



## (RIS193) 3S59 17:40 Wigan LIP to Wigan LIP (Part 4)

### Scenario Details

Route: West Coast Mainline Midlands and Northwest (aka - 'Missing Link')

Section: Stafford - Wigan

Season: Autumn

Weather Forecast: Light Rain Showers

Start Time: 22:27:00

Duration: 75 minutes

Difficulty: Easy

Train Type: Diesel [D]

Train Category: NR/DBC Railhead Treatment Train

Max Speed: 60 mph

Train Length: 43m (141ft)

Train Weight: 136 tons

Operational Information: Nothing

### Scenario Briefing

Good evening driver. The RHTT season is in full swing and one of the Wigan based diagrams heads to Headbolt Lane, Liverpool, Crewe, Stafford and, finally, back to Wigan. Today you've been rostered on to this service.

You have completed your run from Wigan to Liverpool Lime Street and then on to Stafford and are now about to make your final run back to Wigan. You are running a little late so get set-up and depart as soon as you are ready. You have no booked stops on this leg of your journey. Once you arrive at Wigan you will need to undertake some reversals to allow you to reach your final destination.

Two things to be aware of driver. Firstly, the signal in front of you is LS1303 and, secondly, you may need to request permission to pass signal LS1303 plus any adverse signals you encounter as you pass Crewe station and as you approach Wigan LIP.

Your train is formed of a 2 car MPV and the maximum permitted speed for your train is 60 mph. Remember, you can always refer to your driver briefing notes for full details of the schedule for this service.

# Weekly/Daily/Special Operating Notices

## Sandite application and rail conditioning trains

### 1 Speed

1. The maximum speed of trains when water jetting and applying sandite is 60mph.

### 2. Notices

2.1 Operations Control must advise signallers of any deviation from the railhead treatment plan which may be agreed to cater for exceptional circumstances or to treat a problem location not normally treated.

2.2 Signallers must pass details of changes to the booked plan to the train if instructed to do so by Operations Control.

### 3. Signalling arrangements

3.1 Rail conditioning trains will be described, where possible, by train description code 3Jxx when operating water jetting-only diagrams.

3.2 Rail conditioning trains will be described, where possible, by train description code 3Sxx when operating diagrams that apply sandite.

3.3 Where train describers are not in use the rail conditioning train will be described by special bell signal or special Is Line Clear signal 3-4-2.

3.4 All types of rail conditioning trains may be relied upon to operate track circuits whether applying sandite or not. When applying sandite, signallers must specially observe the passage of the train and the next train to follow over track circuits, where provided.

3.5 Signallers must deal with any failure by the train to operate a track circuit correctly by immediately applying Rule Book Module TS11, Section 15 and advising Operations Control of the failure. Rule Book Module TS1, Regulation 12 must be applied to all subsequent trains over the affected portion of line until at least two trains have operated the track circuit normally.

### 4. Route Availability

4.1 Sandite trains are prohibited on route NW8011 between Mann Island Jnc and James Street via the Loop line.

4.2 The MPV may travel on any route cleared to the W6a loading gauge or greater in Table D5 of the Sectional Appendix. (Note that MPV's fitted with trip cock equipment must have this equipment latched up when operating on lines other than those electrified by the DC third rail system in the Liverpool area)

# Timetable

Location	Schedule			Platform/Line
	Arrival	Pass	Departure	
Stafford Arrival Sidings 1&2	---	---	22:10	
Stafford	---	22:12	---	1/DSF
Norton Bridge	---	22:23½	---	DF
Madeley 1 min engineering allowance 2½ min pathing allowance	---	22:34½	---	
Crewe Basford Hall Jnc	---	22:42½	---	
Crewe		22:44½		
Crewe Coal Yard	---	22:45½	---	
Winsford ½ min pathing allowance	---	22:53½	---	DM/2
Hartford Jnc	---	22:59½	---	
Acton Bridge 1 min pathing allowance	---	23:02	---	3
Weaver Jnc 3 min pathing allowance	---	23:04½	---	
Acton Grange Jnc 4 min pathing allowance	---	23:10	---	
Warrington Bank Quay	---	23:11½	---	3/DF
Dallam Jnc ½ min pathing allowance	---	23:12½	---	
Winwick Jnc 1 min pathing allowance	---	23:16	---	DM
Golborne Jnc	---	23:19	---	DS
Bamfurlong Jnc	---	23:23	---	
Springs Branch Service reverses here	23:26	---	23:42	BH
Wigan LIP	23:47	---	---	

DSF - Down Stafford Fast  
 DF - Down Fast  
 DM - Down Main  
 DS - Down Slow  
 BH - Bickershaw Headshunt

## Notes

This scenario has been built around the player adhering to the given maximum speed and following the given schedule. Without those elements, the scenario may not play as intended. All trains are taken from the timetable in operation on the day the scenario is set with adjustments here and there to cater for TSC and gameplay. Additionally, the scenario reflects what happened on that specific day.

Realism takes a bit of a hit in this scenario as there is very little static rolling stock in the myriad of sidings on this route. If I attempted to fill up the sidings then the scenario would always crash on loading on my PC. The only way I could reliably get the scenario to load was to drastically reduce the amount of static stock. I'm not sure if that is a problem with this scenario on this route on my PC or a more

global problem with the route itself.

## Disclaimer

By installing and using this scenario in Train Simulator you agree not to hold me responsible for any damage it may cause to your PC or any files thereupon.

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