

# **Module NW3**

## **LNW North Route Sectional Appendix Module 3**

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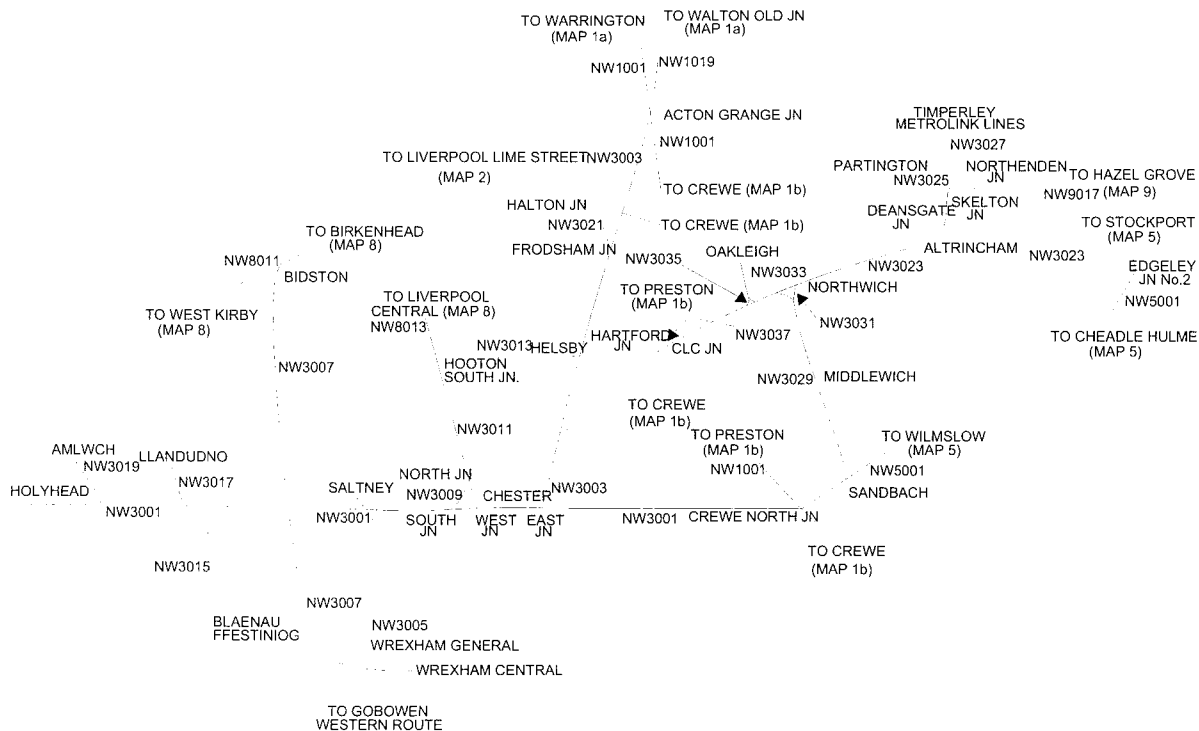
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## EXCEPTIONALLY POOR RAIL ADHESION

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**NW3001 (CREWE NORTH JN. TO HOLYHEAD)**

Location	Line(s) Affected	Mileage (Between)
Llandudno Jn SB and Penmaenbach Tunnel	Down main, Up main	224 m 00 ch <b>to</b> 225 m 00 ch
<b>Dated: 07/10/06</b>		

**NW3003 (CHESTER EAST JN. TO ACTON GRANGE JN.)**

Location	Line(s) Affected	Mileage (Between)
Chester East Jn and Mickle Trafford SB	Down main, Up main	0 m 20 ch <b>to</b> 2 m 60 ch
<b>Dated: 07/10/06</b>		

**NW3011 (CHESTER WEST JN. TO HOOTON SOUTH JN.)**

Location	Line(s) Affected	Mileage (Between)
Bache and Hooton South Jn	Down main, Up main (Birkenhead lines)	4 m 40 ch <b>to</b> 6 m 00 ch
<b>Dated: 07/10/06</b>		

**NW3023 (EDGELEY JN. NO.2 TO MICKLE TRAFFORD)**

Location	Line(s) Affected	Mileage (Between)
Hartford CLC Jn and Forest House Farm LC	Down main, Up main	24 m 00 ch <b>to</b> 26 m 00 ch
<b>Dated: 07/10/06</b>		

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## TABLE A DIAGRAM

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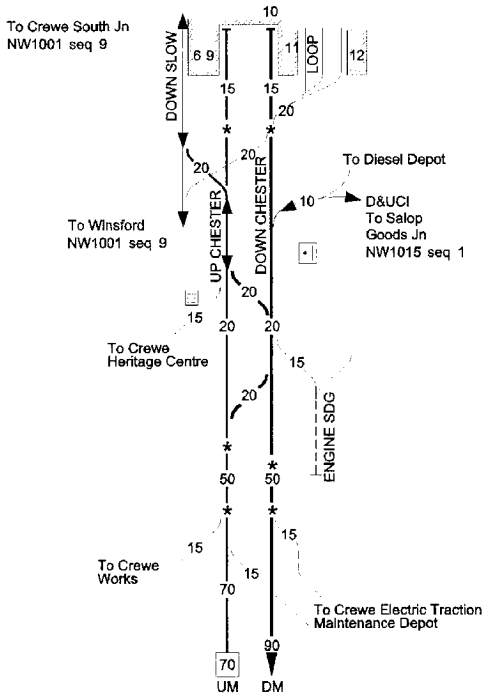
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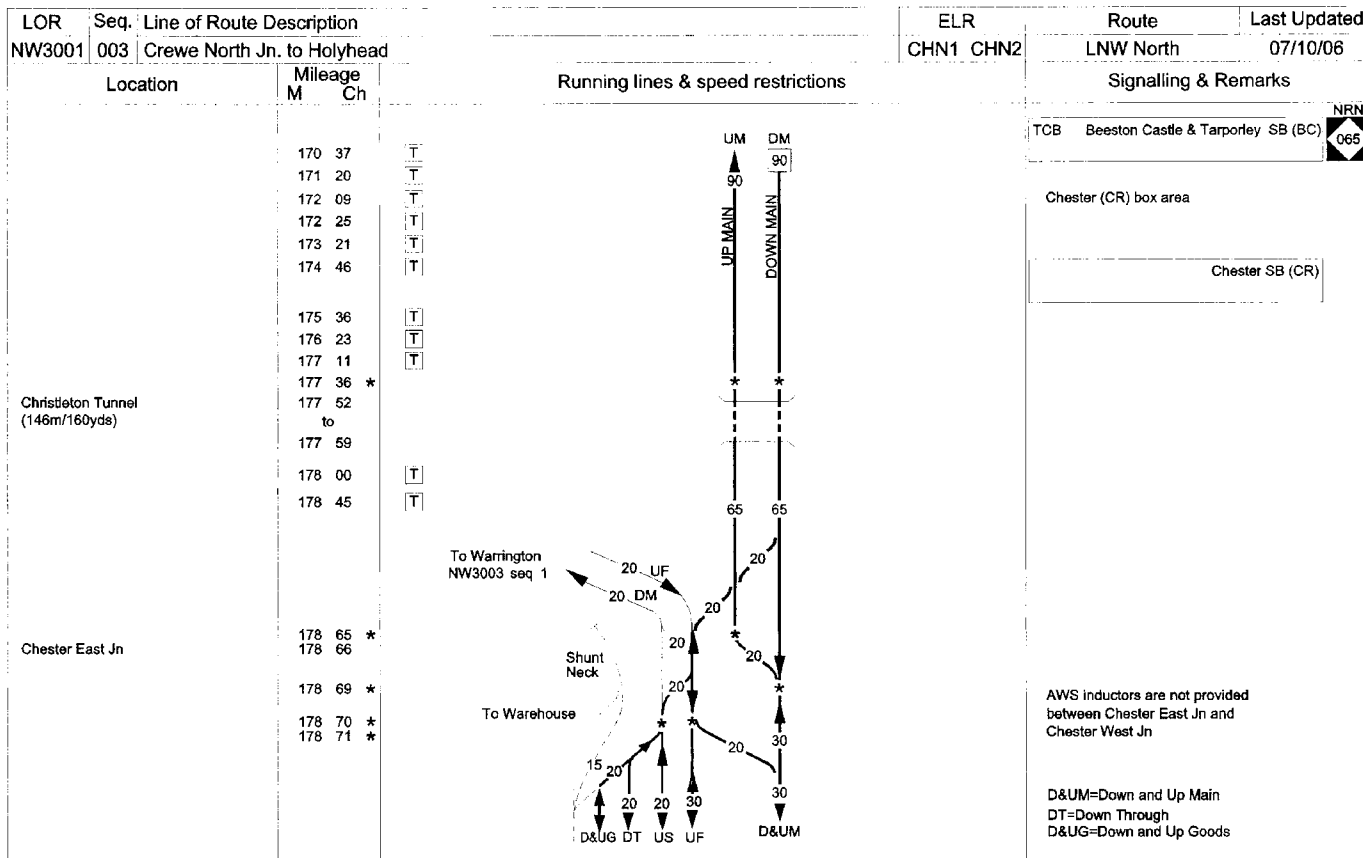
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	001	Crewe North Jn. to Holyhead	CNH1	LNW North	01/12/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>CREWE</b>			TCB Crewe SB (CE) AC: Crewe NRN 065		
Crewe North Jn	158 18 *		<p>D&amp;UCI = "Down &amp; Up" Chester Independent Platform Lengths: Crewe Platform 9 Permissive PP 202m (221 yards) Platform 10 Permissive PP 80m (87 yards)</p>		
Crewe SB (CE)	158 21				
Heritage G.F.	158 28				
	158 32 *				
	158 37 *				
	158 75 *				
	158 77				
	159 01				
Crewe Electric Traction Depot					

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
NW3001	004	Crewe North Jn. to Holyhead	CNH2	LNW North	21/01/09			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
Chester PSB (CR)		178 75 *			TCB	Chester PSB (CR) DC: Sandhills	NRN 065	CSR 38
		178 76 *			DC: Sandhills (Platform 7 and Birkenhead lines only).			
		179 00			AWS not provided between Chester East Jn and Chester West Jn.			
CHESTER		179 11			Platform Lengths: Chester Platform 1: 124 metres (136 yards) Platform 2: 121 metres (132 yards) Platform 3: 375 metres (410 yards) (both directions) Platform 4: 310 metres (339 yards) (both directions) Platform 5: 112 metres (122 yards) Platform 6: 112 metres (122 yards) Platform 7: 307 metres (336 yards) (both directions)			
Chester West Jn		179 29 *			(PF) 'Down & Up' Main, in Down direction only. (PP-A) Platforms 3, 4 and 7 (PP) Platforms 1, 2, 5 and 6			
		179 30			UP BH: Up Birkenhead. DOWN BH: Down Birkenhead.			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	005	Crewe North Jn. to Holyhead	CNH3	LNW North	28/04/07
Location	Mileage	Ch	Running lines & speed restrictions		
	M	Ch			
Chester South Jn	179	47			
	179	48 *			
Windmill Lane Tunnel (95m/104yd)	179	56			
	to	179			
	61				
			TCB Chester SB (CR)		

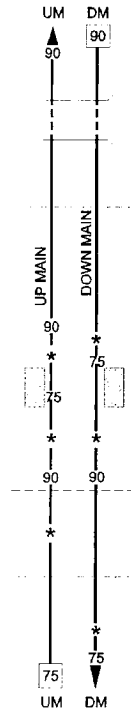
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	006	Crewe North Jn. to Holyhead	CNH3	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Northgate Street Tunnels (199m / 218 yds)	179 67		TCB Chester SB (CR)		
to	179 77				
Roodlee Jn	180 18				
	180 20 *				
	180 67 *				
Saltney Jn	181 09		C Up slow at 180m. 15ch.		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	007	Crewe North Jn. to Holyhead	CNH3	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	181 28		<div>TCB</div> <div>Chester SB (CR)</div> <div> <div>NRN</div> <div>065</div> </div>		
Beeches Farm LC (UWC)	184 03				

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW3001	008	Crewe North Jn. to Holyhead		CNH3	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
<b>SHOTTON (Low Level)</b>		186 77			<b>TCB</b> <b>Chester SB (CR)</b>  Platform lengths: Shotton (low level) Platform Up 106m (116yds) Platform Down 106m (116yds)	
		188 02 *			<b>AB</b> <b>Rockcliffe Hall SB (RH)</b>	
Rockcliffe Hall SB (RH)		188 74			Tel. on SB wall	

LOR	Seq.	Line of Route Description
NW3001	009	Crewe North Jn. to Holyhead
Location	Mileage	
	M	Ch
Rockliffe Hall Tunnel (90m/99yds)	189 47 to 189 51	
Pentre LC (UWC)	190 67	T
<b>FFLINT</b>	191 40 * 191 41 * 191 47 192 20 *	
Bagillt LC (UWC)	193 52	T
Fishpool Farm LC (UWC)	194 22 * 194 61 195 20 *	T

## Running lines &amp; speed restrictions



ELR	Route	Last Updated
CNH3	LNW North	07/10/06
Signalling & Remarks		
AB	Rockliffe Hall SB (RH)	NRN 065
Platform Lengths: Flint Platform Up 178m (195yds) Platform Down 209m (229yds)		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	010	Crewe North Jn. to Holyhead	CNH3	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Holywell Junction SB	195 76		<div> <div>AB</div> <div>Holywell Jn SB</div> <div> <div>NRN</div> <div>065</div> </div> </div> <p>DGL 512m (1680ft) UGL 447m (1470ft)</p>		
Bodlondeb LC (UWC)	196 03 *				
Maesteg LC (UWC)	196 09				
	196 10 *				
	196 24				
	197 11 *				
	197 26 *				
Mostyn SB	199 12		Mostyn SB		
Mostyn Dock Exchange Sidings					



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	011	Crewe North Jn. to Holyhead	CNH3	LNW North	05/05/07
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
		<p>Former Point of Ayr Colliery</p> <p>NECK</p> <p>UP MAIN</p> <p>DOWN MAIN</p> <p>UM DM</p> <p>75 75</p> <p>85 85</p> <p>15 15</p> <p>90 90</p>		<div>AB</div> <div>Talacre SB (TE)</div> <div>NRN</div> <div>065</div> <p>Former Point of Ayr Colliery (See Local Instructions)</p> <p>Tel. on SB wall</p>	
Talacre SB (TE)	201 35 *				
	201 76	<div>T</div>			
Tyn-y-Morfa LC (MCG)	202 65	<div>T</div>			
	205 36 *			<div>Prestatyn SB</div>	
<b>PRESTATYN</b>	205 43			Platform Lengths: Prestatyn	
	205 49 *			Platform Up 243 m (266yds)	
Prestatyn SB	205 52	<div>T</div>		Platform Down 243 m (266yds)	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	012	Crewe North Jn. to Holyhead	CNH3	LNW North	06/10/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Sandy Lane LC (UWC)	205 61 207 71 * 208 67 *		AB      Prestatyn SB		
Rhyl SB (RL)	208 70 208 74		Rhyl SB (RL)		
<b>RHYL</b>	209 08  209 45 * 210 22 * 210 28 * 212 60 *		DPL 574m (1890ft)  Platform Lengths: Rhyl Platform Up 344m (376yds) Platform Down 304m (332yds)		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	013	Crewe North Jn. to Holyhead	CNH3	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Abergele SB (AE) <b>ABERGELE &amp; PENSARN</b>	213 23		AB Abergele SB (AE) NRN 065		
	213 29		DPL 160m (588ft)		
	213 30		AB applies between Abergele (AE) box and Llandudno Junction box area signals LJ.49 (down) and LJ.50 (up) at Llysfaen		
	213 42 *		Platform Lengths: Abergele & Pensarn Platform Up 199m (218 yds) Platform Down 197m (215 yds)		
Signal LJ.49 (Down)	216 75				
Llysfaen Emergency GF	217 09	[T]	TCB Llandudno Jn SB (LJ)		
Signal LJ.50 (Up)	217 20 *				
Penmaenrhos Tunnel (441m / 482 yds)	217 32 to 217 54				
<b>COLWYN BAY</b>	219 37	[T]	Platform Lengths: Colwyn Bay Platform Up 242m (265 yds) Platform Down 243m (266 yds)		
	220 07 *				
	220 27 *				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	015	Crewe North Jn. to Holyhead	CNH3	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>TCB Llandudno Jn SB (LJ) </div> <p>Exceptional Rail Head Conditions Up and Down main lines between 224m. 0ch. and 225m. 0ch.</p> <p>AB applies between Llandudno Junction box area signals LJ.71 (down) and LJ.76 (up), at Conwy, and Penmaenmawr box.</p> <p>Platform Lengths: Conwy Platform Up 51m (56 yds) Down: 51m (56 yds)</p>		
Signal LJ 71 (Down)	223 61				
	223 69 *				
	224 00 *				
Conwy Tubular Bridge (136m / 149 yd)	224 05				
	224 11 to				
	224 18				
<b>CONWY</b>	224 40				
Conwy Tunnel (68m / 74 yd)	224 44 to				
	224 47				
	224 60 *				
Signal LJ 76 (Up)	224 62 *				
	226 30				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	016	Crewe North Jn. to Holyhead	CNH3	LNW North	12/05/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Penmaenbach Tunnel (656m / 718yd)	226 42 *		AB Penmaenmawr SB (PR)		
to	226 75 *				
Little Chef LC (UWC)	227 78				
Moel Llys Tunnel (140m / 154yd)	228 30				
to	228 37				
	228 45		Platform Lengths: Penmaenmawr Platform Up 169m (185 yds) Platform Down 165m (180 yds)		
Penmaenmawr SB (PR)	228 64				
<b>PENMAENMAWR</b>	228 69				

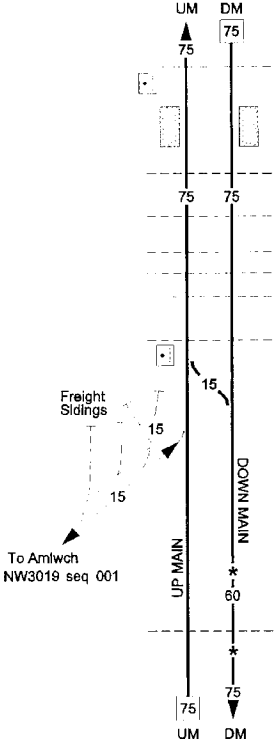







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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	017	Crewe North Jn. to Holyhead	CNH3	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Pen-y-Clip Avalanche Tunnel (242m / 265 yds)	229 77 to 230 09 230 23 *			AB Penmaenmawr SB (PR)	
Mona LC (UWC)	230 63			Platform Lengths: Llanfairfechan Platform Up 114m (125 yds) Platform Down 141m (154 yds)	
<b>LLANFAIRFECHAN</b>	231 43 *			NRN 065	
	231 48				
	231 52 *				
Glan-y-Mor Elias LC (UWC)	232 34				
Madryn Farm LC (UWC)	232 61				
Pentre Ddu LC (UWC)	233 19				
Henfaes Farm LC (UWC)	233 39				
	233 40 *				
Aber Emergency GF	233 53				
Aber Bull LC (UWC)	234 41				
Wig Farm LC (UWC)	234 67				
Wig LC (UWC)	234 75				
Tal'r Meibion Farm LC (UWC)	235 12			Bangor SB (BR)	



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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	019	Crewe North Jn. to Holyhead	CNH3	LNW North	23/03/09
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Belmont Tunnel (592m / 648yd)	239 05 * 239 06 to 239 36 239 70 * 240 01 *  240 62 *  240 67		TCB Bangor SB (BR)		
Britannia Bridge (514m / 562yd)	241 11 to 241 35		[T] [T]		
Menai Bridge North Jn	241 57 241 64 *				


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	020	Crewe North Jn. to Holyhead	CNH3	LNW North	14/07/08
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Llanfair LC (MCG) (Not block post)		242 21			<div>AB Bangor SB (BR) </div> <div>Platform Lengths: Llanfairpwll Platform Up 37m (40 yds) Platform Down 37m (40 yds)</div> <div>Gaerwen SB (GN)</div>
<b>LLANFAIRPWLL</b>		242 29			
Star LC (UWC)		243 27			
Llanddaniel LC (R/G)		243 75			
Gaerwen Isa LC (UWC)		244 37			
Gaerwen Uchaf No.1 LC (UWC)		244 48			
Gaerwen Uchaf No.2 LC (UWC)		244 61			
Gaerwen LC (MCB)		245 09			
Gaerwen SB (GN)		245 09			
Gaerwen Jn		245 15			
		245 56 *			
Tal Line LC (UWC)		246 58			
		246 60 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	021	Crewe North Jn. to Holyhead	CNH3	LNW North	14/07/08
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Tyddyn Morfa LC (UWC)	249 28			<div>AB</div> <div>Gaerwen SB (GN)</div> <div>NRN 065</div> <div>Platform Lengths: Bodorgan Platform Up 96m (105yds) Platform Down 96m (105 yds)</div> <div>Platform Lengths: Ty Croes Platform Up 85m (93yds) Platform Down 84m (92yds)</div>	
Bodorgan No.1 Tunnel (378m / 413 yds)	250 59 to 250 78				
Bodorgan No.2 Tunnel (105m / 115 yds)	251 01 to 251 06				
<b>BODORGAN</b>	251 52				
<b>TY CROES (Up Platform)</b>	254 27				
Ty Croes LC (MCG) (Not block post)	254 31			<div>Platform Lengths: Ty Croes Platform Up 85m (93yds) Platform Down 84m (92yds)</div>	
<b>TY CROES (Down Platform)</b>	254 34				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	022	Crewe North Jn. to Holyhead	CNH3	LNW North	14/07/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>RHOSNEIGR</b>	256 04		<b>AB</b> Gaerwen SB (GN) 		
			Platform Lengths: Rhosneigr Platform Up 91m (100 yds) Platform Down 91m (100 yds)		
			Valley SB (VY)		
Valley LC (MCB) Valley SB (VY)	260 04 260 06 260 06		Platform Lengths: Valley Platform Up 45m (49 yds) Platform Down 37m (40 yds)		
<b>VALLEY</b>	260 09				
Clefflog Uchaf LC (UWC)	260 57		Holyhead SB (HD)		
	261 56				
	263 06 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3001	023	Crewe North Jn. to Holyhead	CNH3	LNW North	01/12/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	263 07		AB Holyhead SB (HD)		
Holyhead SB (HD)	263 26		<p>Platform Lengths: Holyhead</p> <p>Platform 1 Permissive PP 333m (364 yds)</p> <p>Platform 2 Permissive PP 304m (332 yds)</p> <p>Platform 3 Permissive PP 215m (235 yds)</p>		
Platform 3 GF	263 49				
<b>HOLYHEAD</b>	263 52				
Platform 1 GF	263 56				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3003	001	Chester East Jn. to Acton Grange Jn.	CHW1	LNW North	28/02/09
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Chester East Jn	0 24	<p>To Chester Station NW3001 seq 003</p> <p>To Crews NW3001 seq 003</p> <p>To Northwich NW3023 seq 012</p> <p>UF 20</p> <p>DM 20</p> <p>20</p> <p>30</p> <p>75</p> <p>35</p> <p>UP MAIN</p> <p>DOWN MAIN</p> <p>75</p> <p>UM</p> <p>DM</p>	<p>TCB Chester SB (CR)</p> <p>Area channel change at Chester East Jn.</p> <p>Exceptional Rail Head Conditions Up and Down main lines between 0m. 20ch. and 2m. 60ch.</p> <p>AB Mickle Trafford SB (MT)</p> <p>AB applies between Mickle Trafford and Helsby Junction</p>		
	0 29 *		<p>NRN 065 Up</p> <p>NRN 017 Down</p>		
	0 53 *				
Mickle Trafford SB (MT)	2 59				
	2 63				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3003	002	Chester East Jn. to Acton Grange Jn.	CHW1	LNW North	03/10/09
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>HELSEBY</b> Helsby Junction SB	7 28 *		AB Mickle Trafford SB (MT)  DRS 320m (1050ft)		
	7 29 *		Helsby Jn SB		
	7 34		Platform Lengths: Helsby Platform 1 Up 139m (152 yds) Platform 2 Down 84m (92 yds)		
	7 36 *				
	7 40				
	7 50 *				
<b>FRODSHAM</b>	9 68		Platform Lengths: Frodsham Platform 1 Up 156m (171 yds) Platform 1 Down 158m (173 yds)		
Frodsham Tunnel (80m / 87 yd)	10 07 to 10 11				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3003	003	Chester East Jn. to Acton Grange Jn.	CHW1	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Frodsham Jn		11 04		<p>AB</p> <p>Frodsham Jn SB</p> <p>NRN 017</p> <p>UGL (PF) 473m (1554ft)</p> <p>AB applies between Frodsham Jn SB and Norton SB</p>	<p>Norton SB</p> <p>Platform Lengths: Runcorn East Platform Up 183m (200 yds) Platform Down 183m (200 yds)</p> <p>C Up at 14m, 46ch. (287m/ 314yd after passing signal WN.253)</p> <p>TCB Warrington SB (WN)</p>
Frodsham Jn SB		11 09			
		11 31			
Sutton Tunnel (1750m / 1914 yd)		11 63 to 12 70			
<b>RUNCORN EAST</b>		13 06			
Norton SB		13 17			

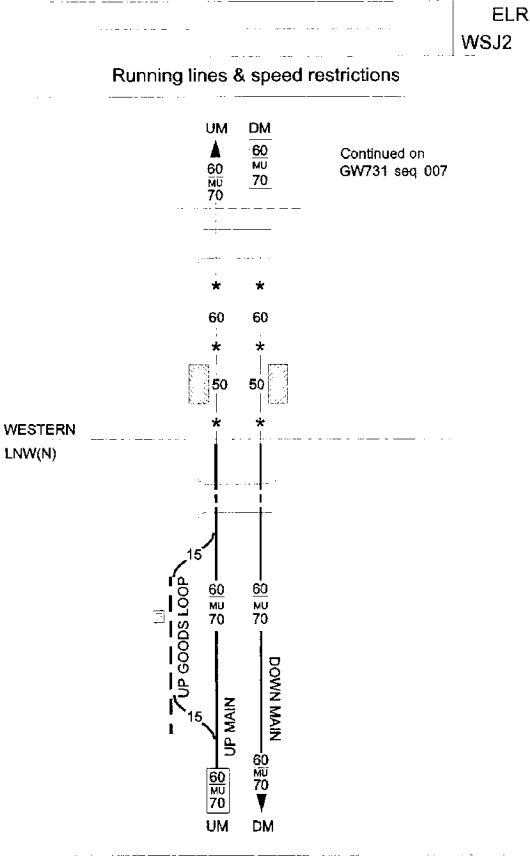


LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3003	004	Chester East Jn. to Acton Grange Jn.	CHW	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Acton Grange GF No.2		16 07			TCB Warrington SB (WN)
Acton Grange Jn		16 19			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3005	001	Gobowen (Excl.) to Saltney Jn.	WSJ2	LNW North	03/10/09
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Gobowen North LC (MCB)		189 56	<p>To Shrewsbury UM DM</p> <p>See Western Route Sectional Appendix GW731 seq 006 for details.</p> <p>60 MU 70</p> <p>15</p> <p>UP MAIN</p> <p>DOWN MAIN</p> <p>60 MU 70</p> <p>UM DM</p>		<p>AB</p> <p>Gobowen North SB (GN)</p> <p>NRN 065</p>
Gobowen North SB (GN)		189 56			<p>AB applies between Gobowen North (GN) and Croes Newydd North Fork (CN)</p>
Pitts LC (UWC)		190 41	<p>T</p> <p>T</p>		
Weston Rhyn LC (AHBC)		191 40			
Chirk Tunnel (47m / 51 yd)		192 35 to 192 37	<p>CHIRK</p>		
		192 54			
Kronospan GF		192 76	<p>S</p> <p>Kronospan Siding</p>		<p>GF released from Croes Newydd North Fork (CN) SB</p>

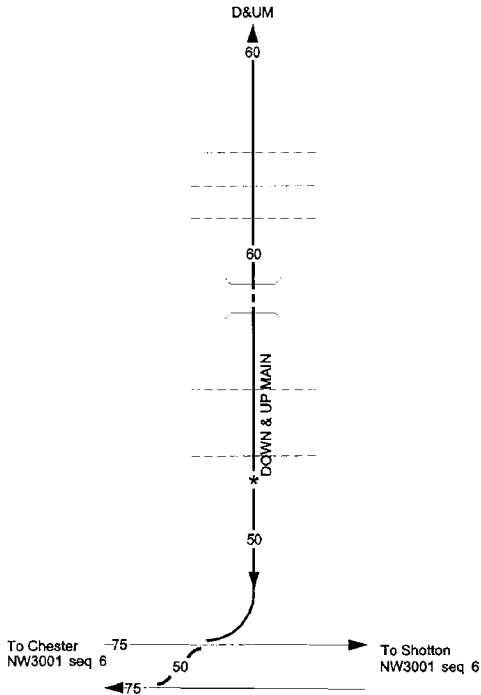
LOR	Seq.	Line of Route Description
NW3005	002	Gobowen (Excl.) to Saltney Jn.
Location		Mileage M Ch
Whitehurst LC (UWC)		193 52 T
Whitehurst Tunnel (42m / 46 yd)		194 07 to 194 09
		194 40 *
<b>RUABON</b>		196 65 *
Network Rail London North Western (appendix boundary)		197 04 197 45 * 199 00
Ruabon Road Tunnel (59m / 64 yd)		200 43 to 200 46
Watery Road GF		201 17



Route	Last Updated
LNW North	03/10/09
Signalling & Remarks	
AB	Gobowen North SB (GN)
NRN 065	
Croes Newydd North Fork SB (CN)	
UGL (PF) 408 metres (1339 feet).	

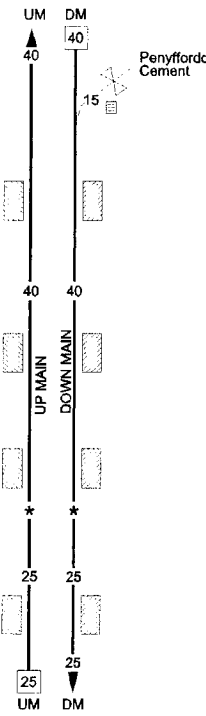

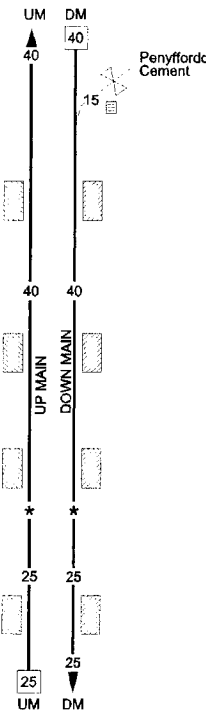
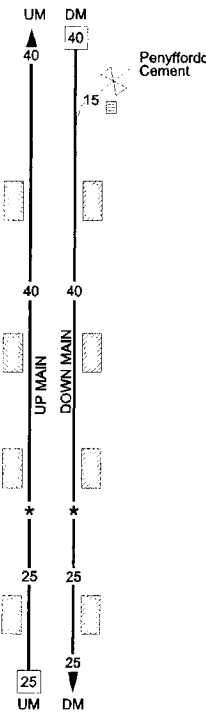
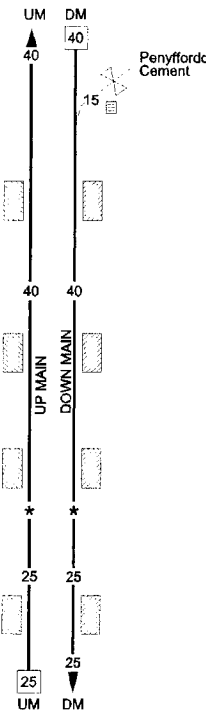
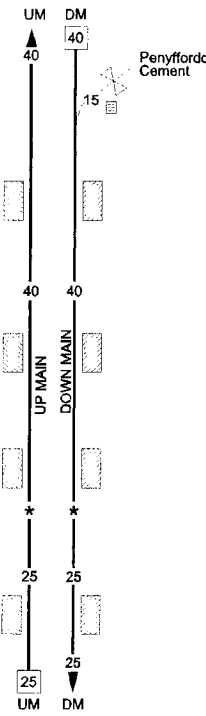


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3005	003	Gobowen (Excl.) to Saltney Jn.	WSJ2 WDB1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Croes Newydd North Fork SB LC (MCB) (CN)	201 43		AB Croes Newydd North Fork SB (CN)		
Wrexham General	201 55 (main line) 0 43 (Bidston line) 201 66		Tail lamp telephones on platforms 3 & 4  Platform Lengths: Wrexham General Platform 1 Up 198m (217 yds) Platform 2 Up 197m (215 yds) Platform 3 Up & Down 152m (166 yds)		
Wrexham Exchange Jn	0 68 (Bidston line)		Chester box (CR) area from Wrexham North Jn. (exclusive) to Saltney Jn. (inclusive)		
Wrexham North Jn	202 40 *		TCB Chester SB (CR)		
	203 00 *				
	203 60				

LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description	Mileage		ELR	Route	Last Updated
NW3005	004	Gobowen (Excl.) to Saltney Jn.			WSJ2	LNW North	07/10/06
Location		M	Ch	Running lines & speed restrictions			
							
		204	60	<div>T</div> <div>T</div>			
		205	40				
Rossett LC (R/G)		206	44				
Broad Oak LC (AHBC)		207	37				
Pulford LC (AHBC)		208	11				
Balderton Tunnel (48m / 53 yd)		209	49				
		to					
		209	51				
Balderton LC (AHBC)		209	67				
Green Lane LC (AHBC)		211	01				
		211	60 *				
Saltney Jn		212	06				
		181	09				
				<div>TCB</div> <div>Chester SB (CR)</div> <div>NRN 065</div>			

44

LOR	Seq.	Line of Route Description	Mileage		Running lines & speed restrictions		ELR	Route	Last Updated
NW3007	002	Wrexham Central to Bidston West Jn	M	Ch			WDB1	LNW North	14/07/08
		Location						Signalling & Remarks	
								AB	Croes Newydd North Fork SB (CN)
									NRN 065
			4	18 *					
		<b>CEFN-Y-BEDD</b>	4	20					Platform Lengths: Cefn-y-Bedd Platform Up 61m (67 yds) Platform Down 60m (66 yds)
			4	73					Platform Lengths: Caergwrie Platform Up 76m (83 yds) Platform Down 77m (84 yds)
		<b>CAERGWRLE</b>							
			5	44					Platform Lengths: Hope / Yr Hob Platform Up 80m (87 yds) Platform Down 73m (80 yds)
		<b>HOPE / YR HOB</b>							
		Penyffordd LC (UWC)	7	36					Penyffordd SB
		<b>PENYFFORDD</b>	7	39					Platform Lengths: Penyffordd Platform Up 71m (78 yds) Platform Down 68m (74 yds)
		Penyffordd SB	7	41					
			7	67					
		<b>HOPE EXCHANGE LC (UWC)</b>							

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3007	003	Wrexham Central to Bidston West Jn	WDB1 WDB2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Penyffordd GF	8 08			<div>AB</div> <div>Penyffordd SB</div> <div></div>	
				GF released from Penyffordd box.	
BUCKLEY	8 68			Platform Lengths: Buckley Platform Up 53m (58 yds) Platform Down 52m (57 yds)	
	9 07			Platform Lengths: Hawarden Platform Up 119m (130 yds) Platform Down 97m (106 yds)	
HAWARDEN	10 60			Platform Lengths: Shotton (High level) Platform Up 100m (109 yds) Platform Down 101m (110 yds)	
	10 64			Platform Lengths: Shotton (High level) Platform Up 100m (109 yds) Platform Down 101m (110 yds)	
SHOTTON (High Level)	12 36			Platform Lengths: Hawarden Bridge Platform Up 91m (100 yds) Platform Down 91m (100 yds)	
	13 00			Area channel change at 14m.p.	
HAWARDEN BRIDGE	13 18 *			<div> Up</div> <div> Down</div>	
	13 33				
	14 15				
	14 12				

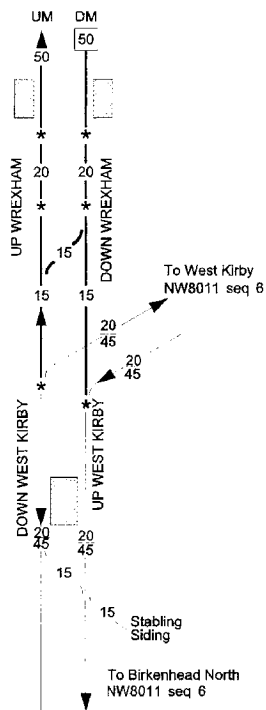


47

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3007	005	Wrexham Central to Bidston West Jn	WDB2 WDB3	LNW North	07/10/06
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
Shotwick GF	11	74			TCB      Dee Marsh Jn SB (DM)
NESTON	8	55			GF Released from Dee Marsh Jn. box  Platform Lengths: Neston Platform Up 84m (92 yds) Platform Down 81m (89 yds)
HESWALL	6	03			Platform Lengths: Heswall Platform Up 56m (61 yds) Platform Down 56m (61 yds)

LOR	Seq.	Line of Route Description
NW3007	006	Wrexham Central to Bidston West Jn
Location		Mileage M Ch
<b>UPTON</b>		1 67
		0 52 *
		0 33 *
Bidston Dee Jn		0 08 *
		4 78
<b>BIDSTON</b>		4 75
Bidston West Jn		4 71

## Running lines &amp; speed restrictions


ELR  
WDB

Route  
LNW North  
Last Updated  
07/10/06  
Signalling & Remarks

TCB Merseyrail SB (ML) NRN 017

Platform Lengths: Upton  
Platform Up 78m (85 yds)  
Platform Down 78m (85 yds)

DC: Sandhills

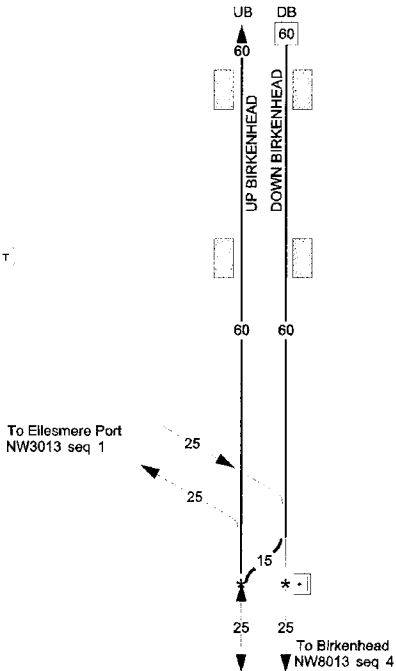
Platform Lengths: Bidston  
Platform Up 119m (130 yds)  
Platform Down 119m (130 yds)

CSR  
40

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3009	001	Chester North Jn. to Chester South Jn.	CVS	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Chester North Jn	0 36		TCB Chester SB (CR)		
Chester South Jn	0 13 179 47		DC: Sandhills (Down & Up Birkenhead lines only)  DGL 358m (1176ft)		



LOR	Seq	Line of Route Description	ELR	Route	Last Updated
NW3011	001	Chester West Jn. to Hooton South Jn.	CRR1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Chester West Jn	179 30 0 16		<div>TCB</div> <div>Chester SB (CR)</div> <div>DC: Sandhills</div> <div>DC: Sandhills (Down &amp; Up Birkenhead lines only)</div>		
Chester North Jn	0 36		<div>Area channel change at Chester North Junction</div> <div>DGL 358m (1178ft)</div>		
	0 42 *		<div>NRN</div> <div>065 Up</div>		
	0 45 *		<div>NRN</div> <div>017 Down</div>		
Loop Connection	0 65				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3011	002	Chester West Jn. to Hooton South Jn.	CRR1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
BACHE	0 79			TCB Chester SB (CR) DC: Sandhills  Platform Lengths: Bache Platform Up 137m (150 yds) Platform Down 137m (150 yds)  Exceptional Rail Head Conditions Up and Down main lines between 4m, 40ch. and 6m.  Platform Lengths: Capenhurst Platform Up 142m (155 yds) Platform Down 139m (152 yds)	
CAPENHURST	5 11			NRN 017 CSR 38	
Hooton South Jn	7 68			AB	
Hooton SB (HN)	7 72 *			Hooton SB (HN)	

LOR Seq. Line of Route Description  
NW3013 001 Hooton South Jn. to Helsby Jn.

ELR  
HHJ

Route Last Updated  
LNW North 16/06/07

Location

Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

Hooton South Jn

7 68  
0 02

0 10 \*

0 60 \*

**LITTLE SUTTON**

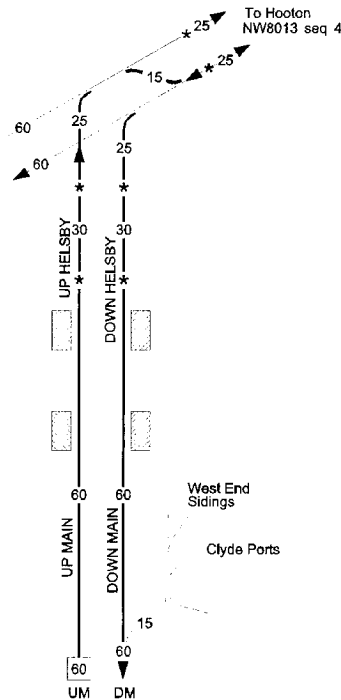
1 47

**OVERPOOL**

2 28

3 37

To Chester  
NW3011 seq 2



AB

Hooton SB (HN)  
DC: Sandhills

NRN CSR  
017 38

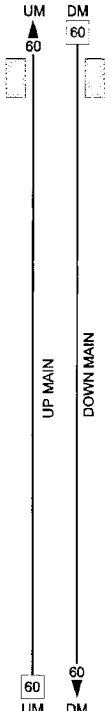
Platform Lengths: Little Sutton  
Platform Up 136m (149 yds)  
Platform Down 136m (149 yds)

Platform Lengths: Overpool  
Platform Up 140m (153 yds)  
Platform Down 142m (155 yds)

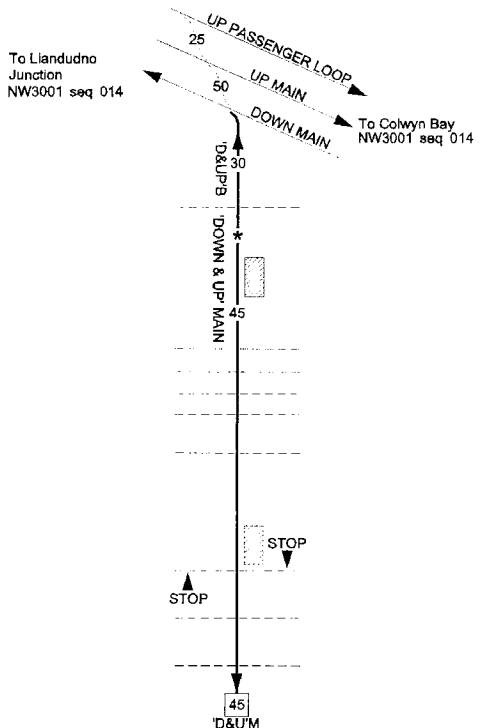
Ellesmere Port SB

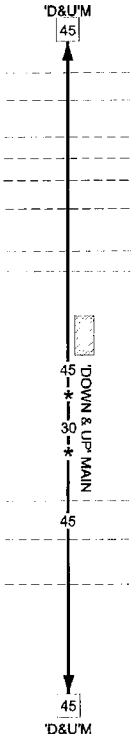


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3013	002	Hooton South Jn. to Helsby Jn.	HHJ	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>ELLESMERE PORT</b>		3 44			<div> <div>AB</div> <div>Ellesmere Port SB</div> <div>DC: Sandhills</div> </div> <div> <div>NRN</div> <div>017</div> </div> <div> <div>CSR</div> <div>38</div> </div>
Ellesmere Port SB (EP)		3 70			DC: Sandhills (To Ellesmere Port Station only)  Platform Lengths: Ellesmere Port Platform Up 135m (148 yds) Platform Down 135m (148 yds)
		4 30			'U&D'GL (PF) 486m (1596 ft)




LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3013	003	Hooton South Jn. to Helsby Jn.	HHJ	LNW North	03/10/09
Location	Mileage M	Ch	Running lines & speed restrictions		Signalling & Remarks
<b>STANLOW &amp; THORNTON</b>	5	67			<div>AB</div> <div>Ellesmere Port SB</div> <div>NRN 017</div> <p>Platform Lengths: Stanlow &amp; Thornton  Platform Up 142m (155 yds)  Platform Down 160m (175 yds)</p>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3013	004	Hooton South Jn. to Helsby Jn.	HHJ	LNW North	03/10/09
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>INCE &amp; ELTON</b>		6 66			<p>AB      Ellesmere Port SB</p> <p>Platform Lengths: Ince &amp; Elton Platform Up 94m (103 yds) Platform Down 94m (103 yds)</p> <p>Helsby Jn SB</p> <p>Tail lamp telephone on platform 4.</p> <p>Platform Lengths: Helsby Platform 3 Up 95m (104 yds) Platform 4 Down 94m (103 yds)</p>
Ince & Elton LC (R/G)		6 69			
		7 65 *			
		8 10 *			
<b>HELSEBY</b>		8 60			
Helsby Junction SB		8 61			
Helsby Jn		8 67			
		7 40			

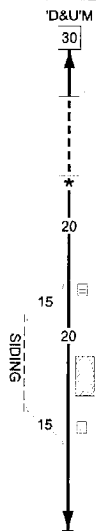
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3015	001	Llandudno Jn. to Blaenau Ffestiniog	LJT1	LNW North	14/07/08
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Llandudno Jn	223 12 0 30				<div>ET</div> <div>Llandudno Jn SB (LJ)</div> <div>NRN 065</div> <p>Llandudno Jn. (LJ) box area to Glan Conwy.</p> <p>Person in charge at Llandudno Jn station is authorised to receive and deliver the token.</p> <p>'D&amp;UP'B' = 'Down &amp; Up' Branch</p> <p>Platform Lengths: Glan Conwy Platform Up 106m (116 yds) Platform Down 106m (116 yds)</p> <div>Llanrwst SB</div> <p>See Local Instruction for Tal-y-Cafn. Platform Lengths: Tal-y-Cafn Platform Up 107m (117 yds) Platform Down 107m (117 yds)</p>
Glan Conwy LC (AHBC)	0 55 1 00 *	T			
<b>GLAN CONWY</b>	1 39				
Meddiant No.3 LC (UWC)	2 61	T			
Hendre Waelod No.1 LC (UWC)	2 68	T			
Meddiant No.4 LC (UWC)	2 75	T			
Meddiant No.5 LC (UWC)	3 03	T			
Hendre Waelod No.2 LC (UWC)	3 22	T			
<b>TAL-Y-CAFN</b>	5 05				
Tal-y-Cafn LC (MCG)	5 08	T			
Meddiant Isaf LC (UWC)	5 23	T			
Brickfield LC (UWC)	5 62	T			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3015	002	Llandudno Jn. to Blaenau Ffestiniog	LJT1	LNW North	14/07/08
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					
Tan-yr-Allt LC (UWC)	6 15			'D&U'M'='Down & Up' Main	
Tan-y-Tallt LC (UWC)	6 32				
Ynys LC (UWC)	6 65				
Dytto Farm LC (UWC)	6 74				
Morfa-Rhydd-y-Pwll LC (UWC)	7 04				
Troed-yr-Rhin LC (UWC) (Morfa No.2)	7 18				
Bryn LC (UWC)	7 42				
Bod Hyfryd LC (UWC)	7 48				
<b>DOLGARROG</b>	8 12			Platform Lengths: Dolgarrog Platform Up 41m (45 yds) Platform Down 41m (45 yds)	
	8 55 *		45 ↓ * DOWN & UP MAIN * 30 ↓ *		
	8 70 *				
Dolffadog LC (UWC)	9 38				
Tyn-Ddwl LC (UWC)	9 73				
Tan Lan LC (UWC)	10 31				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3015	004	Llandudno Jn. to Blaenau Ffestiniog	LJT1	LNW North	14/07/08
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
				<div>NST</div> <div>Llanrwst SB</div> <div><div>NRN</div><div>065</div></div>	
Beaverpool Tunnel (101m / 110 yd)	16 14 to 16 19				
Pont-y-Pant Lower Tunnel (132m / 144 yd)	19 00 to 19 17	T			
<b>PONT-Y-PANT</b>	19 29			Platform Lengths: Pont-y-Pant Platform Up 98m (107yds) Platform Down 98m (107yds)	
Pont-y-Pant Upper Tunnel (60m / 66yd)	19 56 to 19 59				
<b>DOLWYDDELAN</b>	20 50 *			Platform Lengths: Dolwyddelan Platform Up 91m (100 yds) Platform Down 91m (100 yds)	
	20 62				
	20 70 *				
Berthoes Tunnel (42m / 46yd)	22 19 to 22 22				
<b>ROMAN BRIDGE</b>	22 48			Platform Lengths: Roman Bridge Platform Up 82m (90 yds) Platform Down 82m (90 yds)	
Roman Bridge Tunnel (39m / 43yd)	22 55 to 22 57				

LOR	Seq.	Line of Route Description	Mileage		Running lines & speed restrictions	ELR	Route	Last Updated
NW3015	005	Llandudno Jn. to Blaenau Ffestiniog	M	Ch		LJT1	LNW North	14/07/08
Location						Signalling & Remarks		
							NST	Llanrwst SB
								NRN 065
Ffestiniog Tunnel (3522m / 3853 yd)			24	33				
		to						
			26	48 *				
Blaenau Ffestiniog GF No.2			27	33				
<b>BLAENAU FFESTINIOG</b>			27	41				
Blaenau Ffestiniog GF No.3			27	51				
End of line			27	53				



Auxiliary token instrument located on the platform at Blaenau Ffestiniog station.  
Platform Lengths: Blaenau Ffestiniog  
Platform Up 199m (218 yds)  
Platform Down 199m (218 yds)

Siding 219m (720ft)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3017	001	Llandudno Jn. to Llandudno	LLJ	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<p>To Llandudno Junction Station NW3001 seq 14</p> <p>50 15 30 50 15 20 20 20 20 50 50 35 35 50</p> <p>UP MAIN DOWN MAIN</p> <p>UP LLANDUDNO DOWN LLANDUDNO</p> <p>U&amp;DPL</p> <p>UM DM</p>	<div>AB<div>Llandudno Jn SB (LJ)</div><div>NRN065</div></div> <p>Up &amp; Down Passenger Loop 385m (1264ft)</p> <div><div>Deganwy SB</div><p>Platform Lengths: Deganwy Platform Up 189m (207 yds) Platform Down 195m (213 yds)</p></div>		
Llandudno Junction SB (LJ)	223 50 * 223 55 0 03 0 22 *				
	0 28 *				
Deganwy Quay LC (CCTV)	1 01 1 11 *				
<b>DEGANWY</b>	1 16				
Deganwy SB LC (MCB)	1 22 1 40 *				



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3017	002	Llandudno Jn. to Llandudno	LLJ	LNW North	01/12/07
Location	Mileage M	Ch	Running lines & speed restrictions		
Up Siding GF	2	62			
	2	66 *			
	2	68			
Llandudno Station SB	3	00			
<b>LLANDUDNO</b>	3	14	<p>Platform Lengths: Llandudno  Platform 1 Permissive PP  212m (232 yds)  Platform 2 Permissive PP  215m (235 yds)  Platform 3 Permissive PP  216m (236 yds)</p>		



AB Llandudno Station SB

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3019	001	Gaerwen to Amlwch	GLA	LNW North	02/06/07
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Gaerwen Jn		245 15 0 00	<p>To Llanfairpwll NW3001 seq 020</p> <p>15 75</p> <p>75</p> <p>To Bodorgan NW3001 seq 020</p> <p>Freight Sidings</p> <p>15</p> <p>15</p> <p>Shell (UK) Ltd</p> <p>15</p> <p>25</p> <p>16 60 *</p> <p>15</p> <p>Network Rail Boundary</p> <p>Amlwch</p> <p>To Associated Octel Sidings</p>	<p>OT(S) Gaerwen SB</p> <p>NRN 065</p> <p>AWS and TPWS not provided.</p> <p>Line out of use (see Local Instructions).</p>	
Gaerwen GF		0 16			
Shell GF		15 51			
		16 60 *			
Network Rail Boundary Amlwch		17 37			

LNW North Route Sectional Appendix Module NW3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
NW3021	001	Frodsham Jn. to Halton Jn.	FJH	LNW North	08/12/08		
Location			Running lines & speed restrictions		Signalling & Remarks		
Mileage M Ch							
Frodsham Jn	11 03				AB	Frodsham Jn SB	NRN 017
Frodsham Jn SB	1 50				AWS not provided		
	1 30 *				CW. Down at 1m 50ch		
Halton Jn SB (HN)	0 17 *						
Halton Jn	0 00						
	179 24						

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	001	Edgeley Jn. No.2 to Mickle Trafford	EJN	LNW North	10/06/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Edgeley Jn	182 59 0 00		<b>AB</b> Edgeley Jn No.2 SB (EY2) AC: Crewe AC: Crewe (on UF,US,DF,DS only) AB applies between Edgeley Jn No.2 and Edgeley Jn No.1  Edgeley Jn No.1 SB (EY1)		
Edgeley Jn No.2 SB (EY2)	0 04 0 12 *		<b>AB with Direction Levers</b> applies between Edgeley Jn No.1 and Northenden Jn (see local instruction)		
Edgeley Jn No.1 SB (EY1)	0 21 0 33 * 0 68 * 0 69 * 0 74 *		<b>TCB</b> Northenden Jn SB (NN)		
	3 16 *				

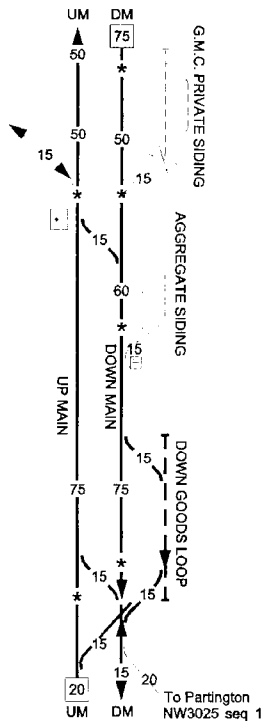


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	002	Edgeley Jn. No.2 to Mickle Trafford	WJP	LNW North	26/05/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	3 66 *		TCB	Northenden Jn SB	NRN 017
Northenden Jn	3 68 33 53 *				
Northenden Jn SB (NN)	33 49		Released from Northenden Jn box		
Northenden GF	33 25 * 33 28	S T			
	30 39		Deansgate Jn SB		
	30 16 *		DGL (PF) in both directions 371m (1218ft)		
Skelton Jn	30 14 *				
	30 12 0 00				

UM	DM	
60	75	G.M.C. PRIVATE SIDING
50	50	
15	15	
*	*	AGGREGATE SIDING
15	60	
15	15	
UP MAIN	DOWN MAIN	
75	75	DOWN GOODS LOOP
15	15	
*	*	
15	15	
20	20	
UM	DM	To Partington NW3025 seq 1

To Hazel Grove  
NW9017 seq 1

To Hazel Grove  
NW9017 seq 1



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	003	Edgeley Jn. No.2 to Mickle Trafford	SJD CDM1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Deansgate Jn	0 33 7 05 *	<p>To Timperley (Metrolink Lines) NW3027 seq 1</p> <p>OUTBOUND INBOUND</p> <p>UP MAIN DOWN MAIN</p> <p>INBOUND OUTBOUND</p> <p>UP &amp; DOWN MAIN</p> <p>50 10 60 50 60</p> <p>UM DM</p>	<p>TCB Deansgate Jn SB (DJ)</p> <p>NRN 017</p>		
Deansgate Jn SB (DJ)	7 06		<p>DC: Queen's Road (applies on Inbound and Outbound lines only).</p> <p>Inbound and Outbound lines are used by Metrolink trains; for details see the General Instructions.</p>		
Deansgate Jn LC (MCB)	7 22 *				
<b>NAVIGATION ROAD</b>	7 25				
Navigation Road LC (CCTV)	7 30 7 32 *		<p>Platform Lengths: Navigation Road Platform Up &amp; Down Main 121m (132 yds)</p>		
	7 34 *				

LOR Seq. Line of Route Description  
 NW3023 004 Edgeley Jn. No.2 to Mickle Trafford

ELR  
 CDM1

Route  
 LNW North

Last Updated  
 07/10/06

Location

Mileage  
 M Ch

Running lines & speed restrictions

Signalling & Remarks

**ALTRINCHAM**

7 55

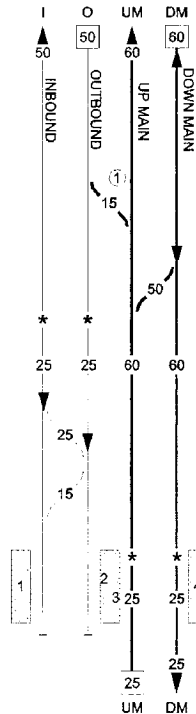
7 62 \*

7 70 \*

7 74

8 00

7 69



TCB

Deansgate Jn SB (DJ)

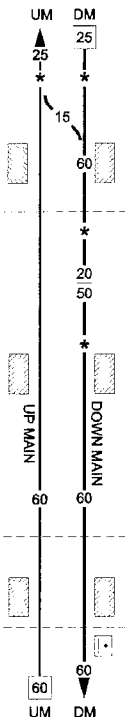
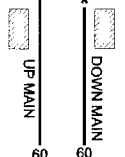
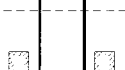


DC: Queen's Road (applies on Inbound and Outbound lines only).

Inbound and Outbound lines are used by Metrolink trains; for details see the General Instructions.

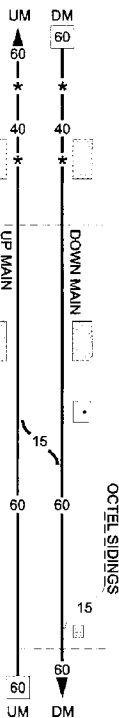
(1) See General Instructions.

Platform Lengths: Altrincham  
 Platform 3 Up 167m (183 yds)  
 Platform 4 Down 141m (154 yds)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	005	Edgeley Jn. No.2 to Mickle Trafford	CDM2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
HALE	8 05 *		<div>TCB</div> <div>Deansgate Jn SB (DJ)</div> <div><div>NRN</div><div>017</div></div> <div>Platform Lengths: Hale Platform Up 130m (142 yds) Platform Down 126m (138 yds)</div>		
	8 31				
	8 36				
	8 78 *				
ASHLEY	9 02 *		<div>Platform Lengths: Ashley Platform Up 112m (122 yds) Platform Down 83m (91 yds)</div>		
	10 05				
Mercer's LC (UWC)	11 37		<div>Platform Lengths: Mobberley Platform Up 109m (119 yds) Platform Down 101m (110 yds)</div> <div>AB</div> <div>Mobberley SB</div>		
MOBBERLEY	11 71				
Mobberley LC (MCB)	11 74				
Mobberley SB	11 75				



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	006	Edgeley Jn. No.2 to Mickle Trafford	CDM2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div> <div>AB</div> <div>Mobberley SB</div> <div> <div>NRN</div> <div>017</div> </div> </div>		
	14 25 *		AB applies between Mobberley box and Plumley West box		
<b>KNUTSFORD</b>	14 40 *		Platform Lengths: Knutsford Platform Up 132m (144 yds) Platform Down 145m (159 yds)		
Woods Tenement Farm LC (UWC)	16 55				
<b>PLUMLEY</b>	17 17		Platform Lengths: Plumley Platform Up 105m (115 yds) Platform Down 87m (95 yds)		
Plumley West SB	18 07		Plumley West SB		
Octel Sidings GF	18 43				
Field House Farm LC (UWC)	18 43				



October 2009

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	009	Edgeley Jn. No.2 to Mickle Trafford	CDM2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<p>TCB</p> <p>Greenbank SB (GK)</p> <p>NRN 017</p>		
	21 58 *				
Hartford East Jn	21 67				
Hartford West Jn	22 12				
Greenbank SB (GK)	22 21				
<b>GREENBANK</b>	22 28		<p>Platform Lengths: Greenbank Platform Up 77m (84 yds) Platform Down 82m (90 yds)</p>		

75

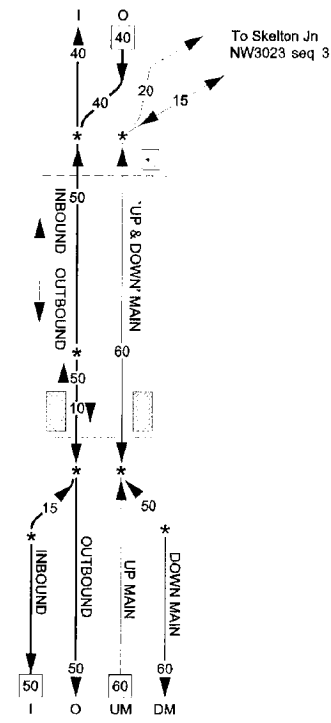

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	011	Edgeley Jn. No.2 to Mickle Trafford	CDM2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<p>TCB Mickle Trafford SB (MT) </p> <p>(1) Applies to Class 7 &amp; 8 trains only (2) Applies to light locomotives only (3) Applies to Class 1 to 6 trains only</p> <p>Released by Mickle Trafford box</p> <p>Platform Lengths: Mouldsworth Platform Up 77m (84 yds) Platform Down 51m (56 yds)</p> <p>D&amp;UM=Down &amp; up Manchester</p>		
Mouldsworth GF	30 60				
	30 62 *				
<b>MOULDSWORTH</b>	31 02				
	31 09 *				
	31 13 *				
	31 40 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3023	012	Edgeley Jn. No.2 to Mickle Trafford	CDM2 MTJ2	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			TCB	Mickle Trafford SB (MT)	NRN 017
		<p>D&amp;UM</p> <p>1 25</p> <p>2 60</p> <p>MANCHESTER</p> <p>DOWN &amp; UP</p> <p>35</p> <p>To Helsby NW3003 seq 1</p> <p>75</p> <p>75</p> <p>To Chester NW3003 seq 1</p>	<p>(1) Applies to Class 7 &amp; 8 trains only</p> <p>(2) Applies to Class 1 to 6 trains only</p>		
Farmer Johnsons LC (UWC)	34 06				
Plemstall LC (UWC)	34 45				
	35 23 *				
Mickle Trafford SB (MT)	35 35				
	35 40				



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3025	001	Skelton Jn. to Partington	WJP	LNW North	20/09/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Skelton Jn	30 12	<p>To Deansgate Junction NW3023 seq 002</p> <p>To Northenden Junction NW3023 seq 002</p> <p>UP &amp; DOWN PARTINGTON</p> <p>Shell Chemicals (UK)</p>	OT Deansgate Jn SB (DJ) <div>NRN 017</div>		
	29 71 *		Line out of use from signal DJ.7 to the Network Rail Boundary		
	29 70 *				
Partington Jn. Network Rail Boundary	27 20				




LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3027	001	Timperley to Altrincham (Metrolink lines)	CDM1	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
TIMPERLEY		6 55	<div><div>To Manchester (see Metrolink Publications)</div><div><div><div>I</div><div>O</div></div><div><div>50</div><div>50</div></div><div><div>*</div><div>*</div></div><div><div>25</div><div>25</div></div><div><div>*</div><div>*</div></div><div><div>INBOUND</div><div>SLIDING</div><div>OUTBOUND</div></div><div><div>40</div><div>40</div></div><div><div>I</div><div>O</div></div><div><div>40</div><div>40</div></div></div></div>		
		6 63 *			
		6 66 *			
Signal DJ.501		6 73	Deansgate Jn (DJ) box area from signal DJ.501 to Altrincham		
Network Rail NW / Metrolink Boundary		6 77	Deansgate Jn SB (DJ)		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3027	002	Timperley to Altrincham (Metrolink lines)	CDM1	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Deansgate Jn		0 33 7 05 *			<p>TCB Deansgate Jn SB (DJ) DC: Queen's Road </p> <p>DC: Queen's Road (applies on Inbound and Outbound lines only).</p> <p>Inbound and Outbound lines are used by Metrolink trains; for details see the General Instructions.</p> <p>AWS not provided TPWS not provided</p>
Deansgate Jn SB (DJ) Deansgate Jn LC (MCB)		7 07			
		7 22 *			
<b>NAVIGATION ROAD</b>		7 25			
Navigation Road LC (CCTV)		7 30			
		7 32 *			
		7 34 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3027	003	Timperley to Altrincham (Metrolink lines)	CDM1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<p>To Hale NW3023 seq 5</p>	<p>TCB</p> <p>Deansgate Jn SB (DJ) DC: Queen's Road</p> <p>NRN 017</p> <p>DC: Queen's Road (applies on Inbound and Outbound lines only). Inbound and Outbound lines are used by Metrolink trains; for details see the General Instructions.</p> <p>AWS not provided TPWS not provided</p> <p>① See General Instructions.</p>		
	7 62 *				
	7 70 *				
ALTRINCHAM	7 74				
	8 00				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3029	001	Sandbach North Jn. to Northwich West Jn.	SNJ	LNW North	09/02/08
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Sandbach North Jn		162 62 0 00		TCB Manchester South SCC (MS) 	
Limit of electrification		0 22 0 44		U&DP: Up & Down Platform   Line Blocked Lockout. Up Middlewich Branch and Up & Down Middlewich Branch lines from Sandbach North Junction to Elworth Junction.	
Elworth Jn		0 52 *			
Higher Delacre LC (UWC)		1 27			
British Salt GF		1 73		GF released by Manchester South SCC.	
			U&DM: Up & Down Middlewich branch		

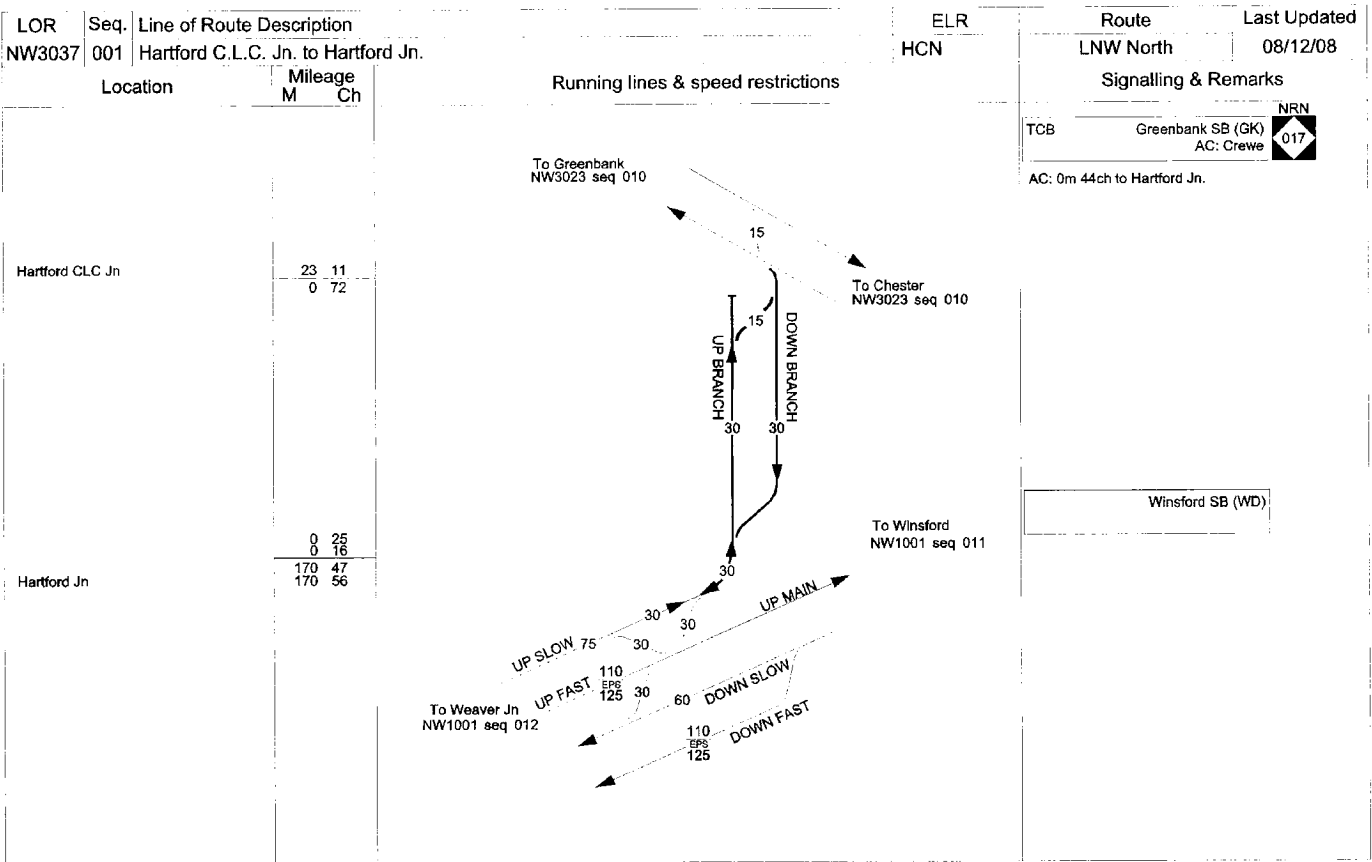
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3029	002	Sandbach North Jn. to Northwich West Jn.	SNJ	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Middlewich Loop East Jn	3 39	<p>U&amp;DM 20</p> <p>UP MIDDLEWICH LOOP 20</p> <p>DOWN MIDDLEWICH LOOP 20</p> <p>UP &amp; DOWN NORTHWICH BRANCH 10</p> <p>To Northwich Station Jn NW3031 seq 1</p> <p>To Northwich Station Jn NW3023 seq 8</p> <p>To Greenbank NW3023 seq 8</p>	TCB Manchester South SCC (MS)	NRN 065	
NRN channel change	3 46		CL 494m (1621ft) Area channel change at 3m 46ch U&D = Up & Down branch	NRN 065 Up	
Middlewich Loop West Jn	4 05		Greenbank PSB (GK)	NRN 017 Down	
	8 30 *				
Northwich South Jn	8 37		U&DM = Up & Down Middlewich branch U&DN = Up & Down Northwich branch		
Northwich West Jn	8 64 20 74				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3031	001	Northwich South Jn. to Northwich Station Jn.	NSN	LNW North	07/10/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Northwich South Jn		8 37		TCB Greenbank SB (GK) 	
Northwich Station Jn <b>NORTHWICH</b>		8 66 * 20 52			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW3033	001	Hartford East Jn. to Hartford North Jn. (East Goods Line)	HEG	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Hartford East Jn	21 67		<p>TCB Greenbank SB (GK)</p> <p>NRN 017</p>		
Hartford North Jn	22 10 0 29			<p>'D&amp;U'G' = 'Down &amp; up' goods line</p>	

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
NW3035	001	Hartford West Jn. to Hartford North Jn. (West Goods Line)		HWG	LNW North	02/06/07
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Hartford West Jn		22 12 0 11			<div>TCB</div> <div>Greenbank SB (GK)</div> <div>NRN 017</div>	
Hartford North Jn		0 29			'D&UG' = 'Down & up' goods line	
		0 36				





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NW3009 (CHESTER NORTH JN. TO CHESTER SOUTH JN.)

From	To	Type of Train	Line(s)	Remarks
Chester North Jn (signal CR.555)	Chester South Jn (rear of signals CR.122/124)	Any	Down Birkenhead/"Up & down" fork/Up slow or Up fast	Propelling authorised with a leading vehicle, which must be either a dead locomotive, Class 253/254, DVT or brake van (see Local Instructions)

Dated: 07/10/06

NW3011 (CHESTER WEST JN. TO HOOTON SOUTH JN.)

From	To	Type of Train	Line(s)	Remarks
Chester North Jn (signal CR.408)	Chester Station (platforms 3,4 or 7)	Coaching stock	Up Birkenhead/Down Birkenhead (up direction)	Propelling authorised
Chester North Jn (signal CR.408)	Chesster Middle Yard Reception Line	Freight	Up Birkenhead/Down Birkenhead (up direction)	Propelling authorised for trains up to 64m (210 ft) in length

Dated: 07/10/06

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## **NW3001 - CREWE NORTH JN. TO HOLYHEAD**

### **Heritage G.F.**

The ground frame which controls access to Crewe Heritage Centre siding is kept normally locked and the key retained in Crewe box.

All movements to and from the Heritage Centre siding via the ground frame must be under the control of the Network Rail Area Operations Managers representative.

**Dated: 07/10/06**

## **NW3001 - CREWE NORTH JN. TO HOLYHEAD**

### **Crewe Electric Traction Depot**

**Incoming movements.** The signaller at Crewe signal box must be advised of the description and length of all movements for the Electric Traction Depot (ETD), prior to departure.

When trains require to leave the ETD at the Crewe North Junction end, the ETD person in charge (PIC), after ensuring that the facing hand points have been properly set and secured, must advise the signaller at Crewe signal box that the train is ready to depart.

The speed of trains within the ETD must not exceed **10 mph**.

The PIC, when making arrangements for the arrival and departure of trains, will be responsible for instructing the drivers of any locomotives in the ETD sidings not to move towards the fouling point.

**Dated: 07/10/06**

## NW3001 - CREWE NORTH JN. TO HOLYHEAD CHESTER

**Working of the barrow crossing.** The barrow crossing at the Crewe end of the station must only be used when the station lifts have failed and an attendant has been appointed. The attendant's permission must be obtained before any persons are allowed to cross.

**Stabling of trains.** When it is deemed necessary due to engineering works or other related circumstances, then not more than 2 x Class 507 or Class 508 electric multiple units coupled together are authorised to be stabled on the Up Slow line (Platforms 7A and 7B) at Chester. This authorisation only applies overnight between the last train of the day and the first train of the following day.

During the period when the Class 507 or Class 508 electric multiple units coupled together are stabled on the Up Slow line (Platforms 7A and 7B) at Chester, the Driver concerned must secure the train and ensure an illuminated tail light is displayed on each end of the stabled train.

This authorisation especially amends Rule Book Module TW1, Clause 11.4 in respect of the stabling of trains in other than an authorised location.

**Chester Diesel Depot.** Movements onto the depot must normally be made from the station end and movements off the depot from the Birkenhead end.

All movements on the depot and service roads between the board worded 'Stop & Telephone' on the depot road and signal CR.554, and between the east end headshunt and signal CR.543, are under the control of the depot supervisor. The depot supervisor must authorise all movements between these points except for any movement made on service road No.1 or the depot road towards signal CR.106 for which the authority of the signaller at Chester signal box is needed.

**Chester Diesel Depot - East Headshunt.** The portion of line between the board worded, 'Stop and Telephone' and the stop block is designated a Jarvis siding. Movements from the Jarvis siding must not be made without the authority of the depot supervisor.

**Movements leaving the depot at the Birkenhead end.** On arrival at signal CR.554, the driver must advise the signaller at Chester signal box by telephone of the description and destination of the movement.

### Method of working at Chester Train Care Centre

#### General

Under no circumstances must trains be stabled on Siding 5.

**Movements departing Chester Train Care Centre.** When a movement requires to depart the Train Care Centre via Siding 5, the driver must obtain permission from the signaller in Chester signal box before passing the 'Stop and Telephone' board at the exit of the Train Care Centre.

The signaller at Chester signal box may give permission for the movement to pass the 'Stop and Telephone' board and proceed along siding 5 towards signal CR.541 providing no other conflicting movement has been authorised.

If the movement requires to proceed along Siding 6, providing no other conflicting movement has been authorised, the Person in Charge of the movement may authorise the driver to pass the 'Stop and Telephone' board for shunting purposes only.

**Movements required to enter Chester Train Care Centre.** The signaller at Chester signal box must obtain the permission of the Person in Charge at Chester Train Care Centre, before authorising a movement to enter Chester Station Yard Siding 5.

The Person in Charge must only give permission for the movement if no other conflicting movement has been authorised.

If a movement requires to enter the Train Care Centre from Siding 6 the permission of the Person in Charge at Chester Train Care Centre must first be obtained before passing the 'Stop and Telephone' Board.

The Person in Charge must only give permission for the movement if no other conflicting movement has been authorised.

**Dated: 08/11/08**

## **NW3001 - CREWE NORTH JN. TO HOLYHEAD**

### **Saltney Jn To Rockcliffe Hall SB (RH)**

Controlled signals CR.203 (down main) and CR.206 (up main) are provided to protect Hawarden Aerodrome runway. If the signaller has reason to suspect that the line is obstructed / damaged between these signals, he will arrange for the line to be examined. If no other competent person is readily available, the signaller may request the driver of a train at one of these signals to arrange for a member of the Traincrew to examine the line on foot.

**Dated: 07/10/06**

## **NW3001 - CREWE NORTH JN. TO HOLYHEAD**

### **SHOTTON (Low Level)**

The driver of a locomotive-hauled passenger train conveying five or six passenger vehicles booked to call at Shotton (low level) station must bring the train to a stand at the 6-car train stop marker provided. The guard of such a train must advise passengers alighting at Shotton that they must not do so from the rear vehicle.

A locomotive hauled passenger train conveying more than six passenger vehicles or a DMU train composed of more than four vehicles must not stop at Shotton (low level) station unless local instructions for stopping long trains at short platforms have been agreed and issued by the train operator concerned.

**Dated: 07/10/06**

## **NW3001 - CREWE NORTH JN. TO HOLYHEAD**

### **Holywell Junction SB**

**Down goods loop.** Trains destined for Mostyn Dock may be stabled on the down goods loop at Holywell Junction.

**Dated: 07/10/06**

## **NW3001 - CREWE NORTH JN. TO HOLYHEAD**

### **Mostyn Dock Exchange Sidings**

**Mostyn Exchange sidings.** The Mostyn Dock Company's (MDC) locomotive also works in these sidings and, if this locomotive is in or requires to enter the sidings whilst a non-MDC train is present, the driver or guard, if provided, must reach a clear understanding with the MDC shunter as to the movements to be made.

The Certificate of Closure for departing tank trains will be found in the label clip of the first wagon.

**Dated: 07/10/06**

## **NW3001 - CREWE NORTH JN. TO HOLYHEAD**

### **Talacre SB (TE)**

**Former Point of Ayr Colliery.** This line must not be used without the specific permission of the Network Rail Area Operations Manager.

**Dated: 05/05/07**

## **NW3001 - CREWE NORTH JN. TO HOLYHEAD**

### **RHYL**

**Tail lamp telephone.** When an up train has come to a stand in the up platform the driver or guard must immediately advise the signaller by means of the telephone on the platform whether or not the train has arrived complete with tail lamp.

**Dated: 07/10/06**

## **NW3001 - CREWE NORTH JN. TO HOLYHEAD COLWYN BAY**

**Tail lamp telephone.** When a train comes to a stand in the down main platform the driver or guard must immediately advise the signaller by means of the telephone on the platform whether or not the train has arrived complete with tail lamp.

**Dated: 07/10/06**

## **NW3001 - CREWE NORTH JN. TO HOLYHEAD LLANDUDNO JUNCTION**

**Tail lamp telephone.** When a down train comes to a stand in the down main, 'up & down' main or 'up & down' passenger loop platforms, the driver or guard, must immediately advise the signaller by means of the telephone on the platform, whether or not the train has arrived complete with tail lamp.

**Heron Fuels Petroleum depot.** The hand-points in the lead from the yard to Glan Conwy Freight depot or Heron Fuels Petroleum depot must be kept normally padlocked to prevent vehicles irregularly entering the Petroleum depot.

**Dated: 07/10/06**

## **NW3001 - CREWE NORTH JN. TO HOLYHEAD PENMAENMAWR**

### **Aggregate Sidings**

**Incoming Trains.** Drivers of incoming trains must not proceed beyond the 'Stop & Await Instructions' board at the entrance to the Aggregate siding without the shunter's permission.

When the shunter is not on duty, the signaller is authorised to instruct drivers to pass this board. However, before entering the Aggregate sidings, the driver must be satisfied that:

- all points are correctly set,
- the siding to which the train will run is clear,
- any Aggregate staff in the sidings have been warned of the incoming train.

Movements into the siding must be made at caution.

All rail movements within the Aggregate sidings will be under the control of the shunter, or the guard if a shunter is not on duty.

**Outgoing Trains.** When a train is ready to depart during the time the shunter is not on duty, the guard must give all necessary details and request the signaller's permission for the train to pass the 'Stop and Telephone' board at the exit from the sidings.

**Tail lamp telephone.** If an incoming train is detained at the 'Stop and Await Instructions' board, the driver or guard, if provided, must advise the signaller whether or not the train has arrived complete with tail lamp. A telephone is provided for this purpose on the Conwy side of signal PR.19.

**Dated: 12/05/07**

## NW3001 - CREWE NORTH JN. TO HOLYHEAD

### BANGOR

**Tail lamp telephone.** When a train comes to a stand in the down platform loop or on the main line, the driver or guard must immediately advise the signaller at Bangor signal box by means of the telephone on the down platform whether or not the train has arrived complete with tail lamp.

**'Off' indicators in Belmont Tunnel.** 'OFF' indicators are provided in association with the shunting disc signal on the down main line in Belmont tunnel, 75 yards on the Holyhead side of the box. These may be used to assist set-back movements.

The guard or shunter must advise the signaller at Bangor box when the movement may commence.

**Failure of signals protecting the single line over the Britannia bridge.** If there is a failure of any equipment preventing signal BR.10 (down main home 4) or signal BR.58 (up main home 3) for Bangor from being cleared, a pilotman will be appointed who will, under the authority of the signaller, personally instruct the driver of each train to pass on to the single line.

**Dated: 07/10/06**

## NW3001 - CREWE NORTH JN. TO HOLYHEAD

### VALLEY

**The down and up main line emergency colour light signals** adjacent to the Valley Aerodrome runways will not normally be illuminated but if the line is obstructed or damaged by aircraft these distant and stop signals, which are operated from the Aerodrome Control Tower, will display caution and danger aspects respectively.

If a danger aspect is displayed drivers must bring their trains to a stand at the emergency stop signal and tell the signaller at Valley signal box using the telephone at the signal. If a train is to be detained at the signal drivers must place three detonators 20 metres apart on the line on which the train is standing 300 metres (approximately 300 yards) in rear of the train.

Drivers must not proceed until the signal lights have been extinguished and the personal authority of the signaller has been obtained

If the line has to be examined to ascertain whether the permanent way is obstructed or damaged, and no other competent person is readily available, the signaller may request the driver of a train stopped at the signal to arrange for a member of the traincrew to examine the line on foot.

During a failure of the emergency signals, drivers of trains will be instructed by the signaller at the next signal box open in rear to approach the emergency signals at caution and be prepared to stop if a hand danger signal is shown.

Whenever possible, the patrolman must test the telephone at the emergency stop signal and, if it is out of order, report the circumstances to the nearest signal box.

**Dated: 07/10/06**

## NW3001 - CREWE NORTH JN. TO HOLYHEAD

### HOLYHEAD

**F & I Depot.** When advised by the designated person that there are no staff on duty in the depot, the Shift Station Manager must authorise movements to pass the 'Stop & Await Instructions' boards, as necessary.

**Working of Class 253/254 Trains.** If only one power car of a departing train formed of 8 or more trailer vehicles is available for traction purposes, the driver must inform the platform supervisor who must:

- arrange with the signaller for the route to be set as far as HD.40 signal (up main home 2), and,
- advise the driver when this has been done.

If in these circumstances, the up main home 1 signal cannot be cleared owing to failure, the driver will be instructed before leaving the platform, that the signal may be passed at danger.

Should a Class 253/254 train formed of 8 or more trailer vehicles with only one power car available for traction purposes be stopped on the 1 in 75 gradient for any reason, arrangements must be made for the train to set back into the station before continuing on its journey.

**Dated: 07/10/06**

## **NW3005 - GOBOWEN (EXCL.) TO SALTNEY JN.**

### **WREXHAM GENERAL**

**Tail lamp telephone.** When a train from the Penyffordd direction is detained on the 'up & down' loop at Wrexham General station, the driver or guard, if provided, must immediately advise the signaller at Croes Newydd North Fork signal box whether or not the train has arrived complete with tail lamp by means of the telephone at the Penyffordd end of the platform.

The use of Rule Book Module T10 is authorised on the Up Bay Sidings 1 and 2 for the protection of personnel when working on rail vehicles.

**Dated: 30/06/08**

## **NW3005 - GOBOWEN (EXCL.) TO SALTNEY JN.**

### **Wrexham North Jn To Saltney Jn**

**Working by pilotman.** When it is necessary to introduce working by pilotman over the single line between Wrexham North and Saltney Junction, the line will be considered as two separate portions as indicated below. Unless the failure affects the whole of the single line, working by pilotman will only be introduced over the affected portion.

Wrexham North (signal CN.6)

Green Lane (signal CR.483)

Green Lane (signal CR.484)

Saltney Junction (signal CR.117)

**Dated: 07/10/06**

## **NW3005 - GOBOWEN (EXCL.) TO SALTNEY JN.**

### **Green Lane LC (AHBC)**

When it is necessary for signal CR.484 to be passed at danger, the signaller will instruct the driver to operate the emergency plunger provided at the signal to lower the barriers. The movement must not proceed over the crossing until the driver is satisfied that the barriers are lowered and the crossing is clear.

When working by pilotman is in operation between Saltney Junction and Wrexham North, drivers of up trains authorised to proceed on the single line from signal CR.117 at Saltney Junction must bring their trains to a stand at signal CR.483, approaching Green Lane level crossing. When instructed by the signaller at Chester signal box to pass signal CR.483 at danger, they must proceed cautiously towards the crossing and not pass over it until they are satisfied that the barriers are lowered and the crossing is clear.

**Dated: 07/10/06**

## **NW3007 - WREXHAM CENTRAL TO BIDSTON WEST JN**

### **WREXHAM CENTRAL**

The signaller at Croes Newydd North Fork signal box must be advised when a train is ready to leave Wrexham Central station.

**Dated: 07/10/06**

## **NW3007 - WREXHAM CENTRAL TO BIDSTON WEST JN**

### **WREXHAM GENERAL**

**Tail lamp telephone.** When a train from the Penyffordd direction has arrived in the 'down & up' Central platform at Wrexham General station, the driver or guard, if provided, must immediately advise the signaller at Croes Newydd North Fork signal box whether or not the train has arrived complete with tail lamp by means of the telephone at the Penyffordd end of the platform.

**Dated: 07/10/06**

## **NW3007 - WREXHAM CENTRAL TO BIDSTON WEST JN PENYFFORDD**

**Shunting in Exchange Sidings.** Before entering the sidings, drivers must give two blasts on the horn. Guards and shunters must satisfy themselves that the lines are clear before commencing to shunt.

**Under no circumstances must vehicles be left on the down or up main lines without a locomotive attached.**

**Dated: 07/10/06**

## **NW3007 - WREXHAM CENTRAL TO BIDSTON WEST JN Dee Marsh Jn SB (DM)**

The person in charge at Birkenhead sidings (PIC) must advise the signaller at Dee Marsh Junction signal box of the description and destination of a train which is ready to leave the sidings.

The signaller at Dee Marsh Junction signal box will request the permission of the PIC before allowing a train to enter the sidings. The PIC may give permission provided there is no conflicting movement authorised and there is sufficient room to accommodate the incoming train clear of the main line.

**Dated: 07/10/06**

## **NW3009 - CHESTER NORTH JN. TO CHESTER SOUTH JN. Chester North Jn To Chester South Jn**

**Propelled movements from Chester North Junction to Chester South Junction. The leading vehicle of the propelled movement must normally be a:**

- dead locomotive or class 253/254 train with driver, or,
- DVT with either driver or guard, or,
- brake vehicle fitted with an automatic brake valve, with guard.

The speed of the propelled movement must not exceed **5 mph** and the driver or guard in the leading traction unit or brake vehicle must control the movement in accordance with *Rule Book Module SS2* and be prepared to apply the brake in an emergency. If the propelling movement is brought to a stand by an emergency brake application from the leading vehicle, the movement must not restart until the traincrew and the signaller at Chester signal box come to a clear understanding.

White lights are provided to control the propelling movement over the 'up & down' Fork line and when illuminated indicate that all signals have been cleared to the 'Limit of Shunt' indicator at Roodee Junction for the movement to proceed to the up fast or up slow line at Chester South Junction. If the white lights are extinguished the driver or guard must bring the movement to a stand until further instructions are obtained from the signaller at Chester signal box.

**Dated: 07/10/06**

## **NW3013 - HOOTON SOUTH JN. TO HELSBY JN. ELLESMERE PORT**

A 'Train arrived complete' plunger is provided on the down platform at Ellesmere Port station and as soon as a stopping passenger train or a locomotive for West End sidings comes to a stand in the down platform, complete with tail lamp, the guard or driver must operate the plunger.

**Manchester Ship Canal Branch (West End).** Drivers of departing trains from the branch line (from signal EP.11) must advise the signaller of his train description.

**Dated: 07/10/06**

## **NW3013 - HOOTON SOUTH JN. TO HELSBY JN. HELSBY**

**Kemira sidings, Ince and Elton.** Before signalling a train or locomotive into Kemira sidings the signaller at Helsby Junction signal box will ensure that the line is clear as far as the first 'Stop' board. All trains and locomotives must stop at this 'Stop' board where the traincrew must use the telephone to obtain instructions from Kemira as to how far the train may proceed. If contact cannot be made by telephone, the traincrew must proceed to the gatehouse for instructions. If the train is authorised to proceed only as far as the second 'Stop' board, further instructions must be obtained before that 'Stop' board is passed. A 'Stop' board must NOT be passed without authority from Kemira.

When a train arrives on a stabling siding, it must be stabled clear of all points and handbrakes applied.

The traincrew of a departing train are responsible for shunting and train preparation. The certificate of readiness must be obtained from either the Kemira traffic office or from the label clip.

After authority to depart has been received from Kemira, a departing train or locomotive may draw down to the 'Stop' board at the exit to the main line and the traincrew must use the telephone provided to advise the signaller that the train is ready to depart. The train may then depart when the signal is cleared.

Non Kemira locomotives must not be moved whilst in Kemira sidings without permission first being obtained from Kemira.

Non Kemira locomotives must not make any propelling movements in Kemira sidings.

If movements are to be made by the Kemira locomotive whilst non Kemira locomotives are in the sidings, the sidings staff will advise the non Kemira traincrew.

**Tail lamp telephone.** When a down train, requiring to turn back towards the Stanlow & Thornton direction, has come to a stand in the down Hooton platform (No. 4) at Helsby station, the driver or guard, if provided, must immediately advise the signaller at Helsby Junction signal box whether or not the train has arrived complete with tail lamp by means of the telephone provided.

**Dated: 07/10/06**

## **NW3015 - LLANDUDNO JN. TO BLAENAU FFESTINIOG Glan Conwy LC (AHBC)**

When it is necessary for the up branch home signal (LJ.59) to be passed at danger, the signaller will instruct the driver to operate the emergency plunger provided at the signal to lower the barriers. The movement must not proceed over the crossing until the driver is satisfied that the barriers are lowered and the crossing is clear.

**Dated: 07/10/06**

## **NW3015 - LLANDUDNO JN. TO BLAENAU FFESTINIOG Tal-y-Cafn LC (MCG)**

Each train must be brought to a stand at the 'Stop' board and the driver must not proceed until a green handsignal from the crossing keeper has been received.

**Dated: 07/10/06**



## NW3015 - LLANDUDNO JN. TO BLAENAU FFESTINIOG

### LLANRWST To BLAENAU FFESTINIOG

The driver of a train which does not require to be shunted clear of the single line at Blaenau Ffestiniog is authorised to return to Llanrwst signal box without the token being passed through a token instrument. To do this the authority of the signaller at Llanrwst signal box must be obtained. However, if telephone communication is not available in these circumstances then trains are authorised to return from Blaenau Ffestiniog but the driver must approach the home signal for Llanrwst signal box cautiously.

If a down DMU train becomes defective in the section between Llanrwst and Blaenau Ffestiniog the driver is authorised to return to Llanrwst provided the train is driven from the leading end and approaches the home signal for Llanrwst signal box cautiously. Where possible the signaller at Llanrwst signal box must be advised by telephone from Pont-y-Pant or Betws-y-Coed.

**Blockage of the line.** If a blockage of the line occurs due to flooding between Llanrwst and Blaenau Ffestiniog, provided there is no train or on-track machine occupying the line between these points, the following special arrangements may be introduced to allow a train service to be maintained as far as Llanrwst station.

1. A possession of the line must be taken from a point 50 yards on the Blaenau Ffestiniog side of Llanrwst station to Blaenau Ffestiniog. The protection at Llanrwst must be clearly visible to the driver of a down train arriving in the station.
2. The PICOP, PC or COSS, must sign the relevant entry in the Train Register in Llanrwst signal box but **must not** take possession of the token.
3. A label worded **"TO LLANRWST STATION ONLY"** must be attached to the token while the above special arrangements are in force. Drivers must work to the instructions given by the signaller at Llanrwst signal box.

**Dated: 07/10/06**

## NW3015 - LLANDUDNO JN. TO BLAENAU FFESTINIOG

### BLAENAU FFESTINIOG

A crossing attendant will be provided to supervise movements over the foot crossing at Blaenau Ffestiniog station. The crossing attendant will usually be a suitably qualified employee of the Ffestiniog Railway Company.

Movements past any stop boards protecting the crossing must be authorised by the crossing attendant. However, if it is necessary for an engineers train movement to take place whilst the line is under possession, the PICOP or ES, as appropriate, may authorise movements past the 'STOP' boards, provided an assurance has been received from Ffestiniog Railway Control (Tel: 01766-512340) that the level crossing gates have been secured and will not be used until the possession is given up.

**Dated: 07/10/06**

## NW3019 - GAERWEN TO AMLWCH

### Gaerwen Jn To Amlwch

This line must not be used without the specific permission of the Network Rail Area Operations Manager, Liverpool.

**Dated: 07/10/06**

## NW3023 - EDGELEY JN. NO.2 TO MICKLE TRAFFORD

### Edgeley Jn No.1 SB (EY1) To Northenden Jn

**Method of working.** The clearing of the controlling signal will be the driver's authority to proceed on to the single line.

An engineering train must not return to the signal box in rear if the line is under a possession in accordance with *Rule Book Module T3*. (For the purpose of this instruction 'engineering train' includes on-track machines, light locomotives, self-propelled rail vehicles or road-rail-vehicles in rail mode).

A trolley must not be placed on the line if the line is under possession in accordance with *Rule Book Module T3* or protected in accordance with *Rule Book Module T2*, unless prior permission has been given by a representative of the Network Rail Area Operations Manager.

**Dated: 07/10/06**

## **NW3023 - EDGELEY JN. NO.2 TO MICKLE TRAFFORD**

### **Northenden Jn**

**GMWDA siding.** When permission has been obtained from the sidings staff for the train to enter the siding and the shunter is ready for the train to setback into the siding, the shunter must press the plunger to illuminate the white light set-back signals. The shunter must then authorise the driver to commence the set-back movement from the down main line into the siding in accordance with the requirements of *Rule Book Module SS2*

In an emergency, the shunter must extinguish the white light set-back signals and advise the driver to bring the train to a stand immediately. The shunter may re-illuminate the white light set-back signals when ready for the setback movement to continue and must authorise the driver to re-commence the movement.

The white light set-back signals must be extinguished after the locomotive has passed the last one and the driver must then work to the shunters instruction.

**Dated: 07/10/06**

## **NW3023 - EDGELEY JN. NO.2 TO MICKLE TRAFFORD**

### **NORTHWICH**

#### **Instructions to Drivers of Driver Only Operated Trains.**

When a Driver Only Operated Train is required to run round on the 'up & down' goods loop or down reception siding at Northwich the driver must contact the signaller at Greenbank signal box and obtain an assurance that the passage of trains has been stopped on the adjacent line(s) before alighting from the locomotive to uncouple/couple the locomotive from/to its train.

If the train is standing on the down reception siding the driver must obtain assurance from the signaller at Greenbank signal box that the passage of trains on the 'up & down' goods loop has been stopped.

If the train is standing on the 'up & down' goods loop the driver must obtain assurance from the signaller that the passage of trains has been stopped on the down main line and/or down reception siding as applicable.

When the uncoupling or coupling activity has been completed and the driver is clear of either the 'up & down' goods loop, the down main line and/or down reception siding as applicable, the driver must contact the signaller at Greenbank signal box and confirm that the passage of trains may be resumed on the 'up & down' goods loop, the down main line and/or the down reception sidings as applicable.

**Dated: 14/04/09**

## **NW3023 - EDGELEY JN. NO.2 TO MICKLE TRAFFORD**

### **Mickle Trafford SB (MT) To MOULDSWORTH**

**T3 Possessions between Mickle Trafford and Mouldsworth.** Where work is to take place between Mouldsworth station and Mickle Trafford which may cause the axle counters to be disturbed, the PICOP must ensure that points MT.5 are left lying in the correct direction for the first movement to take place after the possession. Possession planners must ensure that the correct resources are identified and provided for this to take place.

**Dated: 07/10/06**