards)</p>		
Huyton Jn	5 77		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	14/03/09
Location		Mileage M Ch	Running lines & speed restrictions			
St Helens Station Jn		5 12 7 15				
Ravenhead Jn		6 62 6 51				
Network Rail Boundary		6 29 6 04				
			<p>OT(S) St. Helens Station SB (SH) </p> <p>OT(S) applies between St. Helens Station Jn and Ravenhead Jn (see Local Instruction).</p> <p>C. Down at 7m 06ch</p> <p>AWS not provided.</p> <p>Lines out of use</p>			

41

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
NW2027	002	Edge Hill Bootle Branch Jn. to Regent Road L.C.	SCT1	SCT2	LNW North	28/06/09
Location	Mileage M Ch		Running lines & speed restrictions		Signalling & Remarks	
					<p>TCB</p> <p>Edge Hill SB (LE) </p> <p>AWS not provided between Bootle Jn and Regent Road L.C. (Down direction)</p> <p>AWS not provided between Regent Road L.C. and Alexandra Dock Tunnel (Up direction)</p> <p>Merseyrail IECC (ML)</p> <p>1 Over Underbridge No.2</p>	
Westminster Tunnel (263 metres / 288 yards)	4	35 to 49				
Oriel Road Tunnel (263 metres / 288 yards)	4	55 to 68				
	4	79				
Underbridge No.2	5	04 *				
Bootle Junction	5	06				
Alexandra Dock Tunnel (259 metres / 283 yards)	5	25 to 38				

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	02/06/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Stop Board (down direction)	5 43 *		<p>TCB Merseyrail IECC (ML) </p> <p>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 Road (see Local Instructions).</p> <p>AWS not provided.</p>		
Regent Road LC (AOCL) Network Rail / M.D.H.C. Boundary	5 53		<p>Mersey Docks and Harbour Company Ltd. (M.D.H.C.) regulations apply between Network Rail boundary and Liverpool Bulk Handling Terminal / Seaforth Container Terminal (see Local Instructions).</p>		
Strand Road LC (OC) (M.D.H.C)	5 73				
Liverpool Bulk Handling Terminal / Seaforth Container Terminal			<p>To Seaforth Container Terminal (M.D.H.C.) To Liverpool Bulk Handling Terminal (M.D.H.C.)</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW2029	001	Olive Mount Jn. to Edge Lane Jn.	OME3	LNW North	01/12/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			TCB	Edge Hill SB (LE)	NRN 017
Olive Mount Jn	2 54 0 10	<p>The diagram illustrates the route from Olive Mount Jn to Edge Lane Jn. It features a vertical section labeled 'OLIVE MOUNT CHORD'. At the top, a dashed line leads 'To Broad Green NW2015 seq 006' with a 25 mph restriction. A Y-junction splits the route: one path continues straight with a 75 mph restriction, and another path leads 'To Wavertree Technology Park NW2015 seq 006' with a 25 mph restriction. The main vertical section has a 75 mph restriction. At the bottom, the route turns left, with a 20 mph restriction indicated by a wavy line. This leads to a junction with two options: 'To Bootle Jn. NW2027 seq 001' and 'To Bootle Branch Jn. NW2027 seq 001', both with 20 mph restrictions. The route then continues to 'Edge Lane Jn'.</p>	<p>Line Lockout 0m 10ch to 0m 47ch</p> <p>CW. Down at 0m 47ch</p> <p>Line Lockout 0m 10ch to 0m 47ch</p>		
Olive Mount Tunnel (133 metres / 146 yards)	0 24 to 0 31				
Edge Lane Jn	0 47 * 0 52				

SPECIAL WORKING ARRANGEMENT
Table of Contents

	<u>Page</u>
NW2001- WEAVER JN. TO LIVERPOOL LIME STREET	47
NW2005- SPEKE JN. TO GARSTON JN.	47
NW2007- ALLERTON EAST JN. TO GARSTON JN.	47
NW2009- ARPLEY JN. TO DITTON EAST JN.	47
NW2011- WALTON OLD JN. TO ARPLEY JN.	47

(

(

This page is intentionally blank

(

(

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

VW2007 (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

(

(

This page is intentionally blank

(

(

LOCAL INSTRUCTIONS

Table of Contents

	<u>Page</u>
NW2001- WEAVER JN. TO LIVERPOOL LIME STREET	
RUNCORN	50
DITTON EAST JN	50
EDGE HILL	50
LIVERPOOL LIME STREET	51
NW2003- RUNCORN TO I.C.I. SALT WORKS (RUNCORN DOCK BRANCH)	
I.C.I. SIDINGS	51
NW2005- SPEKE JN. TO GARSTON JN.	
SPEKE JN SB (SE) TO GARSTON JN	52
NW2009- ARPLEY JN. TO DITTON EAST JN.	
ARPLEY JN	52
ARPLEY JN SB (AJ) TO MONK S SIDING SB LC (MCB)	52
WOSFIELD S CROSSING SB LC (MCB) TO FIDDLERS FERRY POWER STATION SB	52
FIDDLERS FERRY POWER STATION SB	53
FIDDLERS FERRY POWER STATION SB	54
CARTERHOUSE JN SB LC (UWC)	54
DITTON EAST JN	54
NW2011- WALTON OLD JN. TO ARPLEY JN.	
WALTON OLD JN	55
ARPLEY YARD	55
NW2015- ORDSALL LANE JN. TO EDGE HILL	
ORDSALL LANE JN	55
LEA GREEN	56
WAVERTREE TECHNOLOGY PARK TO BOOTLE BRANCH JN	56
NW2023- SPRINGS BRANCH JN. TO HUYTON JN. (ST. HELENS LINES)	
ST HELENS CENTRAL	56
(PILKINGTON S OIL SIDINGS)	56
NW2025- ST HELENS STATION JN. TO RAVENHEAD JN.	
ST HELENS STATION JN TO RAVENHEAD JN	56
RAVENHEAD JN	57
NW2027- EDGE HILL BOOTLE BRANCH JN. TO REGENT ROAD L.C.	
BOOTLE BRANCH JN	57
BOOTLE BRANCH JN	57
REGENT ROAD LC (AOCL)	57
REGENT ROAD LC (AOCL) TO STRAND ROAD LC (OC) (M.D.H.C)	58

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 EDGE HILL

Working of Tuebrook Sidings

A token system is in operation at Tuebrook Sidings.

The driver of any movement arriving must stop adjacent to the "STOP obtain token before proceeding" board and obey this instruction before proceeding.

The driver of a movement departing Tuebrook Sidings must contact the signaller at Edge Hill box before traversing the crossover road between the Up and Down Waterloo Siding lines and confirm that the movement is ready to depart. The signaller will advise the driver on which road the movement is required to depart from. The driver will then proceed and replace the token before proceeding to either signal LE.122 or signal LE.34 as directed.

The signaller will only allow a movement consisting of an engineer's train, on-track machine, on-track plant or other powered / un-powered trolley to depart Tuebrook Sidings from signal LE.138 during engineering work and provided that a T4 possession has been taken of Tuebrook Sidings in conjunction with a T3 possession of the running line.

Dated: 28/08/07

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

NW2003 – RUNCORN TO I.C.I. SALT WORKS (RUNCORN DOCK BRANCH)

'Down & Up' Folly Lane line

I.C.I. sidings. Drivers of trains ready to depart from the I.C.I. sidings must obtain permission from the signaller at Runcorn signal box, before proceeding.

Dated: 18/08/07

NW2005 - SPEKE JN. TO GARSTON JN.

Garston Jn To Freightliner Depot

Working of trains between Garston Jn. and Freightliner Depot

Trains arriving at Garston Freightliner Terminal (FLT)

Trains arriving for Garston FLT, will normally arrive on the Arrival Line.

Before a movement is permitted to occupy the Arrival Line from either Speke Junction or Allerton Junction, the Signaller at Speke Junction must first obtain the permission of the Garston FLT Person In Charge.

Drivers of movements arriving at Garston FLT must obey the instruction on 'Stop & Telephone' board 309 situated on the Arrival Line and contact the Garston FLT Person In Charge before proceeding.

Movements within Garston FLT

For the purposes of operational responsibility, all movements within Garston FLT (which include both the Arrival and Departure Lines up to signals SE.306 and SE.402 located at 23m 57ch) are made under the direct authority of the Garston FLT Person In Charge.

Trains departing Garston FLT

The Driver of any departing train, or Garston FLT Person In Charge, must advise the Signaller at Speke Junction signal box of the reporting number, the destination of the train and give an assurance that the train is ready to depart.

Arriving and departing trains during engineering work or other exceptional circumstances

During such times when engineering activities or other exceptional circumstances prevent the Arrival Line at Garston to be used for arriving trains only, provided a clear understanding is reached between the Garston FLT Person In Charge and the Signaller at Speke Junction signal box, the Departure Line can be utilised for arriving trains and the Arrival Line can be utilised for departing trains.

Dated: 02/08/08

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.

Arpley Jn SB (AJ) To Monk's Siding SB LC (MCB)

The placing of vehicles outside the home signals on the Up Goods line and Down Goods line is prohibited at Arpley Junction, Crosfield's Crossing, Litton's Mill Crossing and Monk's Siding signal boxes.

Dated: 09/08/08

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 B 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.

Fiddlers Ferry Power Station SB

Fiddlers Ferry FGD (Flue Gas Discharge) site

The FGD site consists of a Loading Line, Engine Release Line and a Cripple Siding which are an extension of the Cripple Siding Line at Fiddlers Ferry Signal box. An FGD site Person In Charge (PIC) is appointed by the Fiddlers Ferry signaller. The FGD site PIC is responsible for authorising all movements within the FGD site and any movements into it.

Method of working

Provided that PIC status has not already been granted, the Fiddlers Ferry signaller may signal one movement into the site. The Shunter, or Driver of an unaccompanied movement, must contact the signaller and be granted the FGD site PIC status. The signaller will give the FGD site PIC details of any vehicles within the FGD site. No further movements into the FGD site must be made until permission has been obtained from the FGD site PIC.

If a traction unit or vehicles are stabled in the FGD site, the Designated Person, Shunter, or Driver of an unaccompanied movement, must first contact the Fiddlers Ferry signaller and either become the FGD site PIC or get authority from an existing FGD site PIC before making any movements.

On leaving the FGD site, the PIC must contact the Fiddlers Ferry signaller and give up their FGD site PIC status. They must give the signaller details of any vehicles left in the FGD site.

Dated: 09/08/08 (

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

Creative Logistics 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: 21/04/07

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

NW2015 - ORDSALL LANE JN. TO EDGE HILL WAVERTREE TECHNOLOGY PARK To Bootle Branch Jn

Working of Tuebrook Sidings

A token system is in operation at Tuebrook Sidings.

The driver of any movement arriving must stop adjacent to the "STOP obtain token before proceeding" board and obey this instruction before proceeding.

The driver of a movement departing Tuebrook Sidings must contact the signaller at Edge Hill box before traversing the crossover road between the Up and Down Waterloo Siding lines and confirm that the movement is ready to depart. The signaller will advise the driver on which road the movement is required to depart from. The driver will then proceed and replace the token before proceeding to either signal L.E.122 or signal L.E.34 as directed.

The signaller will only allow a movement consisting of an engineer's train, on-track machine, on-track plant or other powered / un-powered trolley to depart Tuebrook Sidings from signal L.E.138 during engineering work and provided that a T4 possession has been taken of Tuebrook Sidings in conjunction with a T3 possession of the running line.

Dated: 28/08/07

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.

Bootle Branch Jn

Working of Tuebrook Sidings

A token system is in operation at Tuebrook Sidings.

The driver of any movement arriving must stop adjacent to the "STOP obtain token before proceeding" board and obey this instruction before proceeding.

The driver of a movement departing Tuebrook Sidings must contact the signaller at Edge Hill box before traversing the crossover road between the Up and Down Waterloo Siding lines and confirm that the movement is ready to depart. The signaller will advise the driver on which road the movement is required to depart from. The driver will then proceed and replace the token before proceeding to either signal LE.122 or signal LE.34 as directed.

The signaller will only allow a movement consisting of an engineer's train, on-track machine, on-track plant or other powered / un-powered trolley to depart Tuebrook Sidings from signal LE.138 during engineering work and provided that a T4 possession has been taken of Tuebrook Sidings in conjunction with a T3 possession of the running line.

Dated: 28/08/07

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 Handling Terminal,
- 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: 05/05/07