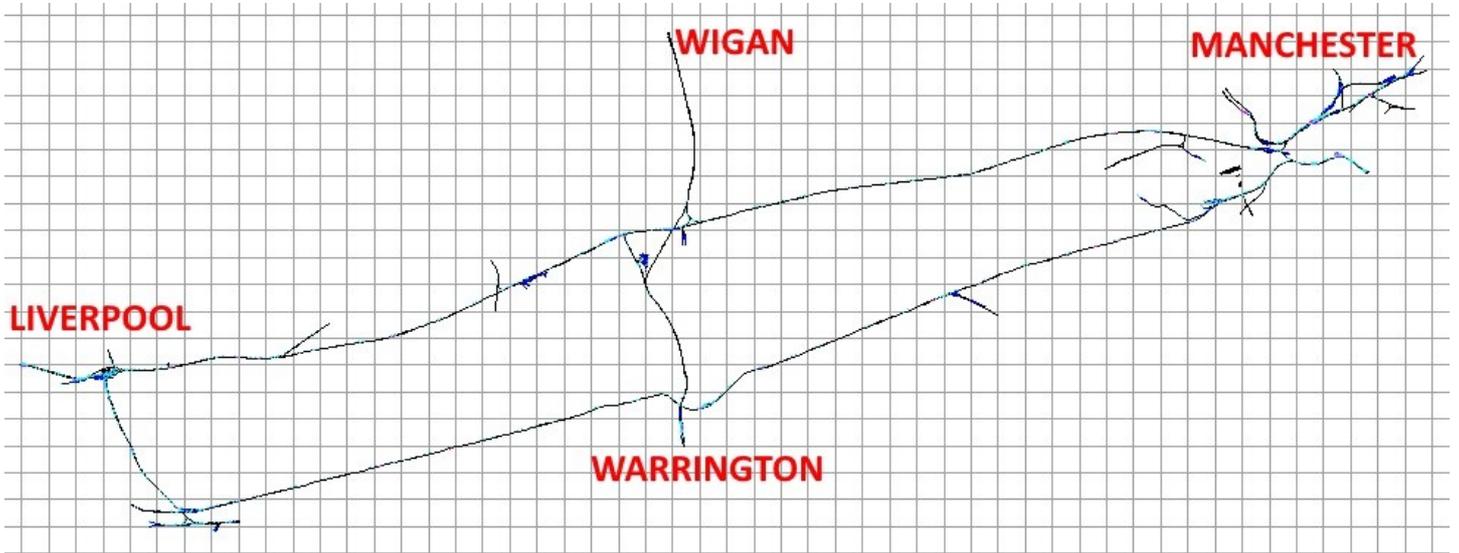


Liverpool to Manchester Victoria and Manchester Piccadilly - BR Blue

by
Andy Freeman & Nick Hudson



This Route is a much revised version of the original DTG Liverpool to Manchester Route which has been regressed back to the BR Blue days, specifically 1975 to 1985, continuing our previous Workshop route – “Liverpool to Manchester Piccadilly via Warrington Central - BR Blue Period” (Phase 1). This is Phase 2 of a larger project to produce the network “South Lancashire and North Cheshire – BR Blue”.



Once again, the requirements are:

DTG Routes "Liverpool to Manchester" and "WCML over Shap" (and "UKLEDsignals01" which is included in WCMLoS) . This Phase also contains all that was in Phase 1.



In this Phase, we have recreated the world's first passenger rail line which originally went from Edge Hill through Rainhill and Earlestown, and over Chat Moss, to Manchester Liverpool Road. Later, the line was extended back to Liverpool Lime Street, and forward to Manchester Exchange, where it connected to the L&YR station at Manchester Victoria. Manchester Exchange and Liverpool Road stations are reproduced as they were during our time period. Liverpool Road continued as a Goods Yard, though recently it has become the Museum of Science & Industry. Exchange was closed in the late 1960s, but has become a car park. Victoria is as it was before the remodelling in 1990.



In our period, the world's longest platform (Victoria 11 and Exchange 3) was still in place and used to its full extent at nights for the newspaper trains. At Ordsall, near Liverpool Road, there is a connection to Piccadilly. Signals are a mix of colour lights and semaphore, still worked from several signal boxes. Only the first part of the route is protected by AWS; from just west of Patricroft through to West Yorkshire AWS was not installed until after the train crash at Eccles in 1984.



Please note that the scenery in this published Phase is complete to a point roughly 1/2 a mile East of Manchester Victoria Station - we are continuing work on the scenery further Eastwards up Miles Platting bank to be published in the next Phase.



All station signs are correct for 1980s BR (see patch details below).



Please note - this is not, and cannot be, a photo-realistic representation but is designed to have a 1980s "feel". Please see our comments on the earlier Phase. Many structures have been created out of default assets, so may not necessarily mimic the real thing, but we have been using a limited asset box so far.



As well as the passenger stations, goods yards and carriage sidings, there are a number of facilities for loading/unloading freight. These include 2 coal mines, a power station, a minerals terminal, plus non-working timber, oil, and tar terminals. A Manual detailing these and some extracts from Working Timetables (WTTs) is being produced for distribution.



IMPORTANT - Once you have installed this Route, to get the best out of it, you will need to install the Asset Pack which will provide the Station Signs, General Signs, re-modelled Manchester Central Canopy and Route Markers. The asset pack is included in this download. Please see the "READ-ME" for instructions on how to install, don't worry, it is simple.



Andy Freeman and Nick Hudson would like to give huge thanks to Mike (PNB <http://steamcommunity.com/profiles/76561198016972132/myworkshpfiles/?appid=24010>) for his advice on all aspects of the route, and Transport Steve (ex-railwayman) for beta testing (seeking out all the bits we had tried to sweep under the ballast).



Thanks also to Wotawally for hosting the route.



Several scenarios for this Route are now available from:
<http://www.wotawallysbits.co.uk/> - more scenarios will be added over time.

If you would like Wotawally to host your scenarios for the route please use the Contact Page: <http://www.wotawallysbits.co.uk/contact> for further details.



**Andy Freeman & Nick Hudson
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