

Module LNW(N)4

LNW North Route

Sectional Appendix Module 4

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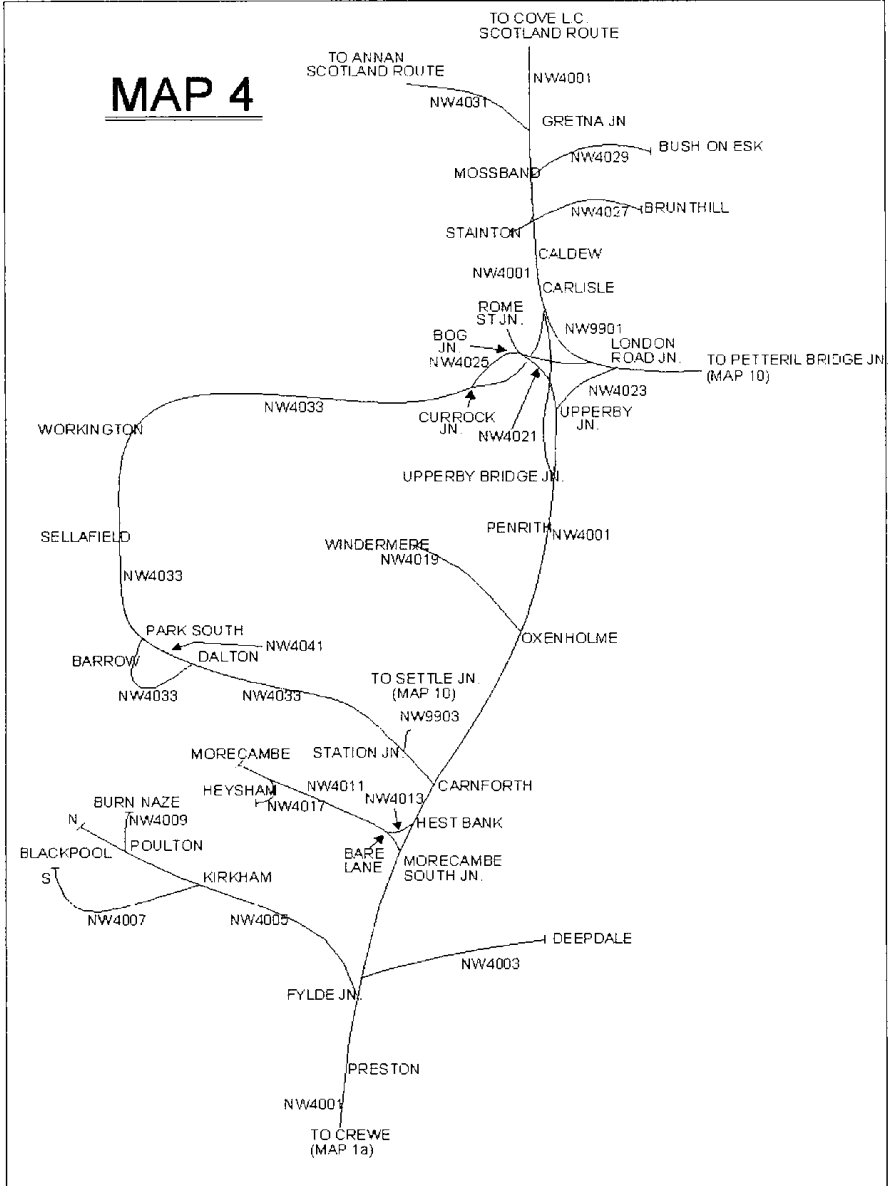
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MAPS

MAP 4



EXCEPTIONALLY POOR RAIL ADHESION Table of Contents

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NW4001- PRESTON RIBBLE JN TO COVE L.C.

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NW4001 (PRESTON RIBBLE JN TO COVE L.C.)

| Location | Line(s) Affected | Mileage (Between) |
|---|-------------------------|---------------------------------|
| Oxenholme Emergency GF and Lambgg GF | Down main, Up main | 19 m 08 ch to 24 m 20 ch |

Dated: 07/10/06

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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------|-----------------|------------------------------------|------|---|--------------|
| NW4001 | 001 | Preston Ribble Jn to Cove L.C. | CGJ5 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Preston Ribble Jn | 21 13 | | | <div>TCB</div> <div>Preston SB (PN) AC: Crewe</div> <div>NRN 088</div> <p>(PF) Down and Up goods lines</p> <p>TASS fitted: DF line and UF line throughout</p> | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------|-----------------|------------------------------------|--|-----------|--------------|
| NW4001 | 002 | Preston Ribble Jn to Cove L.C. | CGJ5 CGJ6 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Preston South Jn | 21 39 * | | TCB Preston SB (PN) AC: Crews | | |
| | 21 40 * | | (PF) Down and Up goods lines TASS fitted: DF line to 21m 57ch UF line throughout Platform Lengths: Preston Platform 1 Permissive-PP Up & Down 272m (297yards) Platform 2 Permissive-PP Up & Down 272m (297yards) Platform 3 Permissive-PP Up 359m (393yards) Down 342m (374yards) Platform 3C Permissive-BAY 75m (82yards) Platform 4 Permissive-PP Up 265m (290yards) Down 283m (309yards) Platform 4C Permissive-BAY 76m (83yards) Platform 5 Permissive-PP Up 244m (267yards) Down 239m (261yards) Platform 6 Permissive-PP Up 245m (268yards) Down 238m (260yards) | | |
| | 21 55 * | | (PF) 'down & up' goods loop (Parcel Platform line) /314m (1029ft). PF also applies to Class 1 parcel and postal trains (PF) Up and Down Goods loop/ 384m (1260ft) 'D&U/GL'='Down&up' goods loop UT=Up Through line DT=Down Through line :1 - No.1 Siding :2 - No.2 Siding SL - Shunting Line | | |
| PRESTON | 21 57 0 00 | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------|-----------------|------------------------------------|--|-----------|--------------|
| NW4001 | 003 | Preston Ribble Jn to Cove L.C. | CGJ6 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Preston North Jn | 0 21 * | | <p>TCB</p> <p>Preston SB (PN) AC: Crewe</p> <p>NRN 088</p> <p>TASS fitted: DM line from 0m 49ch UM line throughout</p> | | |
| Preston Fylde Jn | 0 33 | | | | |
| Preston SB (PN) | 0 41 | | | | |
| | 1 20 * | | | | |
| | 1 31 * | | | | |
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| NW4001 | 004 | Preston Ribble Jn to Cove L.C. | CGJ6 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Oxheys Loop | 1 40 | | TCB Preston SB (PN) AC: Crewe | | |
| | 1 64 * | | NRN 088 | | |
| Barton & Broughton South GF | 2 25 | | UGL 1152m (3780ft) (PF) | | |
| | 3 70 T | | TASS fitted: DM line and UM line throughout | | |
| Barton & Broughton Loop | 3 73 | | DPL | | |
| | 4 58 | | DPL 979m (3213ft) (PF) | | |
| Barton & Broughton North GF | 4 81 T | | | | |
| | 4 68 * | | | | |
| Brock LC (R/G) | 7 36 | | | | |
| | 9 07 | | | | |

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|---------------------------------|------------------------------------|------------------------------------|--|------------------------------|--------------|
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
| NW4001 | 005 | Preston Ribble Jn to Cove L.C. | CGJ6 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Garstang and Catterall South GF | 9 24 * 9 28 [T] | | TCB | Preston SB (PN) AC: Crawe | |
| Garstang and Catterall North GF | 9 29 [T] 9 32 * | | | | |
| Bay Horse North and South GF's | 15 13 [T] 17 62 * | | | | |
| Oubeck | 17 77 18 12 19 67 * 20 38 | | | | |
| | | | TASS fitted: DM line and UM line throughout | | |
| | | | DGL 422m (1386ft) (PF) UGL 461m (1512ft) (PF) | | |

| LOR | Seq. | Line of Route Description | ELR | | Route | Last Updated |
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| NW4001 | 006 | Preston Ribble Jn to Cove L.C. | CGJ6 | CGJ7 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | | |
| Lancaster South Jn | 20 59 | | <p>TCB</p> <p>Preston SB (PN) AC: Crawe</p> <p>NRN 088</p> <p>(PF) UGL: 160m (525ft) (from Up Main) 467m (1533ft) (from UPL No.2)</p> <p>TASS fitted: DM line throughout UM line throughout</p> <p>Platform Lengths: Lancaster</p> <p>Platform 1 72m (79yards) Permissive-BAY</p> <p>Platform 2 112m (122yards) Permissive-BAY</p> <p>Platform 3 Down 244m (267yards) Permissive PP-A</p> <p>Platform 4 Up 230m (252yards) Permissive PP-A</p> <p>Platform 5 Up & Down 171m (187yards) Permissive PP-A</p> <p>UPL No.1 423m (1389ft) (PP-A) UPL No.2 171m (561ft) (PP-A) DPL No.2 363m (1191ft) (PP-A)</p> | | | |
| | 20 66 | | | | | |
| | 20 70 * | | | | | |
| LANCASTER | 20 78 | | | | | |
| | 0 00 | | | | | |
| | 0 03 * | | | | | |
| | 0 20 | | | | | |
| Lancaster North Jn | 0 23 * | | | | | |

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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
| NW4001 | 007 | Preston Ribble Jn to Cove L.C. | CGJ7 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| | | | <div>TCB</div> <div>Preston SB (PN) AC: Crewe</div> <div>NRN 088</div> <p>TASS fitted: DM line throughout UM line throughout</p> <p>1 No.1 'up & down' goods loop (PF) 435m (1428ft) 2 No.2 'up & down' goods loop (PF) 435m (1428ft)</p> <p>(PF) UPL 512m (1680ft)</p> | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
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| NW4001 | 008 | Preston Ribble Jn to Cove L.C. | CGJ7 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Camforth North Jn | 5 79 * | | <p>TCB Preston SB (PN) AC: Crewe</p> <p>NRN 068</p> <p>1: No.1 'up & down' goods loop (PF) 435m (1428ft) 2: No.2 'up & down' goods loop (PF) 435m (1428ft)</p> <p>(PF) UPL 512m (1680ft) CW: UPL at 6m 10ch (543m/594yd before reaching PN.276)</p> | | |
| | 6 08 (0 19) | | | | |
| | 6 14 * | | | | |
| | 6 18 * | | | | |
| | 6 51 * | | | | |
| Milnthorpe GF's | 13 28 | T | <p>Carlisle SB (CE)</p> <p>from Carnforth North Junction (excl)</p> <p>TASS fitted: DM line and UM line throughout</p> | | |
| | 13 35 | | | | |
| | 14 19 * | | | | |
| | 14 20 * | | | | |
| | 14 76 * | | | | |
| | 15 00 * | | | | |
| | 15 13 * | | | | |
| OHNS | 17 78 | | | | |

LNW North Route Sectional Appendix Module LNW(N)x

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
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| NW4001 | 009 | Preston Ribble Jn. to Cove L.C. | CGJ7 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Oxenholme Emergency GF | 18 44 [T] 18 50 * | | <div>TCB</div> <div>Carlisle SB (CE) AC: Crowe</div> <div>NRN 088</div> | | |
| | 18 75 * | | TASS fitted DM & UM lines | | |
| | | | UGL 416m (1365ft) DGL 371m (1218ft) (PF) | | |
| | 19 11 | | Exceptional rail head conditions down and up main lines between 19m 8ch and 24m 20ch. | | |
| | 19 28 * | | Platform Lengths: Oxenholme | | |
| | 19 54 * | | Platform 1 Up 279m (305yards) | | |
| | 21 41 * | | Platform 2 Down 266m (291yards) | | |
| | 21 57 * | | | | |
| Lambrigg GF | 24 20 [T] | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
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| NW4001 | 011 | Preston Ribble Jn. to Cove L.C. | CGJ7 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Tebay South Jn | 31 60 | <p>The diagram shows a vertical railway line with two main tracks: 'UP MAIN' on the left and 'DOWN MAIN' on the right. At the top, 'UP MAIN' is labeled 'UM' and 'DOWN MAIN' is labeled 'DM'. Speed restrictions are indicated by numbers in boxes: 105, 20, 105, 15, 20, 15, 105, 110, 80, 15, 80, 15. Curved arrows indicate speed changes. Sidings are shown on both sides: 'UP GOODS LOOP' and 'UGL' on the left, and 'SIDING' and 'SDGS' on the right. A 'T' symbol is located between the 32 14 and 32 18 mileposts.</p> | <p>TCB Carlisle SB (CE) AC: Cathcart</p> <p>NRN 088</p> <p>TASS fitted: DM & UM lines</p> <p>U&DGL = Up and Down Goods Loop</p> <p>U&D'GL 538m (1764ft) (PF)</p> | | |
| Tebay LC (OC) | 32 14 | | | | |
| Tebay North Jn | 32 18 | | | | |
| | 32 75 * | | | | |
| | 33 12 * | | | | |
| Haybank LC (UWC) | 35 66 | | | | |
| | 37 00 * | | | | |
| | 37 23 * | | | | |
| | 37 38 | | | | |
| Shap Summit Up GF | 37 50 | | | | |
| | | | <p>(PF) UGL 422m (1386ft)</p> | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
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| NW4001 | 012 | Preston Ribble Jn to Cove L.C. | CGJ7 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Shap Summit GF | 37 68 | | TCB Carlisle SB (CE) AC: Cathcart NRN 088 UGL = Up Goods Loop (PF) 422m (1386ft) TASS fitted: DM & UM lines | | |
| Shap Hardendale Quarry | 39 09 | | | | |
| | 39 12 | | | | |
| Harrison's Siding HABD | 40 03 | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
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| NW4001 | 013 | Preston Ribble Jn to Cove L.C. | CGJ7 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Harrison's Sidings | 41 23 | | <div>TCB</div> <div>Carlisle SB (CE) AC: Cathcart</div> <div>NRN 088</div> <div>TASS fitted: DM & UM lines</div> <div>DGL 365m (1197ft)</div> | | |
| Harrison's Sidings GF | 41 35 * | | | | |
| | 41 46 * | | | | |
| | 41 52 | | | | |
| | 41 62 | | | | |
| | 42 14 * | | | | |
| | 44 05 * | | | | |
| | 44 14 * | | | | |
| | 44 57 * | | | | |
| Clifton and Lowther No.1 GF | 46 72 | | | | |
| Clifton and Lowther No.2 GF | 46 74 | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------------|-----------------|------------------------------------|---|-----------|--------------|
| NW4001 | 014 | Preston Ribble Jn to Cove L.C. | CGJ7 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Eden Valley | 47 23 | | TCB Carlisle SB (CE) AC: Cathcart | | |
| | 47 75 * | | TASS fitted: DM & UM lines | | |
| | 47 79 | | UGL = Up Goods Loop | | |
| | 49 12 * | | (PF) UGL 878m (2880 ft) | | |
| | 49 30 * | | (PF) down slow line, between | | |
| | 49 64 * | | Penrith South Jn (signal CE 186) | | |
| | 49 74 * | | and signal CE 188. | | |
| Penrith South Jn | 50 14 | | Platform Lengths: Penrith | | |
| Signal CE. 188 (down slow) | 50 52 | | Platform Up 279m (305 yds) | | |
| | 51 22 * | | Platform Down 279m (305 yds) | | |
| PENRITH | 51 20 | | Platform Loop 102m (112 yds) | | |
| Penrith GF | 51 27 | | | | |
| | 51 30 | | | | |
| OHNS | 51 62 | | | | |
| | 51 76 * | | | | |
| | 51 78 * | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
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| NW4001 | 015 | Preston Ribble Jn to Cove L.C. | CGJ7 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Long Ashes LC (UWC) | 53 16 54 22 * 54 31 * | | TCB | Carlisle SB (CE) AC: Cathcart | NRN 088 |
| Plumpton No.1 GF | 56 02 * 56 04 | | TASS fitted: DM & UM lines | | |
| Plumpton Loop | | | UGL 442m (1449ft) | | |
| Plumpton No.2 GF | 56 38 56 39 * | | | | |
| Southwaite No.1 GF | 61 73 | | | | |
| Southwaite No.2 GF | 61 74 | | | | |
| Southwaite HABD | 62 06 62 51 * | | | | |
| | 63 54 * 63 55 * | | | | |
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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------|-----------------|------------------------------------|--|----------------------------------|--------------|
| NW4001 | 016 | Preston Ribble Jn to Cove L.C. | CGJ7 UCJ | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| | | | TCB | Carlisle SB (CE) AC: Cathcart | NRN 088 |
| | 64 32 * | | (PF) DTG and UTG, between Upperby Bridge Jn and Upperby Jn. | | |
| | 64 41 * | | | | |
| | 67 00 * | | | | |
| Upperby Bridge Jn | 67 58 * | | | | |
| | 67 62 | | | | |
| | 67 67 * | | | | |
| Upperby Yard GF | 67 70 | | DGL 402m (1319ft) | | |
| | | | DTG=Down Through Goods UTG=Up Through Goods | | |

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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
| NW4001 | 017 | Preston Ribble Jn to Cove L.C. | CGJ7 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Upperby Jn | 68 18 * 68 19 * 68 23 | | <div>TCB<div>Carlisle SB (CE) AC:Cathcart</div><div>NRN 088</div></div> <p>(PF) DTG and UTG, between: Upperby Bridge Jn and Upperby Jn.</p> <p>DTG=Down Through Goods UTG=Up Through Goods</p> <p>TASS fitted: DM & UM lines</p> | | |
| OHNS | 68 38 68 51 * 68 54 * 68 61 * | | <p>NESN=North Eastern Shunt Neck</p> <p>DN M&C=Down Maryport & Carlisle UP M&C=Up Maryport & Carlisle 'U&D' NEW='Up & down' Newcastle</p> | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------|-----------------|------------------------------------|--|-----------|--------------|
| NW4001 | 018 | Preston Ribble Jn to Cove L.C. | CGJ7 WCM1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Carlisle SB (CE) | 68 73 | | TCB NRN Carlisle SB (CE) AC: Cathcart | | |
| Carlisle South Jn | 68 76 | | 'U&D' NEW='Up & down' Newcastle UP M&C=Up Maryport & Carlisle DN M&C=Down Maryport & Carlisle NESN=North Eastern Shunt Neck AWS inductors not provided at Carlisle station signals. | | |
| CARLISLE | 69 09 0 00 | | Platform Lengths: Carlisle Platform 1 Permissive Up PP-A ① Platform 1 Permissive Down PP-A Platform 1 Up 331m (362 yds) Platform 1 Down 237m (259 yds) Platform 2 Permissive BAY Platform 2 104m (114 yds) Platform 3 Permissive PP-A Platform 3 Up 268m (293 yds) Platform 3 Down 312m (341 yds) Platform 4 Permissive PP-A Platform 4 Up 346m (378 yds) Platform 4 Down 390m (427 yds) Platform 5 Permissive BAY Platform 5 185m (180 yds) Platform 6 Permissive BAY Platform 6 159m (174 yds) Platform 7 Permissive BAY Platform 7 140m (153 yds) Platform 8 Permissive BAY Platform 8 148m (162 yds) | | |
| Carlisle North Junction | 0 14 * | | ① except between signals CE.314 and CE.301 on No.1 platform (up direction) | | |
| | 0 19 0 22 * | | (PF) 'B' and 'C' 'up & down' goods. TASS fitted: DM & UM lines | | |

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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------|-----------------------------|------------------------------------|--|-----------|--------------|
| NW4001 | 021 | Preston Ribble Jn to Cove L.C. | WCM1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| | | | <p>TCB</p> <p>Carlisle SB (CE) AC: Cathcart</p> <p>NRN 088</p> <p>Admiralty Siding GF out of use</p> <p>TASS fitted: UM line from 7m 77ch</p> <p>Area channel change at 8 m.p.</p> <p>NRN 088 Up</p> <p>NRN 082 Down</p> | | |
| Floriston HABD | 6 00 * | | | | |
| | (7 43 up goods line) | | | | |
| Floriston LC (CCTV) | 6 04 | | | | |
| | (7 45 up goods line) | | | | |
| | 6 08 * | | | | |
| | (7 48 up goods line) | | | | |
| Admiralty Siding GF | (8 69 up goods line) (S) | | | | |
| | 7 40 * | | | | |
| Mossband Jn | 7 57 | | | | |
| | (9 18 up goods line) | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|-----------------|---|---|-----------|--------------|
| NW4001 | 022 | Preston Ribble Jn to Cove L.C. | WCM1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Gretna Jn | 8 57 | <p>Diagram details: The route starts at Gretna Jn (8 57) and proceeds south. It shows a loop at Loop Jn (9 15, 9 70, 9 72, 9 73) and a junction at Quintshill (10 30, 10 33, 10 37). The route then continues through Network Rail London North Western (Appendix Boundary) (12 30, 12 37) and SCOTLAND (100 EPS 120/125). The final section shows the approach to Cove L.C. (CCTV) (13 20, 13 43) with a signal box (CCTV) and a final junction (100 EPS 120/125).</p> | TCB Carlisle SB (CE) AC: Cathcart | | |
| Loop Jn | 9 15 * | | NRN 092 | | |
| Quintshill | 9 70 * | | TASS fitted: DM line from 8m 66ch UM line to 11m 35ch | | |
| Loop Jn | 9 72 * | | To Annan NW4031 seq 1 | | |
| Quintshill | 9 73 * | | UPL 416m (1365ft) DPL 416m (1365ft) | | |
| Loop Jn | 10 30 | | | | |
| Quintshill EGF | 10 33 | | | | |
| Network Rail London North Western (Appendix Boundary) | 10 37 * | | | | |
| | 12 30 | | | | |
| | 12 37 * | | | | |
| | 13 20 * | | | | |
| Cove LC (CCTV) | 13 43 | | Motherwell SB AC: Cathcart | | |


LNW North Route Sectional Appendix Module LNWN(N)

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|------|-----------------------------------|--|-------------------------------|--------------|
| NW4003 | 001 | Preston Fylde Jn. to Deepdale Jn. | PDB | LNW North | 07/10/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | |
| Preston Fylde Jn | | 0 33 0 00 | <p>To Preston NW4001 seq 3 NW1001 seq 25</p> <p>UP THROUGH</p> <p>10 35</p> <p>17 *</p> <p>Deepdale Coal Concentration Depot</p> <p>UP & DOWN DEEPALE</p> <p>20</p> <p>15</p> <p>Mill St LC (TMO)</p> <p>Skeffington Road LC (TMO)</p> | OT(S) Preston SB (PN) | |
| Deepdale Tunnel No.1 (148m / 162 yd) | | 0 23 to 0 31 | | Up & down Deepdale out of use | |
| Deepdale Tunnel No.2 (249m / 272 yd) | | 0 34 to 0 46 | | | |
| Deepdale Tunnel No.3 (351m / 384 yd) | | 0 47 to 0 65 | | | |
| Deepdale Jn | | 1 31 | | | |
| Skeffington Road LC (TMO) | | 1 33 | | | |
| End of line | | 1 59 | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------|-----------------|---|----------------------|-----------------|--------------|
| NW4005 | 001 | Preston Fylde Jn. to Blackpool North | PBN | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Preston Fylde Jn | 0 33 | <p>UP FAST 35 DOWN FAST 35 UP SLOW 25 DOWN SLOW 25 SHUNTING LINE 15 DOWN GOODS LOOP 15 British Nuclear Fuels (PF) DGL 691m (2268ft)</p> | TCB | Preston SB (PN) | NRN 088 |
| Preston SB (PN) | 0 41 | | | | |
| | 0 66 | | | | |
| | 0 76 * | | | | |
| | 4 41 | | | | |
| Down Siding GF | 4 78 S T | | | | |
| | 5 02 | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------------|-----------------|--------------------------------------|--|-----------|--------------|
| NW4005 | 002 | Preston Fylde Jn. to Blackpool North | PBN | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Selwick SB (SK) | 5 03 | | TCB | | |
| SALWICK | 5 17 | | Salwick SB (SK) | | |
| Kirkham South Junction | 7 35 | | Platform Lengths: Salwick Platform Up 62m (68 yds) Platform Down 62m (68 yds) | | |
| | 7 40 | | Kirkham SB (KM) | | |
| | 7 45 * | | | | |
| | 7 60 * | | Platform Lengths: Kirkham & Wesham Platform Up 93m (102 yds) Platform Down 93m (102 yds) | | |
| KIRKHAM & WESHAM | 7 67 | | | | |
| | 8 20 * | | | | |
| Kirkham North Jn | 8 28 | | AB | | |
| Kirkham SB (KM) | 8 29 * | | AB applies between Kirkham North Jn. and bottom of page. | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|-----------------|--------------------------------------|--|-----------|--------------|
| NW4005 | 003 | Preston Fylde Jn. to Blackpool North | PBN | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| POULTON-LE-FYLDE Poulton Jn Poulton SB (PT) | 8 36 | | AB Kirkham SB (KM) | | |
| | 8 42 | | Down Recess Siding 461m (1512ft) | | |
| | 8 44 | | | | |
| | 13 73 * | | | | |
| | 14 14 * | | | | |
| | 14 31 | | Platform Lengths: Poulton-Le-Fylde Platform Up 100m (109 yds) Platform Down 100m (109 yds) | | |
| | 14 38 * | | | | |
| | 14 40 * | | | | |
| | 14 44 | | Poulton SB (PT) | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------------------|------|--------------------------------------|------------------------------------|---|---|
| NW4005 | 004 | Preston Fylde Jn. to Blackpool North | PBN | LNW North | 07/10/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | |
| Carlton Crossing SB LC (MCB) | | 14 48 * | UM 20 DM 20 | AB | Poulton SB (PT)  |
| | | 14 75 * | 70 | | |
| | | 15 05 * | 35 | Platform Lengths: Layton Platform Up 98m (107 yds) Platform Down 148m (162 yds) | Blackpool North No.1 SB |
| | | 15 44 | 70 | | |
| | | | 70 | | |
| LAYTON | | 16 32 | UP MAIN DOWN MAIN | | |
| | | 16 69 | 15 15 | | |
| Blackpool North No.1 SB | | 17 00 | 70 70 | | |
| | | | UM DM | | |

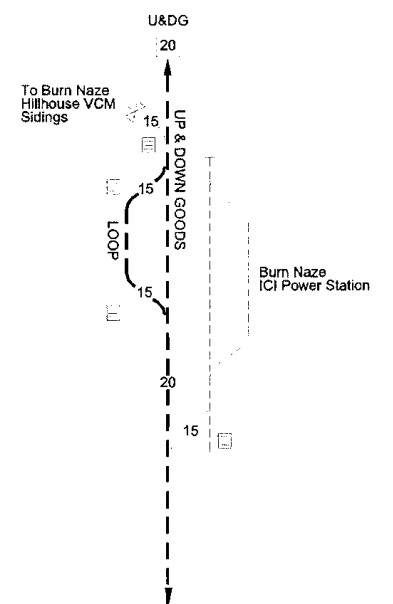
To Blackpool Carriage
Sidings Depot

| LR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------------|------|--------------------------------------|------------------------------------|-----------|--|
| NW4005 | 005 | Preston Fylde Jn. to Blackpool North | PBN | LNW North | 07/10/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| BLACKPOOL NORTH | | 17 30 * | | | AB Blackpool North No.1 SB |
| | | 17 31 * | | | Blackpool North No.2 SB Platform Lengths: Blackpool North Platform 1 Permissive BAY Platform 195m (213 yds) Platform 2 Permissive BAY Platform 228m (249 yds) Platform 3 Permissive BAY Platform 233m (255 yds) Platform 4 Permissive BAY Platform 221m (242 yds) Platform 5 Permissive BAY Platform 218m (238 yds) Platform 6 Permissive BAY Platform 206m (225 yds) Platform 7 Permissive BAY Platform 197m (215 yds) Platform 8 Permissive BAY Platform 188m (206 yds) |
| | | 17 49 | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------|-----------------|---|---|-----------|--------------|
| NW4007 | 001 | Kirkham North Jn. to Blackpool South | KBS1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Kirkham North Jn | 8 28 | <p>From Blackpool North NW4005 seq 2</p> <p>To Preston NW4005 seq 2</p> | OT | | |
| Tarnbrick LC (UWC) | 8 30 * | | Kirkham SB | | |
| | 8 54 | | NRN | | |
| | 9 40 * | | 088 | | |
| | 9 65 * | | | | |
| | 10 53 * | | | | |
| | 10 63 * | | | | |
| | 10 79 * | | | | |
| Moss Side LC (ABCL) | 11 09 * | | | | |
| MOSS SIDE | 11 14 | | | | |
| | 13 08 * | | | | |
| | 13 22 * | | | | |
| | | | Platform Lengths: Moss Side Platform Down & Up main 80m (87 yds) | | |

| LOR | Seq. | Line of Route Description | | | ELR | Route | Last Updated |
|--------------------------|------|--------------------------------------|----|--|------|---|---|
| NW4007 | 002 | Kirkham North Jn. to Blackpool South | | | KBS1 | LNW North | 07/10/06 |
| Location | | Mileage M Ch | | Running lines & speed restrictions | | Signalling & Remarks | |
| | | | | <div>D&UM 70</div> <div>DOWN & UP MAIN</div> | | <div>OT</div> <div>Kirkham SB</div> <div><div>NRN</div><div>088</div></div> | |
| LYTHAM | | 13 | 56 | <div>T</div> | | | Platform Lengths: Lytham Platform Down & Up main 103m (113 yds) |
| ANSDELL & FAIRHAVEN | | 14 | 75 | <div>T</div> | | | Platform Lengths: Ansdell & Fairhaven Platform Down & Up main 50m (55 yds) |
| ST. ANNES-ON-THE-SEA | | 16 | 51 | <div>T</div> | | | Platform Lengths: St. Annes-On-The-Sea Platform Down & Up main 149m (163 yds) |
| SQUIRES GATE | | 18 | 34 | | | | Platform Lengths: Squires Gate Platform Down & Up main 99m (108 yds) |
| BLACKPOOL PLEASURE BEACH | | 19 | 18 | | | | Platform lengths: Blackpool Pleasure Beach Platform Down & Up main 98m (107 yds) |
| BLACKPOOL SOUTH | | 20 | 00 | <div>T</div> | | | Platform lengths: Blackpool South Platform Down & Up main 84m (92 yds) |

[illegible]

| LOR | Seq. | Line of Route Description | ELR | | Route | Last Updated |
|-------------------|-----------------|--|-----|--|---|--------------|
| NW4009 | 002 | Poulton to Burn Naze | WPS | | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | | | Signalling & Remarks | |
| | |  | | | <div>OT(S)</div> <div>Poulton SB (PT)</div> <div>NRN 068</div> <div>Loop 256m (835ft)</div> | |
| Hillhouse No.3 GF | 17 44 | | | | | |
| Hillhouse No.5 GF | 17 45 | | | | | |
| Hillhouse No.4 GF | 17 61 | | | | | |
| Oil Sidings GF | 17 73 | | | | | |
| End of line | 18 08 | | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------|--------------------------|------------------------------------|---|-----------------|--------------|
| NW4011 | 001 | Morecambe South Jn. to Morecambe | MSM | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Morecambe South Jn | 0 00 | | TCB | Preston SB (PN) | NRN 088 |
| | 0 40 * | | Platform Lengths: Bare Lane Platform Up 100m (109 yds) Platform Down 83m (91 yds) | | |
| Bare Lane Jn | 0 44 | | OT | | |
| | 0 46 * | | Morecambe Line | | |
| | 0 53 | | OT(S) | | |
| Bare Lane SB | 0 57 | | Heysham Line | | |
| Bare Lane LC (MCB) | 0 59 | | Platform Lengths: Morecambe Platform 1 Down & Up Heysham 113m (124 yds) Platform 2 Down & Up Heysham 143m (156 yds) | | |
| | 1 50 * | | | | |
| Morecambe Jn GF | 1 70 * | | | | |
| | 1 71 | | | | |
| | 2 02 * | | | | |
| | 2 10 (Morecambe Line) | | | | |
| Buffer stops | 2 12 (Heysham Line) | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------|------|---------------------------|------------------------------------|-----------|--------------------------------------|
| NW4013 | 001 | Hest Bank to Bare Lane | HLB | LNW North | 07/10/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Hest Bank Jn | | 3 10 0 00 0 02 * | | | TCB Preston SB (PN) NRN 088 |
| Bare Lane Jn | | 1 30 0 44 | | | |


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------------------|-----------------|------------------------------------|---|-----------|--------------|
| NW4017 | 001 | Morecambe Jn. to Heysham Port | MHH | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Morecambe Jn GF | 1 71 0 00 | | OT(S) Bare Lane SB | | |
| | 0 42 * | | Staff Station is Bare Lane SB | | |
| | 2 49 * | | | | |
| Heysham Power Station Slidings GF | 3 53 | | | | |
| Port of Heysham LC (UWC) | 3 69 T | | | | |
| HEYSHAM PORT | 4 01 | | Platform Lengths: Heysham Port Platform Up & Down Heysham 236m (258 yds) | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------------|-----------------|------------------------------------|--|-----------|--------------|
| NW4019 | 001 | Oxenholme to Windermere | OXW | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Oxenholme Junction | 18 54 | | TCB Carlisle SB (CE) | | |
| | 18 79 | | AWS not provided at signals CE51 and CE53 at Oxenholme station. | | |
| | 19 11 | | OT(S) | | |
| | 19 12 | | Platform Lengths: Oxenholme Platform 3 Permissive Down PP-C Platform 3 Down & Up Windermere 139m (152 yds) Auxiliary token instrument located on the platform at Oxenholme station. | | |
| OXENHOLME | 0 00 | | | | |
| | 0 01 * | | | | |
| | 0 22 * | | | | |
| | 2 00 * | | | | |
| KENDAL | 2 05 | | Platform Lengths: Kendal Platform Down & Up Windermere 83m (91 yds) | | |
| | 2 10 * | | | | |
| Burnside Higher LC (MCG) | 3 62 | | | | |
| Burnside Station LC (UWC) | 4 01 | | | | |
| BURNESIDE | 4 02 | | Platform Lengths: Burnside Platform Down & Up Windermere 92m (101 yds) | | |

LNW North Route Sectional Appendix Module LNW(N).


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------|----------------------------|------------------------------------|---|------------------|--------------|
| NW4019 | 002 | Oxenholme to Windermere | OXW | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| | | | OT(S) | Carlisle SB (CE) | NRN 088 |
| Burnside Lower LC (AOCL) | 4 10 * 4 11 * 4 12 * | | | | |
| Staveley LC (AHBC) | 5 32 * 5 78 * T | | | | |
| STAVELEY | 6 46 * 6 52 6 60 * | | | | |
| WINDERMERE | 10 07 * 10 15 | | | | |
| | | | Platform Lengths: Staveley Platform Down & Up Windermere 55m (60yds) | | |
| | | | Platform Lengths: Windermere Platform Down & Up Windermere 162m (177yds) | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------|-----------------|--|----------------------|----------------------------------|--------------|
| NW4021 | 001 | Upperby Jn. to Rome Street Jn. | UCJ | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Upperby Jn | 0 38 0 40 | <p> To Upperby Bridge Jn NW4001 seq 17 </p> <p> To London Road Jn. NW4023 seq 1 </p> <p> UTG DTG DGL 20 20 15 UP THROUGH GOODS DOWN THROUGH GOODS DOWN GOODS LOOP 15 15 10 15 To Carlisle NW4001 seq 17 20 20 UP THROUGH GOODS DOWN THROUGH GOODS 20 20 UTG DTG </p> | TCB | Carlisle SB (CE) AC: Cathcart | NRN 088 |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------------|-----------------|--|----------------------|---|---|
| NW4023 | 001 | Upperby Jn. to London Road Jn. | ULR | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Upperby Jn | 0 40 0 00 | <p>To Upperby Bridge Jn NW4001 seq 17</p> <p>20 DOWN THROUGH GOODS</p> <p>20 10 UP THROUGH GOODS</p> <p>To Bog Jn NW4001 seq 17</p> | TCB | Carlisle SB (CE) AC: Cathcart |  |
| Cement Depot No.1 LC (OC) | 0 14 | | | | |
| Wagon Repairs GF | 0 16 (S) | <p>10 WAGON REPAIRS LTD SIDING</p> <p>10 THROUGH SIDING</p> | | | |
| London Road Jn | 0 34 * 59 45 | <p>To Carlisle South Junction NW9901 seq 12</p> <p>50 DOWN NEWCASTLE</p> <p>50 UP NEWCASTLE</p> <p>To Petteril Bridge Jn NW9901 seq 12</p> | | (PF) Is authorised in both directions between Upperby Jn and London Road Jn | |


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------|-----------------|------------------------------------|--|-----------|--------------|
| NW4025 | 001 | Currock Jn. to Bog Jn. | MCG | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Currock Jn | 26 74 0 00 * | | <div>TCB</div> <div>Carlisle SB (CE) AC: Cathcart</div> <div>NRN 088</div> | | |
| Bog Jn | 0 44 1 07 | | | | |

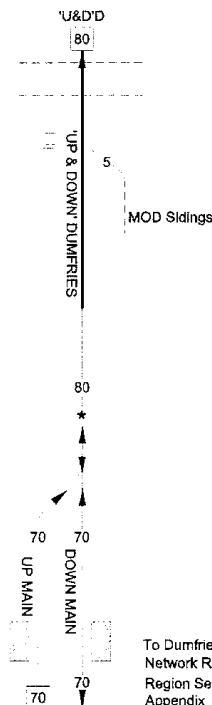
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------------------|------|---|------------------------------------|-----------|---|
| NW4027 | 001 | Carlisle Yard Recess Sidings to Brunthill | BSN | LNW North | 07/10/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| End of line | | 96 09 | | | TCB Carlisle SB (CE) AC: Cathcart |
| Stainton Jn | | 95 67 (0 02) | | | See Local Instructions for the method of working. |
| Brunthill Branch Jn | | (0 66) [4 04] | | | Notes Mileage in brackets () relates to Brunthill Branch siding. Mileage in parentheses [] relates to Down Arrival line |
| Brunthill / Network Rail boundary | | 95 06 | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------------|------|---------------------------------|--|---|------------------|
| NW4029 | 001 | Mossband Jn. to Bush - on - Esk | GJH | LNW North | 07/10/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | |
| | | | | OT | Carlisle SB (CE) |
| | | | | see Local Instructions | |
| | | | |  | |
| Mossband Jn | | 9 18 3 02 | <p>To Carlisle NW4001 seq 21</p> <p>To Gretna Junction NW4001 seq 21</p> <p>20</p> | | |
| Bush-on-Esk No.4 LC (OC) | | 1 79 | <p>STOP</p> <p>20</p> | | |
| Bush-on-Esk No.2 LC (AOCL) | | 1 07 * | <p>STOP</p> <p>5</p> | | |
| Network Rail Boundary | | 1 06 | <p>5</p> <p>To Longtown MOD</p> | | |
| Bush-on-Esk | | 0 69 | <p>5</p> <p>To Smalmstown MOD</p> | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------|------------------|--|--|-----------|--------------|
| NW4031 | 001 | Gretna Jn. to Annan (Excl.) | GSW | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Gretna Jn | 8 57 116 13 * | <p>To Quintinshill NW4001 seq 22</p> <p>To Carlisle NW4001 seq 22</p> <p>UP DUMFRIES</p> <p>DN DUMFRIES</p> <p>UP & DOWN DUMFRIES</p> <p>T</p> | TCB | | |
| | 116 09 * | | Carlisle SB (CE) | | |
| | 115 43 * | | NRN 092 | | |
| | 115 20 * | | C. Down Dumfries 116m 5ch (752m/823yd before reaching signal CE.526) | | |
| | 115 12 | | Platform Lengths: Gretna Green | | |
| | 113 60 * | | Platform Up & Down Dumfries 112m (122 yards) | | |
| Riggmoor LC (UWC) | 113 10 | | | | |

LNW North Route Sectional Appendix Module LNW(N)

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|------|-----------------------------|------------------------------------|---|--------------|
| NW4031 | 002 | Gretna Jn. to Annan (Excl.) | GSW | LNW North | 07/10/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | |
| Stanfield Farm LC (UWC) | | 111 05 | T | TCB Carlisle SB (CE)  | |
| Mulhouse Farm LC (UWC) | | 110 73 | T | | |
| Eastriggs GF | | 109 75 | S T | | |
| Network Rail London North Western (Appendix Boundary) | | 109 00 | LNW(N) SCOTLAND | Annan SB | |
| | | 107 37 * | | | |
| | | 107 34 | | | |
| | | | | | |
| ANNAN | | 107 12 | | To Dumfries, see Network Rail Scotland Region Sectional Appendix | |
| | | | | | |



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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------|--------------|---|------------------------------------|-----------|--------------|
| NW4033 | 002 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | Mileage M | Ch | Running lines & speed restrictions | | |
| | | | Signalling & Remarks | | |
| | | | | | |

| LOR | Seq | Line of Route Description | ELR | Route | Last Updated |
|----------------------------|------|---|------------------------------------|-----------|--|
| NW4033 | 003 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | | | Running lines & speed restrictions | | Signalling & Remarks |
| Mileage M Ch | | | | | |
| | | | | | <p>AB Camforth Station Jn SB</p> <p>NRN 088</p> <p>Platform Lengths: Silverdale Up 116m (127 yards) Down 108m (118 yards)</p> <p>Platform Lengths: Arnside Up 105m (115 yards) Down 111m (121 yards)</p> <p>Arnside SB</p> |
| Silverdale LC (AHBC) | 3 11 | T | | | |
| | 3 40 | * | | | |
| SILVERDALE | 3 55 | | | | |
| | 4 20 | * | | | |
| Leaming LC (UWC) | 4 22 | T | | | |
| | 4 74 | T | | | |
| Waterslack Quarry LC (UWC) | | | | | |
| | 5 57 | T | | | |
| ARNSIDE | 6 10 | * | | | |
| | 6 21 | | | | |
| Arnside SB | 6 29 | | | | |
| | 6 31 | | | | |
| | 6 49 | * | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------|--------------|--|------------------------------------|--|--------------|
| NW4033 | 004 | Carnforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | Mileage M | Ch | Running lines & speed restrictions | Signalling & Remarks | |
| | | | | AB Amside SB | |
| | 6 | 72 * | | | |
| Grange-over-Sands SB | 9 | 31 | | | |
| | 9 | 40 * | | Grange-over-Sands SB | |
| GRANGE-OVER-SANDS | 9 | 43 | | Platform Lengths: Grange-Over-Sands Up 120m (131 yards) Down 96m (105 yards) | |
| | 10 | 00 * | | | |
| Bathing Pool LC (UWC) | 10 | 20 T | | | |
| Cart Lane LC (UWC) | 10 | 59 T | | | |
| KENTS BANK | 11 | 27 | | Platform Lengths: Kents Bank Up 74m (81 yards) Down 73m (80 yards) | |
| Kents Bank LC (UWC) | 11 | 30 T | | | |
| | 11 | 40 * | | | |
| | 12 | 15 * | | | |
| | 12 | 20 * | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------------|-----------------|---|--|----------------------|--------------|
| NW4033 | 005 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Wraysholme LC (AOCL) | 12 42 * | | AB | Grange-over-Sands SB | NRN 088 |
| | 12 69 * | | Platform Lengths: Cark & Cartmel Up 140m (153 yards) Down 84m (92 yards) | | |
| CARK & CARTMEL | 13 59 | | | | |
| Crook Wheel LC (UWC) | 14 24 | | | | |
| | 16 56 * | | | | |
| | 17 01 * | | | | |

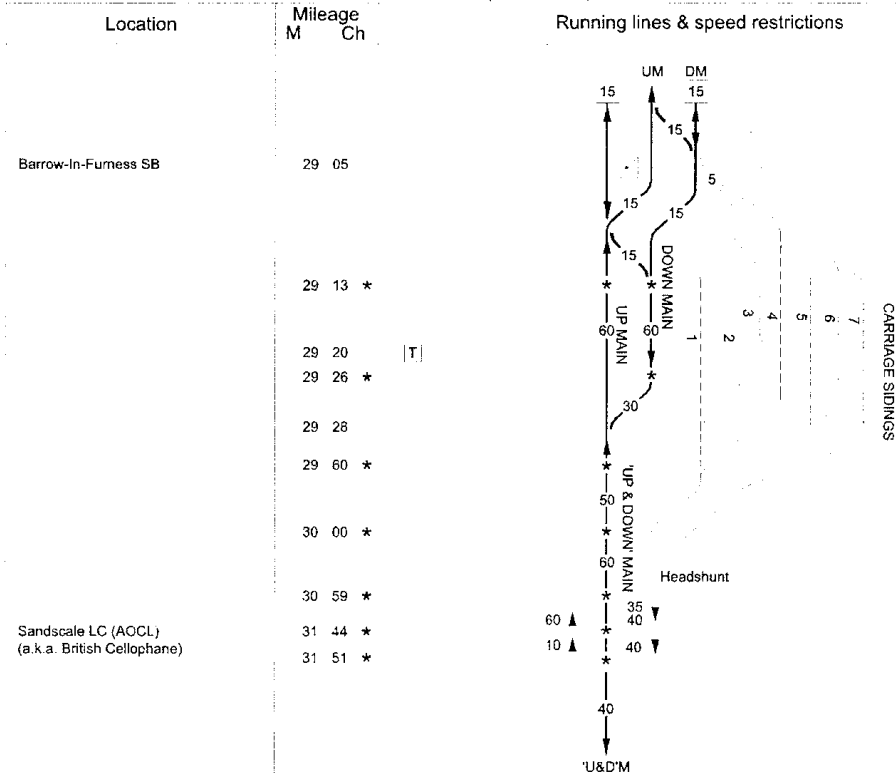
| LOR | Seq. Line of Route Description | ELR | Route | Last Updated |
|---------------------------------|---|--|---|-------------------|
| NW4033 | 006 Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | |
| ULVERSTON | | | AB | Grange-over-Sands |
| Ulverston SB | 19 20 * | UM 60 DM 60 20 15 60 15 40 35 40 15 20 40 40 | Platform Lengths: Ulverston Up 88m (96 yards) Down 86m (94 yards) Ulverston SB | |
| | 19 25 * | | | |
| | 19 28 | | | |
| | 19 47 | | | |
| | 19 77 * | | | |
| | 20 00 * | | | |
| | 21 75 * | | | |
| Lindal Tunnel (401m/ 439 yd) | 22 53 to 22 73 | | | |
| DALTON | 23 33 * | | | |
| | 23 67 | | | |
| | 24 01 to 24 11 | | | |
| Dalton Tunnel (206m/ 225yd) | 24 34 | | | |
| | 24 37 | | | |
| Dalton Jn SB | 24 38 | | | |
| Dalton Jn | 25 12 * | | | |
| | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------------------|----------------------|---|---|-----------|--------------|
| NW4033 | 007 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Furness Abbey LC (UWC) | 25 31 | | AB Dalton Junction SB | | |
| Furness Abbey Tunnel (76 yards) | 25 41 to 25 44 | | Platform Lengths: Roose Up 86m (94 yards) Down 85m (93 yards) | | |
| Park House Farm LC (R/G) | 26 08 | | Released from Barrow-In-Furness SB | | |
| ROOSE | 26 20 * | | | | |
| | 27 13 | | | | |
| Salthouse Junction GF | 27 57 * | | | | |
| Salthouse Junction | 27 59 | | | | |
| | 27 61 * | | | | |
| | 28 10 * | | | | |
| | 28 13 * | | | | |
| | 26 60 * | | | | |
| BARROW-IN-FURNESS | 28 65 * | | Platform Lengths: Barrow-In-Furness Platform Up 166m (181 yards) Permissive PP-A Platform Down 183m (200 yards) Permissive PP-A Platform Up 153m (167 yards) Permissive BAY Platform Down 153m (167 yards) Permissive BAY | | |
| | 28 76 | | | | |

LOR Seq. Line of Route Description
NW4033 008 Camforth North Jn. to Carlisle South Jn. (Via Barrow)


ELR
CBC1

Route Last Updated
LNW North 07/10/06



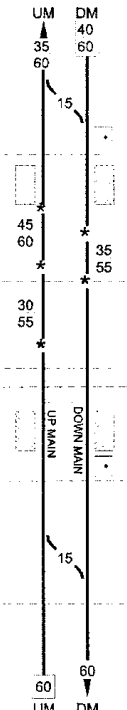
Signalling & Remarks
TB Barrow-in-Furness SB NRN 088

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------------|-----------------|--|--|-----------|--------------|
| NW4033 | 009 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| | | <p>U&D'M</p> <p>40</p> <p>UP & DOWN MAIN</p> <p>30</p> <p>DOWN BRANCH</p> <p>40</p> <p>UP BRANCH</p> <p>40</p> <p>30</p> <p>40</p> <p>60</p> <p>60</p> <p>15</p> <p>60</p> <p>60</p> <p>UM DM</p> <p>To Dalton Junction NW4041 seq 1</p> | <p>TB Barrow-in-Furness SB</p> <p>NRN 088</p> <p>AB Park South SB</p> <p>Askam SB</p> <p>Platform Lengths: Askam Up 61m (67 yards) Down 52m (57 yards)</p> | | |
| Park South Jn | 32 50 * | | | | |
| Park South SB LC (MCB) | 33 00 | | | | |
| Park North LC (UWC) | 33 46 | T | | | |
| Askam SB LC (MCB) | 35 03 | | | | |
| ASKAM | 35 06 | | | | |
| Johnsons No2 LC (UWC) | 35 31 | T | | | |
| Dunnerholme LC (UWC) | 36 21 | T | | | |
| Lidgate LC (UWC) | 37 34 | T | | | |

| | | | | | |
|----------------------------|-----------------|---|---|-----------|--------------|
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
| NW4033 | 010 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| KIRKBY-IN-FURNESS | 38 19 | UM 60 DM 60 | AB Askam SB  | | |
| | 38 20 * | | Platform Lengths: Kirkby-In-Furness | | |
| | 38 26 * | | Up 76m (83 yards) | | |
| | | | Down 69m (75 yards) | | |
| Angerton Hall LC (UWC) | 38 59 T | 25 25 | | | |
| Angerton Hall No2 LC (UWC) | 38 60 * | | | | |
| Angerton Hall No3 LC (UWC) | 39 75 T | | | | |
| Skelly Crag LC (MCG) | 40 14 T | | | | |
| | 40 24 * | 60 40 60 | Platform Lengths: Foxfield | | |
| FOXFIELD | 40 32 * | | Up 79m (86 yards) | | |
| | 40 37 | UP MAIN 20 DOWN MAIN 50 | Down 79m (86 yards) | | |
| Foxfield SB | 40 40 * | | Foxfield SB | | |
| Foxfield LC (UWC) | 40 41 | | | | |
| | 40 60 * | | | | |
| Ladyhall LC (UWC) | 41 28 T | | | | |
| | 41 78 * | | | | |
| Dodd's L.C. (UWC) | 42 19 T | 50 30 50 | | | |
| Green Road LC (AOCL) | 42 34 * | 15 20 50 | Platform Lengths: Green Road | | |
| GREEN ROAD | 42 37 | | Up 75m (82 yards) | | |
| | 42 46 * | | Down 75m (82 yards) | | |
| | 42 60 * | 60 60 | | | |
| | | UM DM | | | |

| LOR Seq. Line of Route Description | | | ELR | Route | Last Updated |
|--|-----------------|------------------------------------|--|-----------|--------------|
| NW4033 011 Camforth North Jn. to Carlisle South Jn. (Via Barrow) | | | CBC1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Waltham Nurseries L.C. (UWC) | 42 62 | T | | | |
| Stone Cabin L.C. (UWC) | 42 75 | T | | | |
| King L.C. (UWC) | 43 06 | T | | | |
| Underhill L.C. (UWC) | 43 12 | T | | | |
| Long Marsh L.C. (UWC) | 43 56 | T | | | |
| Castle Farm No.1 L.C. (UWC) | 44 05 | T | | | |
| Salthouse No.3 L.C. (UWC) | 44 22 | T | | | |
| Salthouse No.1 L.C. (UWC) | 44 46 | T | | | |
| MILLOM | 45 01 | | | | |
| Millom SB | 45 07 | | | | |
| | 45 20 * | | Platform Lengths: Millom Up 120m (131 yards) Down 122m (133 yards) | | |
| Moor Farm No.1 L.C. (UWC) | 45 27 | T | | | |
| | 45 60 * | | | | |
| Haverigg L.C. (A/HBC) | 46 05 | T | | | |
| Langthwaite L.C. (UWC) | 46 16 | T | | | |
| | 46 27 * | T | | | |
| Hestham Hall L.C. (UWC) | 46 32 | T | | | |
| | 47 08 | | | | |
| Kirksanton L.C. (MCG) | 47 17 | T | | | |
| Millers L.C. (UWC) | 47 27 | T | | | |
| Mill Dam L.C. (UWC) | 47 43 | | Millom SB | | |
| Limestone Hall L.C. (MCG) | 47 46 * | | | | |

LNW North Route Sectional Appendix Module LNWN(N).

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------------|------|--|--|-----------|--------------|
| NW4033 | 012 | Carnforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | | | Running lines & speed restrictions | | |
| Mileage M Ch | | | Signalling & Remarks | | |
| | | |  | | |
| Silecroft SB L.C. (MCB) | 48 | 12 | Silecroft SB | | |
| SILECROFT | 48 | 16 | Platform Lengths: Silecroft | | |
| | 48 | 28 * | Up 46m (50 yards) | | |
| | 49 | 25 * | Down 45m (49 yards) | | |
| | 49 | 54 * | | | |
| Whitbeck L.C. (AOCL) | 49 | 55 * [T] | | | |
| | 50 | 05 * | | | |
| Moss (Tip) L.C. (UWC) | 50 | 13 [T] | | | |
| Stangrah Farm L.C. (UWC) | 50 | 27 [T] | | | |
| Gutterby L.C. (UWC) | 50 | 79 [T] | | | |
| BOOTLE | 53 | 34 | Platform Lengths: Bootle | | |
| | | | Up 50m (55 yards) | | |
| | | | Down 47m (51 yards) | | |
| Bootle SB L.C. (MCG) | 53 | 37 | Bootle SB | | |
| | 55 | 15 [T] | | | |
| Middleton Place L.C. (UWC) | | | | | |


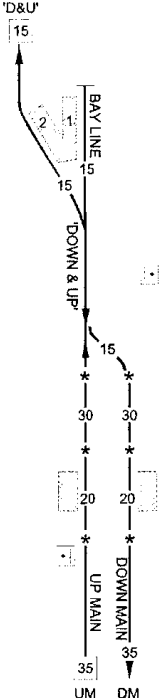

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------|-----------------|---|--|-----------|--------------|
| NW4033 | 013 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| RAVENGLASS | 57 79 | | AB | Boole SB | NRN 088 |
| Saltcoats L.C. (MCG) | 58 49 | | Platform Lengths: Ravenglass Up 94m (103 yards) Down 93m (102 yards) | | |
| Hall Carleton L.C. (UWC) | 59 25 | | | | |
| Drigg SB L.C. (MCG) | 59 79 | | Drigg SB | | |
| DRIGG | 60 02 | | Platform Lengths: Drigg Up 66m (72 yards) Down 84m (92 yards) | | |
| | 60 42 | | Sellafield SB | | |
| SEASCALE | 62 12 63 34 | | Platform Lengths: Seascale Up 36m (39 yards) Down 57m (62 yards) | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------|------|---|--|-----------|--------------|
| NW4033 | 014 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | |
| | | | | | |
| | | 63 56 | | | |
| | | 63 65 * | | | |
| SELLAFIELD | | 63 72 | | | |
| Sellafield SB | | 63 76 * | | | |
| | | 64 02 * | | | |
| | | 64 08 * | | | |
| BRAYSTONES | | 65 76 | | | |
| | | | <p>AB Sellafield SB</p> <p>Up sidings 352m (1155ft)</p> <p>Platform Lengths: Sellafield Down & Up Loop 71m (78 yards) Down 50m (55 yards)</p> <p>ET Sellafield SB</p> <p>Platform Lengths: Braystones Down & Up 41m (45 yards)</p> | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|-----------------|---|---|-----------|--------------|
| NW4033 | 015 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| NETHERTOWN | | | ET Sellafield SB | | |
| | 66 00 * | | Platform Lengths: Nethertown Down & Up 51m (56 yards) | | |
| | 67 35 | | | | |
| | 69 20 * | | Platform Lengths: St Bees Down 60m (66 yards) Up 60m (66 yards) | | |
| | 69 47 * | | | | |
| ST BEES | 70 11 | | St. Bees SB | | |
| | 70 18 | | | | |
| | 70 22 | | Up main CL 218m (714ft) | | |
| | 70 28 * | | | | |
| | 70 34 * | | | | |
| Bell House L.C. (UWC) Pump House L.C. (UWC) | 71 09 * | | | | |
| | 71 35 | | | | |
| | 71 78 | | | | |

LNW North Route Sectional Appendix Module LNW(N)

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------------------|--|---|---|------------|--------------|
| NW4033 | 016 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC1 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| CORKICKLE | 73 78 | | ET | St Bees SB | |
| Whitehaven Tunnel (1173m/1283 yd) | 74 03 * to 74 61 74 62 * 74 63 * | | Platform Lengths: Corkickle Down & Up 86m (94 yards) | | |

| LOR Seq. Line of Route Description | | ELR | | Route | Last Updated |
|--|---|---|------|---|--------------|
| NW4033 017 Camforth North Jn. to Carlisle South Jn. (Via Barrow) | | CBC1 | CBC2 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| WHITEHAVEN | 74 66  |  | | ET St Bees SB  Auxiliary token instrument located on Platform 2 at Whitehaven station Platform Lengths: Whitehaven Platform 1 101m (110 yards) Permissive BAY Platform 2 Up 84m (92 yards) Permissive PP -C Down 84m (92 yards) | |
| Bransty SB | 74 73 0 16 | | | AB Bransty SB | |
| Bransty Junction | 0 22 | | | | |
| | 0 26 * | | | | |
| | 1 20 * | | | | |
| PARTON | 1 33 | | | Platform Lengths: Parton Up 59m (65 yards) Down 115m (126 yards) | |
| Parton SB | 1 40 * 1 41 | | | Parton SB | |

| | | | | | | |
|-----------------------|--------------|---|------------------------------------|--|--------------|--|
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
| NW4033 | 018 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC2 | LNW North | 07/10/06 | |
| Location | Mileage M | Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Parton North Junction | 1 | 68 * | | AB | Parton SB | |
| | 2 | 50 * | | | | |
| | 2 | 55 | | | | |
| | 2 | 57 * | | | | |
| | 4 | 00 * | | | | |
| | 4 | 39 * | | | | |
| | 4 | 40 * | | | | |
| | 4 | 48 * | | | | |
| | 4 | 50 * | | | | |
| | 4 | 70 * | | | | |
| | 4 | 76 * | | | | |
| HARRINGTON | 5 | 30 * | | | | |
| | | | | | | |
| | | | | Platform Lengths: Harrington Platform Up 43m (47 yds) Platform Down 43m (47 yds) | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------|-----------------|--|--|-----------|--------------|
| NW4033 | 019 | Carnforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC2 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Workington Main No.2 SB | 6 31 | | AB Parton SB | | |
| | 6 52 | | Workington Main No.2 SB | | |
| | 6 53 | | AB (PF) applies in both directions on the Reception siding | | |
| | 6 65 * | | Platform Lengths: Workington Platform Up 80m (87 yds) Platform Down 79m (86 yds) | | |
| | 6 69 | | Workington Main No.3 SB | | |
| Workington Main No.3 SB | 6 74 | | | | |
| | 6 77 | | | | |
| Merchants Quay LC (UWC) | 7 00 * | | | | |
| | 7 01 | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|-----------------|---|---|-----------|--------------|
| NW4033 | 020 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC2 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| <p>Dock Branch GF Derwent Junction</p> <p>FLIMBY</p> | 7 30 | | <p>AB Workington Main No.3 SB </p> | | |
| | 7 31 | | Released from Workington Main No.3 SB | | |
| | 10 42 | | <p>Platform Lengths: Flimby Platform Up 53m (58 yds) Platform Down 45m (49 yds)</p> | | |
| | 11 52 | | <p>Maryport Station SB</p> <p>Crossovers and connections to and from Maryport Open Cast Sidings out of use.</p> | | |

| LOR Seq. Line of Route Description | | ELR | | Route | Last Updated |
|--|------------------------|------------------------------------|------|---|--------------|
| NW4033 021 : Camforth North Jn. to Carlisle South Jn. (Via Barrow) | | CBC2 | CBC3 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Maryport LC (CCTV) | 12 04 12 05 0 00 | | | AB Maryport Station SB | |
| Maryport Station SB (MS) | 0 21 | | | Platform Lengths: Maryport Platform Down & Up 89m (97 yds) | |
| MARYPORT | 0 27 | | | DN & UP Platform 160m (525ft) | |
| | 0 36 * | | | ① Applies to class 60 locomotives only ② Applies to all other trains | |
| | 2 40 * | | | | |
| | 3 20 * | | | | |
| | 4 16 * | | | | |
| | 4 29 * | | | | |

LNW North Route Sectional Appendix Module LNWN(N)

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------------------|----------------------|---|---|---------------------|--------------|
| NW4033 | 022 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC3 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| ASPATRIA | 7 58 * | | AB | Maryport Station SB | NRN 088 |
| Aspatria Tunnel (51m / 56 yds) | 8 37 to 8 40 * | | Platform Lengths : Aspatria Platform Up 36m (39 yds) Platform Down 35m (38 yds) | | |
| Heathfield LC (UWC) | 9 76 T | | Released from Wigton box | | |
| Wigton GF | 14 77 * 15 67 S:T | | TCB | | |
| Wigton SB | 15 79 * 16 05 | | Platform Lengths : Wigton Platform Up & Down 50m (55 yds) | | |
| WIGTON | 16 20 | | 1 Applies to class 60 locomotives only 2 Applies to all other trains | | |
| Rosewain LC (R/G) | 18 20 * 18 47 T | | Carlisle SB (CE) | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------|-----------------|---|---|-----------|--------------|
| NW4033 | 023 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC3 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Balfour LC (UWC) | 19 00 * | | TCB | | |
| Parkhouse LC (UWC) | 19 10 T | | Carlisle SB (CE) | | |
| Bainbridge No.2 LC (UWC) | 19 22 T | | NRN | | |
| Carrs LC (UWC) | 19 40 T | | 088 | | |
| Dalrymple LC (UWC) | 19 69 T | | 1. Applies to class 60 locomotives only | | |
| Rothery LC (UWC) | 20 08 T | | 2. Applies to all other trains | | |
| | 20 21 T | | | | |
| | 21 40 * | | | | |
| | 22 00 * | | | | |
| | 22 40 * | | | | |
| Dalston Oil Depot GF | 23 28 (S) T | | | | |
| | 23 30 * | | | | |
| Dalston Station No.1 GF | 23 39 * T | | | | |
| DALSTON | 23 43 | BP Oil Sidings | | | |
| Dalston Station No.2 GF | 23 48 T | | | | |
| | 23 50 * | | | | |

Platform Lengths : Dalston
Platform Up 80m (87 yds)
Platform Down 75m (82 yds)

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------|-----------------|---|------|----------------------|--------------|
| NW4033 | 024 | Camforth North Jn. to Carlisle South Jn. (Via Barrow) | CBC3 | LNW North | 07/10/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | TCB | Signalling & Remarks | |
| Low Mill LC (R/G) | 24 25 | UM 60 DM 60 | | Carlisle SB (CE) | NRN 088 |
| Low Mill HABD | 24 27 | UP MAIN 15 DOWN MAIN 15 | | | |
| Currock GF | 26 66 | To Currock Wagon Shops 60 60 | | | |
| Currock Jn | 26 74 * | 20 10 20 10 | | | |
| | 27 20 * | To Upperby NW4001 seq 17 10 10 To Bog Junction NW4025 seq 1 | | | |
| | 27 45 * | 20 20 | | | |
| | 27 49 | 20 20 | | | |
| Carlisle South Jn | 27 49 | | | | |
| | 68 67 | | | | |
| Carlisle SB (CE) | 68 69 | To Carlisle Station NW4001 seq 17 20 20 | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------|------|------------------------------|-------------------|--|-------------------------------|
| NW4041 | 001 | Dalton Jn. to Park South Jn. | DAP | LNW North | 07/10/06 |
| | | Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks |
| | | Dalton Jn SB | 24 37 | <p>The diagram shows a vertical railway line with two main running lines: UM (Up Main) on the left and DM (Down Main) on the right. At the top, Dalton Jn. is marked with a signal box (AB) and a signal post (Dalton Jn SB). The line runs southwards. Key features include: - A branch line labeled 'UP BRANCH' on the left, with a speed restriction of 20. - A branch line labeled 'DOWN BRANCH' on the right, with a speed restriction of 20. - A branch line labeled 'To Barrow NW4033 seq 6' on the right, with a speed restriction of 40. - A branch line labeled 'To Barrow NW4033 seq 9' on the right, with a speed restriction of 30. - A branch line labeled 'To Askam NW4033 seq 9' on the right, with a speed restriction of 60. - The line ends at Park South Jn. with a signal box (MCB) and a signal post (Park South SB LC). - Speed restrictions are indicated by numbers: 40, 20, 30, and 60.</p> | <div>NRN</div> <div>088</div> |
| | | Dalton Jn | 24 38 * | | |
| | | | 0 00 | | |
| | | | 0 31 * | | |
| | | Goldmire Quarry L.C. (UWC) | 0 58 <div>T</div> | | |
| | | | 0 76 * | | |
| | | Park South Jn | 32 77 * | | |
| | | | 33 00 | | |
| | | Park South SB LC (MCB) | 33 06 | | |
| | | | 40 60 | | |

SPECIAL WORKING ARRANGEMENTS

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NW4005- PRESTON FYLDE JN. TO BLACKPOOL NORTH

NW4033- CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

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NW4001 (PRESTON RIBBLE JN TO COVE L.C.)

| From | To | Type of Train | Line(s) | Remarks |
|---|--|------------------------|---|---|
| Farington Jn (signal PN.46) | Preston Ribble Jn (in rear of signal PN.84) | Coaching stock | Down slow/Down goods/Up goods | Propelling of single vehicles authorised |
| Preston Ribble Jn (signal PN.84) | Farington Jn (in rear of signal PN.46) | Coaching stock | Up goods/Up slow/Down slow | Propelling of single vehicles authorised |
| Preston Station | Preston Ribble Jn (in rear of signals PN.77/78/79) | Any | All | Propelling authorised |
| Preston Ribble Jn (signals PN.77/78/79) | Preston Station | Any | All | Propelling authorised |
| Preston Station | Preston Flyde Jn (in rear of signals PN.142/144/145/147/153) | Any | All | Propelling authorised |
| Preston Fylde Jn (signals PN.142/144/145/147/153) | Preston Station | Any | All | Propelling authorised |
| Lancaster (signal PN.248) | Down sidings | Any | Down main/Down passenger loop | Propelling authorised |
| Lancaster (signal PN.248) | Lancaster (signals PN.237/238) | Any | Down main/Up passenger loop No.1 and 2 | Propelling authorised |
| Lancaster (signal PN.235) | Lancaster (signal PN.223) | Coaching stock | Down passenger loop/Up goods | Propelling authorised for trains not exceeding 141m (462ft) in length |
| Lancaster (signal PN.238) | Lancaster (signal PN.223) | Coaching stock | Up passenger loop No.2/Up goods | Propelling authorised for trains not exceeding 141m (462ft) in length |
| Lancaster (signals PN.244/245) | Lancaster (signal PN.251) | EDMU | Up passenger loops 1 and 2/Down main | Propelling authorised for EDMU's going to the north end bays |
| Lancaster (signal PN.224) | Lancaster (signal PN.242) | Coaching stock/Freight | Up goods/Down passenger loop | Propelling authorised for coaching stock trains up to 77m (252ft) and freight trains up to 192m (630ft) in length |
| Lancaster (signal PN.224) | Lancaster (signals PN.244/245) | Coaching stock | Up passenger loops Nos. 1 and 2 | Propelling authorised for trains up to 77m (252ft) in length |
| Lancaster (signal PN.229) | Lancaster (signal PN.223) | Coaching stock | Down main/Up goods | Propelling authorised for trains up to 141m (462ft) in length |
| Carlisle station (platforms 1, 3 or 4 and 'B' or 'C' goods) | Upperby Jn (rear of signal CE.275) | Coaching stock | Up main/Up Through goods | Propelling of single vehicles authorised |
| Carlisle station (platforms 1, 3 or 4 and 'B' or 'C' goods) | London Road Jn (rear of signal CE.404) | Coaching stock | "Up & down" Newcastle/Down Newcastle | Propelling of single vehicles authorised |
| Carlisle North Jn (rear of signals CE.335 and CE.336) | Carlisle South Jn (rear of signals CE.288/291/295/408) | Coaching stock | Siding 'A'/Platform 1, 3 or 4/'B' and 'C' goods | Propelling authorised |

| From | To | Type of Train | Line(s) | Remarks |
|---------------|------------|-------------------|---------|--|
| Carlisle Yard | Currock Jn | Crippled vehicles | Up | Working in accordance with the 'Working of trains not fitted throughout with the continuous brake' instructions in the General Section of this Appendix authorised Dated: 07/10/06 |

NW4005 (PRESTON FYLDE JN. TO BLACKPOOL NORTH)

| From | To | Type of Train | Line(s) | Remarks |
|----------------------|----------------------|----------------|-----------|--|
| Blackpool North No.1 | Blackpool North No.2 | Coaching stock | Down main | Propelling authorised. During darkness, fog or falling snow a red light must be displayed on the leading vehicle |
| Blackpool North No.2 | Blackpool North No.1 | Coaching stock | Up main | Propelling authorised. During darkness, fog or falling snow a red light must be displayed on the leading vehicle Dated: 07/10/06 |

NW4033 (CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW))

| From | To | Type of Train | Line(s) | Remarks |
|-------------------------|---|---------------|------------|---|
| Carnforth North Sidings | Carnforth North Jn (rear of signals PN.283/284/285/286) | Freight | Up Furness | Propelling authorised for trains up to 122m (399ft) in length in clear weather only Dated: 07/10/06 |

ROUTE CLEARANCE

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LNW NORTH**GENERAL NOTES**

Table D shows route clearance information for Network Rail London North Western (North) route controlled lines and is divided into five separate tables as follows:

- D1 Diesel Multiple Units.
- D2 Electric Multiple Units.
- D3 Locomotive Hauled Coaching Stock, including HST.
- D4 Locomotives, including the route availability (RA) index of each route.
- D5 Freight Vehicles, including the RA index of each route and any authorities for heavy axle weight vehicles.

Tables D1 - D4

These tables consist of the list of lines as shown in Table A and a series of columns for each type of vehicle. The following codes are used to identify which vehicle types are permitted on each route:

| Authority Code | Meaning |
|----------------|--|
| Y | The vehicle type is permitted without restriction. |
| N | The vehicle type is prohibited. |
| R* | The vehicle type is permitted subject to the restriction(s) shown in the Notes & Restrictions column. |
| E | Indicates that an electric traction unit may be hauled over a non-electrified line with pantograph(s) lowered. |

Where authority is shown for passenger carrying vehicles to run on non-passenger lines, this does not mean that authority is given for loaded passenger trains to run.

Table D5

This table consists of the list of lines as shown in Table A, the RA index of each route, any general authorities for heavy axle weight vehicles, the gauge of the route and other route restrictions. (Temporary or vehicle specific heavy axle weight authorities are not shown.)

The gauge of the route is shown as one of the following:

- standard locomotive gauge indicated by a forward-slash symbol. (i.e. /),
- W6A (W6) – meaning clear to W6A Gauge,
- W7 – meaning clear to W6A Exception Gauge for 8ft. containers,
- W8 – meaning clear to W6A Exception Gauge for 8ft 6in containers,
- W9 – meaning clear to SB1C gauge.
- W10 – meaning clear for 9ft. 6in. high x2.5m. wide containers on selected wagons
- W12 – meaning clear to W12 composite swept envelope

Additional restrictions or clearances may also be shown as notes in the Notes & Restrictions column.

The 'Heavy Axle Weight Vehicles' column indicates whether a vehicle which exceeds the RA index of the route may be conveyed, and if so under what conditions:

| Authority Code | Meaning |
|----------------|---|
| Y | There are no particular restrictions for vehicles that exceed the RA of the route, and form RT3973HAW can be produced on this basis. 25.5 tonne axle weight vehicles in use on the network as of April 1998 are not restricted. (Note that this information does not include vehicles which may have individual restrictions placed upon them.) |
| N | Vehicles that exceed the RA of the route must not run without the authority of the Territory Structures Assessment Engineer. If authority is given a vehicle specific form RT3973HAW can be produced. |
| R* | Vehicles which exceed the RA of the route can run subject to the particular restriction(s) identified, and form RT3973HAW can be produced on this basis. 25.5 tonne axle weight vehicles in use on the network as of April 1998 are not restricted. (Note that this information does not include vehicles which may have individual restrictions placed upon them.) |
| -- | No request to run vehicles that exceed the RA of the route has previously been made and any request to do so must be referred to the Territory Structures Assessment Engineer. 25.5 tonne axle weight vehicles may be able to run following assessment. |

Restricted Vehicles

Vehicles identified below can not run without reference to the Territory Structures Assessment Engineer, who will identify any restrictions that apply to that particular vehicle over a specified route in accordance with the Route Availability Group Standard:

- Coil Strip Wagon BN001A

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Table D1 - Route clearance of diesel multiple unit trains

To be read in conjunction with General Notes.

Class 221 trains

The sections of route indicated by the letter 'T' in the 'Route Availability Table' pages, indicate where Class 221 trains are permitted to operate with the Tilt system operational and TASS system configured to authorise tilt and supervise speed. Details of the lines where TASS Balises are provided are published in the Table A pages of this Appendix. Full details of clearances and restrictions are published in the relevant Network Rail Acceptance Panel (NRAP) certificates for Service Operation.

| Line of route | Line of Route / Sector Description | DMU | 14X | 150 | 153 | 155 | 156 | 158 | 170 | 175 | 185 | 220 / 221 | Notes |
|---------------|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|---|
| NW4001 | Preston Ribble Junction - Cove L.C. | Y | R1 | Y | Y | Y | Y | R2 | N | R3 | N | R4 / T | <p>R1 Prohibited Caldew Jn. - Kingmoor Yard Down Goods (Goods line) and Mossband - Caldew Jn. Up Goods Arrival (Goods line).</p> <p>R2 Prohibited Preston station D&UGL, Lancaster Down Bay platforms 1 & 2, Caldew Jn. - Kingmoor Yard Down Goods (Goods line) and Mossband - Caldew Jn. Up Goods Arrival (Goods line).</p> <p>R3 Prohibited Preston station platforms 3C and 4C and from Oxenholme Jn. to Cove LC.</p> <p>R4 Class 221 prohibited Carlisle station platforms 3 and 4 unless secondary suspension is inflated.</p> |
| NW4003 | Preston Fylde Jn - Deepdale Junction | N | N | N | N | N | N | N | N | N | N | N | |
| NW4005 | Preston Fylde Junction - Blackpool North | Y | Y | Y | Y | Y | Y | R | N | Y | N | Y | R Prohibited Blackpool North station platforms 7 and 8 |
| NW4007 | Kirkham North Jn. - Blackpool South | Y | Y | Y | Y | Y | Y | Y | N | N | N | N | |
| NW4009 | Poulton - Burn Naze | N | N | N | N | N | N | N | N | N | N | N | |

Table D1 - Route clearance of diesel multiple unit trains – Continued

| Line of route | Line of Route / Sector Description | DMU | 14X | 150 | 153 | 155 | 156 | 158 | 170 | 175 | 185 | 220 / 221 | Notes |
|---------------|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------|--|
| NW4011 | Morecambe South Junction - Morecambe | Y | Y | Y | Y | Y | Y | Y | N | Y | N | N | |
| NW4013 | Hest Bank - Bare Lane | Y | Y | Y | Y | Y | Y | Y | N | Y | N | N | |
| NW4017 | Morecambe Junction - Heysham Port | Y | Y | Y | Y | Y | Y | Y | N | N | N | N | |
| NW4019 | Oxenholme - Windermere | Y | Y | Y | Y | Y | Y | Y | N | Y | N | N | |
| NW4021 | Upperby Junction - Rome Street Junction | Y | Y | Y | Y | Y | Y | N | N | N | N | Y | |
| NW4023 | Upperby Junction - London Road Jn. | Y | Y | Y | Y | Y | Y | N | N | N | N | Y | |
| NW4025 | Currock Junction - Bog Junction | N | N | N | Y | Y | Y | N | N | N | N | Y | |
| NW4027 | Carlisle Yard Recess Sidings - Brunthill | N | N | N | N | N | N | N | N | N | N | N | |
| NW4029 | Mossband Junction - Bush-on-Esk | N | N | N | N | N | N | N | N | N | N | N | |
| NW4031 | Gretna Junction - Annan (exClass) | Y | Y | Y | Y | Y | Y | N | N | N | N | Y | |
| NW4033 | Carnforth North Jn. - Carlisle South Junction (via Barrow) | R1 | Y | R1 | Y | Y | Y | R2 | N | R3 | N | R4 | R1 Prohibited Maryport to Carlisle. R2 Prohibited Barrow to Carlisle. R3 Prohibited Millom to Carlisle R4 Permitted Carlisle South Jn. to Currock Jn. only. |
| NW4041 | Dalton Junction - Park South Junction | Y | Y | Y | Y | Y | Y | Y | N | Y | N | N | |

Table D2 - Route clearance of electric multiple unit trains

To be read in conjunction with General Notes.

Class 390 trains

The sections of route indicated by the letter 'T' in the 'Route Availability Table' pages, indicate where Class 390 trains are permitted to operate with the Tilt system operational and TASS system configured to authorise tilt and supervise speed. Details of the lines where TASS Balises are provided are published in the Table A pages of this Appendix. Full details of clearances and restrictions are published in the relevant Network Rail Acceptance Panel (NRAP) certificates for Service Operation.

| Line of route | Line of Route / Sector Description | 312 | 317 | 321 / 322 | 323 | 325 | 350 | 390 | 507 / 508 | Notes |
|---------------|-------------------------------------|-----|-----|-----------|-----|-----|---------|--------|-----------|---|
| NW4001 | Preston Ribble Junction - Cove L.C. | Y | Y | N | N | Y | R1 / R2 | R3 / T | N | <p>R1 Permitted Preston Ribble Jn. to Preston only.</p> <p>R2 Prohibited from Preston platforms 3.</p> <p>R3 Prohibited from the Down and Up Fylde lines at Preston, all bay platforms and all sidings lines, except Carlisle Station A, 1 & 2, Upperby Yard, Upperby Blue Circle, Up Through Siding Caldew Jn to Kingmoor Jn. and Kingmoor Yard No.2 departure line, No.11 Up Departure siding and North Eastern shunt neck. Permitted in loco-hauled ECS mode only on the Down Arrival /Departure/Goods lines Kingmoor Jn to Floriston and the Up Goods/Arrival/Avoiding lines Mossband Jn. – 3m 56ch.</p> |
| NW4003 | Preston Fylde Jn - Deepdale Jn. | N | N | N | N | N | N | N | N | |
| NW4005 | Preston Fylde Jn. - Blackpool North | N | N | N | N | E | N | N | N | |
| NW4007 | Kirkham North Jn. - Blackpool South | N | N | N | N | E | N | N | N | |
| NW4009 | Poulton - Burn Naze | N | N | N | N | N | N | N | N | |
| NW4011 | Morecambe South Jn. – Morecambe | N | N | N | N | E | N | N | N | |

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

| Line of route | Line of Route / Sector Description | 312 | 317 | 321 / 322 | 323 | 325 | 350 | 390 | 507 / 508 | Notes |
|---------------|--|-----|-----|-----------|-----|-----|-----|-----|-----------|--|
| NW4013 | Hest Bank - Bare Lane | N | N | N | N | E | N | N | N | |
| NW4017 | Morecambe Junction - Heysham Port | N | N | N | N | E | N | N | N | |
| NW4019 | Oxenholme - Windermere | N | N | N | N | E | N | N | N | |
| NW4021 | Upperby Jn. - Rome Street Jn. | N | N | N | N | E | N | N | N | |
| NW4023 | Upperby Jn. - London Road Jn. | N | N | N | N | E | N | E | N | |
| NW4025 | Currock Jn.- Bog Jn. | N | N | N | N | N | N | N | N | |
| NW4027 | Carlisle Yard Recess Sidings – Brunthill | N | N | N | N | N | N | N | N | |
| NW4029 | Mossband Jn. - Bush-on-Esk | N | N | N | N | N | N | N | N | |
| NW4031 | Gretna Jn.- Annan (exclusive) | N | N | N | N | E | N | N | N | |
| NW4033 | Carnforth North Jn. - Carlisle South Junction (via Barrow) | N | N | N | N | R | N | N | N | R Permitted loco-hauled Carnforth North Jn. – Maryport only. |
| NW4041 | Dalton Jn. - Park South Jn. | N | N | N | N | E | N | N | N | |

Table D3 - Route clearance of coaching stock

To be read in conjunction with General Notes.

| Line of Route | Line of Route / Sector Description | MK I | MK II | MK III | MK IV | 253/254 HST | Notes |
|---------------|--|------|-------|--------|-------|-------------|---|
| NW4001 | Preston Ribble Junction - Cove L.C. | Y | Y | R | R | R | R Prohibited from Preston station D&UGL. |
| NW4003 | Preston Fylde Jn - Deepdale Junction | Y | Y | Y | Y | Y | |
| NW4005 | Preston Fylde Junction - Blackpool North | Y | Y | R | R | R | R Prohibited Blackpool North station platforms 7 and 8. |
| NW4007 | Kirkham North Jn. - Blackpool South | Y | Y | Y | Y | Y | |
| NW4009 | Poulton - Burn Naze | N | N | N | N | N | |
| NW4011 | Morecambe South Junction - Morecambe | Y | Y | Y | Y | Y | |
| NW4013 | Hest Bank - Bare Lane | Y | Y | Y | Y | Y | |
| NW4017 | Morecambe Junction - Heysham Port | Y | Y | Y | Y | Y | |
| NW4019 | Oxenholme - Windermere | Y | Y | Y | Y | Y | |
| NW4021 | Upperby Junction - Rome Street Junction | Y | Y | Y | Y | Y | |
| NW4023 | Upperby Junction - London Road Jn. | Y | Y | Y | Y | Y | |
| NW4025 | Currock Junction - Bog Junction | Y | Y | N | N | N | |
| NW4027 | Carlisle Yard Recess Sidings - Brunthill | N | N | N | N | N | |
| NW4029 | Mossband Junction - Bush-on-Esk | N | N | N | N | N | |
| NW4031 | Gretna Junction - Annan (excl.) | Y | Y | Y | Y | Y | |
| NW4033 | Carnforth North Jn. - Carlisle South Junction (via Barrow) | R | R | R | R | R | R Prohibited Maryport – Carlisle |
| NW4041 | Dalton Junction - Park South Junction | Y | Y | Y | Y | Y | |

Table D4A - Route clearance of Diesel locomotives Classes 08 to 33

To be read in conjunction with General Notes.

| Line of Route | Line of Route / Sector Description | RA | 08/09 | 20 | 20/3 | 31/1 | 31/4/5 | 33 | Notes |
|---------------|--|---------|-------|----|------|------|--------|----|---|
| NW4001 | Preston Ribble Junction - Cove L.C. | 8 | Y | Y | Y | Y | Y | Y | |
| NW4003 | Preston Fylde Jn - Deepdale Junction | 8 | Y | Y | Y | Y | Y | Y | |
| NW4005 | Preston Fylde Junction - Blackpool North | 8 | Y | Y | Y | Y | Y | Y | |
| NW4007 | Kirkham North Jn. - Blackpool South | 8 | Y | Y | Y | Y | Y | Y | |
| NW4009 | Poulton - Burn Naze | 8 | Y | Y | Y | Y | Y | Y | |
| NW4011 | Morecambe South Junction - Morecambe | 8 | Y | Y | Y | Y | Y | Y | |
| NW4013 | Hest Bank - Bare Lane | 8 | Y | Y | Y | Y | Y | Y | |
| NW4017 | Morecambe Junction - Heysham Port | 8 | Y | Y | Y | Y | Y | Y | |
| NW4019 | Oxenholme - Windermere | 8 | Y | Y | Y | Y | Y | Y | |
| NW4021 | Upperby Junction - Rome Street Junction | 8 | Y | Y | Y | Y | Y | Y | |
| NW4023 | Upperby Junction - London Road Jn. | 8 | Y | Y | Y | Y | Y | Y | |
| NW4025 | Currock Junction - Bog Junction | 8 | Y | Y | Y | Y | Y | Y | |
| NW4027 | Carlisle Yard Recess Sidings - Brunthill | 8 | Y | Y | Y | Y | Y | Y | |
| NW4029 | Mossband Junction - Bush-on-Esk | 8 | Y | Y | Y | Y | Y | Y | |
| NW4031 | Gretna Junction - Annan (excl.) | 8 | Y | Y | Y | Y | Y | Y | |
| NW4033 | Carnforth North Jn. - Carlisle South Junction (via Barrow) | 8 R1 | R2 | R2 | R2 | R2 | R2 | R2 | R1 RA7 Whitehaven – Maryport. R2 ELR: CBC1, Br.151 - loco hauled trains of all types restricted to 30mph over the bridge (59m 05ch – 59m 50ch) |
| NW4041 | Dalton Junction - Park South Junction | 8 | Y | Y | Y | Y | Y | Y | |

Table D4B - Route clearance of locomotives Classes 37 to 59

To be read in conjunction with General Notes.

| Line of Route | Line of Route / Sector Description | RA | 37/ 0/3/4 /5 | 37/ 7/9 | 47/ 0/3/7 /9 | 47/ 4/6 | 55 | 56 | 57 | 58 | 59/0/ 1/2 | Notes |
|---------------|--|----|--------------------|------------|--------------------|------------|----|----|----|----|--------------|-------|
| NW4001 | Preston Ribble Junction - Cove L.C. | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4003 | Preston Fylde Jn - Deepdale Junction | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4005 | Preston Fylde Junction - Blackpool North | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4007 | Kirkham North Jn. - Blackpool South | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4009 | Poulton - Burn Naze | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4011 | Morecambe South Junction – Morecambe | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4013 | Hest Bank - Bare Lane | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4017 | Morecambe Junction - Heysham Port | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4019 | Oxenholme - Windermere | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4021 | Upperby Junction - Rome Street Junction | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4023 | Upperby Junction - London Road Jn. | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4025 | Currock Junction - Bog Junction | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4027 | Carlisle Yard Recess Sidings – Brunthill | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4029 | Mossband Junction - Bush-on-Esk | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4031 | Gretna Junction - Annan (excl.) | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

Table D4B - Route clearance of locomotives Classes 37 to 59 – Continued

| Line of Route | Line of Route / Sector Description | RA | 37/ 0/3/4 /5 | 37/ 7/9 | 47/ 0/3/7 /9 | 47/ 4/6 | 55 | 56 | 57 | 58 | 59/0/ 1/2 | Notes |
|---------------|---|----|--------------------|------------|--------------------|------------|----|----|----|----|--------------|---|
| NW4033 | Carnforth North Jn. – Whitehaven (via Barrow) | 8 | R2 | R2 | R2 | R2 | R2 | R2 | R2 | R2 | R2 | ELR: CBC1, Br.151 - loco hauled trains of all types restricted to 30mph over the bridge (59m 05ch – 59m 50ch) |
| NW4033 | Whitehaven - Maryport | 7 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4033 | Maryport - Carlisle South Junction | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4041 | Dalton Junction - Park South Junction | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |

Table D4C - Route clearance of locomotives Classes 60 to 92

To be read in conjunction with General Notes.

| Line of Route | Line of Route / Sector Description | RA | 60 | 66 | 67 | 73 | 86 | 87 | 90 | 91 | 92 | Notes |
|---------------|--|----|----|----|----|----|----|----|----|----|----|-------|
| NW4001 | Preston Ribble Junction - Cove L.C. | 8 | Y | Y | Y | Y | Y | Y | Y | Y | Y | |
| NW4003 | Preston Fylde Jn - Deepdale Junction | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4005 | Preston Fylde Junction - Blackpool North | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4007 | Kirkham North Jn. - Blackpool South | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4009 | Poultton - Burn Naze | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4011 | Morecambe South Junction - Morecambe | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4013 | Hest Bank - Bare Lane | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4017 | Morecambe Junction - Heysham Port | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4019 | Oxenholme - Windermere | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4021 | Upperby Junction - Rome Street | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4023 | Upperby Junction - London Road Jn. | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4025 | Currock Junction - Bog Junction | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4027 | Carlisle Yard Recess Sidings - Brunthill | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4029 | Mossband Junction - Bush-on-Esk | 8 | Y | Y | Y | Y | N | N | N | N | N | |
| NW4031 | Gretna Junction - Annan (excl.) | 8 | Y | Y | Y | Y | N | N | N | N | N | |

Table D4C - Route clearance of locomotives Classes 60 to 92 – Continued

| Line of Route | Line of Route / Sector Description | RA | 60 | 66 | 67 | 73 | 86 | 87 | 90 | 91 | 92 | Notes |
|---------------|--|---------|----------|----|----------|----|----|----|----|----|----|--|
| NW4033 | Carnforth North Jn. - Carlisle South Junction (via Barrow) | 8 R1 | R2 R3 | R2 | R2 R4 | R2 | N | N | N | N | N | <p>R1 RA7 Whitehaven - Maryport.</p> <p>R2 ELR: CBC1, Br.151 - loco hauled trains of all types restricted to 30mph over the bridge (59m 05ch – 59m 50ch).</p> <p>R3 30mph on Down Main between Maryport and Aspatria (2m 40ch – 3m 20ch). 30mph on Up Main between Dalston and Wigton (22m 00ch – 21m 40ch) and (19m 00ch – 18m 20ch).</p> <p>R4 Permitted Whitehaven - Maryport</p> |
| NW4041 | Dallon Junction - Park South Jn. | 8 | Y | Y | Y | Y | N | N | N | N | N | |

Table D5 - Route clearance of freight vehicles

To be read in conjunction with General Notes.

| Line of Route | Line of Route / Sector Description | RA | Gauge of Route | Heavy Axle Weight Vehicles | Notes |
|---------------|--|----|----------------|----------------------------|--|
| NW4001 | Preston Ribble Jn. - Cove L.C. | 8 | SB1C (W9) | Y | |
| NW4003 | Preston Fylde Jn. - Deepdale Jn. | 8 | / | Y | |
| NW4005 | Preston Fylde Jn. - Blackpool North | 8 | / | R | R RA9/10 loaded freight vehicles may also be permitted between Blackpool North No.1 signal box and Blackpool North station if special dispensation has been granted by the Territory Track Engineer. |
| NW4007 | Kirkham Nth Jn - Blackpool Sth. | 8 | / | -- | |
| NW4009 | Poulton - Burn Naze | 8 | / | R | R RA9/10 vehicles permitted throughout subject to the following restriction: WPS Br.46: maximum speed 10mph over the bridge (14m 79ch - 15m 01ch). |
| NW4011 | Morecambe South Jn. - Morecambe | 8 | W6A Ex. (W8) | Y | |
| NW4013 | Hest Bank - Bare Lane | 8 | W6A Ex. (W8) | Y | |
| NW4017 | Morecambe Jn. - Heysham Port | 8 | W6A Ex. (W8) | Y | |
| NW4019 | Oxenholme - Windemere | 8 | / | -- | |
| NW4021 | Upperby Jn. - Rome St. Jn. | 8 | / | Y | |
| NW4023 | Upperby Jn. - London Rd. Jn. | 8 | W6A Ex. (W7) | Y | |
| NW4025 | Currock Jn. - Bog Jn. | 8 | / | Y | |
| NW4027 | Carlisle Yard Recess Sidings - Brunthill | 8 | / | Y | |
| NW4029 | Mossband Jn. - Bush-on-Esk | 8 | / | Y | |
| NW4031 | Gretna Jn - Annan (excl.) | 8 | W6A Ex. (W7) | Y | |

Table D5 - Route clearance of freight vehicles – Continued

| Line of Route | Line of Route / Sector Description | RA | Gauge of Route | Heavy Axle Weight Vehicles | Notes |
|---------------|---|---------|----------------|----------------------------|--|
| NW4033 | Carnforth North Jn. - Carlisle South Jn. (Via Barrow) | 8 R1 | R2 | R3 | <p>R1 RA7 between Whitehaven and Maryport, but RA8/9/10 vehicles are permitted throughout.</p> <p>R2 Clear to W6A Ex. (W8) gauge for containers carried on FFA - FGA and KFA wagons between Workington Yard – Carlisle South Jn. only.</p> <p>R3 RA9/10 vehicles are permitted subject to the following speed restrictions: ELR: CBC1, Br.15: 20mph over the viaduct (6m 40ch – 7m 00ch) ELR: CBC1, Br.34: 30mph over the viaduct (16m 40ch - 17m 00ch) ELR: CBC1, Br.106: 20mph over the bridge (42m 20ch - 42m 40ch) ELR: CBC1, Br.151: 30mph over the bridge (59m 05ch - 59m 50ch) ELR: CBC1, Br.165: 40mph over the bridge (63m 20ch - 63m 40ch) ELR: CBC1, Br.169: 20mph over the bridge (64m 20ch - 64m 40ch) ELR: CBC3: 30mph in the Down direction only between Maryport and Aspatria (2m 40ch – 3m 20ch) ELR: CBC3: 30mph in the Up direction only between Wigton and Dalston (22m 00ch – 21m 40ch and 19m 00ch – 18m 20ch)</p> |
| NW4041 | Dalton Jn. - Park South Jn. | 8 | / | Y | |

LOCAL INSTRUCTIONS

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NW4001 - PRESTON RIBBLE JN TO COVE L.C.**PRESTON**

Relief of traincrew working passenger and empty coaching stock trains not booked to stop at Preston station, and provision of conductor driver/guards. Relief of traincrew and the provision of conductors will be made at Preston station, all traincrew must report to the signing on point before relieving and after being relieved.

Drivers of all trains stopping for relief must bring their trains to a stand at the following signals in order to ensure clearing the connections in rear of the train:

Up trains

PN.115, PN.114, PN.113, PN.112, PN.107, PN.106, PN.105, PN.104.

Down trains

PN.134, PN.133, PN.132, PN.131, PN.127, PN.126, PN.125, PN.124, PN.123.

Preston station. Passenger trains having come to a stand at any portion of the platform must not be moved again until proper warning has been given to passengers who may be getting in or out of, or near the train.

Drivers of trains or shunting movements having brought their train to a stand at any portion of the platform, must obtain permission from the person in charge of the platform before making any further movement.

Cleaning of windscreens. If a driver requires the locomotive/unit windscreen cleaning at Preston station the driver must give prior notice at the last calling point, or in extreme emergency at the first signal in the Preston box control area. Where provided, the NRN equipment must be used to give notice. The train will be routed to platform 3, 4, 5 or 6 and must proceed to the platform exit signal concerned for the cleaning to be carried out.

Before cleaning commences, the driver must fully apply the automatic brake and in the case of electric traction, lower the pantograph.

On completion of cleaning, the driver must obtain an assurance from the cleaner that the work has been completed and any materials are clear. In the case of electric traction, the pantograph must not be raised until this assurance is received.

The driver must advise the signaller at Preston signal box when cleaning is complete.

Dated: 07/10/06

NW4001 - PRESTON RIBBLE JN TO COVE L.C.**LANCASTER**

The driver of a down train conveying 11 or more coaches which is to stop at Lancaster station must bring the train to a stand with only the locomotive beyond the end of the platform.

A locomotive-hauled passenger train requiring to proceed to the up passenger loop No. 2 for the purpose of running round or for a replacement locomotive to be attached in rear may, if necessary, run on to the up goods loop sufficiently far to enable the forward locomotive to come to the rear of the train and stand behind signal PN.245.

Down Passenger Loop – Platform 3. In cases of service disruption, drivers of up direction Virgin Train services starting from Lancaster are authorised to proceed to the up main line upon clearance of the position light signal associated with signal PN.235 and the requirements of Rule Book Module S2, Clause 3.1. is exempt.

Dated: 07/10/06

NW4001 - PRESTON RIBBLE JN TO COVE L.C.

Shap Summit GF

Vehicles placed in the up siding must whenever possible be placed beyond the board lettered '9 feet clearance'.

Vehicles must not be stabled on the down siding for any purpose other than running round or proceeding to the quarry.

A block train of empty wagons for the quarry must be drawn into the reception sidings and brought to a stand clear of the connection to the private siding. The person in charge of the movement (PIC) must then request permission from the quarry staff, using the telephone at the 'Stop & Telephone' board, for the movement to enter the private siding.

Before giving permission for the movement to proceed, the quarry staff will ensure that the road barrier is lowered and locked and that the siding is clear. The PIC will then be handed two shunting radios and cards of instructions and the key to the road barrier. One of the radio handsets and card of instructions must be handed to the driver.

When permission has been given for the movement to proceed, the train may propel into the siding for loading, all movements being controlled by radio on instruction from the quarry staff.

On completion of loading, the train must return to the reception sidings and the guard must return the radios, cards of instructions and road barrier key to the quarry staff in the weighbridge office.

Dated: 07/10/06

NW4001 - PRESTON RIBBLE JN TO COVE L.C.**CARLISLE**

Carlisle station - steam-hauled trains. The following method of work must be applied whenever it is necessary to attach or detach the locomotive of a steam-hauled train, including occasions when a reversal of direction is to take place. This method of work does not replace any requirements of the Rule Book.

- 1.1 If it is thought that crowds on platforms will prevent staff from carrying out these instructions safely, the person in charge (PIC) must arrange for portable barriers to be provided to create a safe working area.
 - 1.2 The attaching / detaching of the locomotive must be under the control of one shunter for the entire operation with any one train. Assistance must not be given by other employees, or by private owners' representatives. All communications between the shunter and driver must be made using radios, if it is necessary to use handsignals they must be exchanged on the platform side of the locomotive only.
 - 1.3 The PIC must ensure that the train has been secured by handbrakes, and then instruct the shunter to commence the locomotive change.
 - 1.4 The shunter must detach the incoming locomotive (and support coach where provided), leaving the air brake pipe cock open or the vacuum brake pipe off the dummy coupling of the leading vehicle.
- Whenever possible buck-eye couplers must be uncoupled from the non-platform side of the train. However, if it is necessary to carry out this task from the platform side, then the shunter must stand on the platform whilst any easing up takes place, and must only stand between the buffers and platform for the purpose of operating the uncoupling chain.
- 1.5 The shunter must then attach the forward locomotive (and support coach where provided) and instruct the driver to leave the automatic brake valve or brake controller in EMERGENCY until the braking system on the train vehicles has been changed from vacuum to air or vice versa.
 - 1.6 The shunter must then release the brakes by pulling the appropriate release cords/rods, after which the air brake pipe cock must be closed or the vacuum brake pipe placed on the dummy coupling, and the driver advised that the changeover of the braking system has been completed.
 - 1.7 After the brake changeover has been completed, the duty manager must ensure that the handbrakes are released, following which a satisfactory brake continuity test must be carried out.

Trains requiring to call at Carlisle, must, unless the locomotive requires water, come to a stand at signals CE.321, CE.323 or CE.324 in the down direction and signals CE.301, CE.303 or CE.304 in the up direction.

After a train or shunting movement has come to a stand at any portion of a platform it must not be moved again until authority has been received from the person in charge of the platform. Additionally, a passenger train must not be moved until proper warning has been given to passengers who may be getting in or out of or near the train.

The forward traincrew of all freight trains which have stopped in the station for any purpose must telephone the signaller as soon as they are ready to start, unless the signal concerned is already displaying a proceed aspect.

Stabling of vehicles. Vehicles may be stabled on 'B' and 'C' 'up & down' goods lines as required. It is not necessary for detonators to be placed on the line but a red light must be exhibited at each end of the stabled vehicles. The signaller must place reminder appliances on the exit button at each end of the line on which the vehicles are stabled and make appropriate entries in the Occurrence book when the vehicles are stabled and again when they are removed.

Shunting movements to the North Eastern shunting neck. If, when the shunter requests permission from the signaller at Carlisle signal box for a movement to be made to the North Eastern shunting neck, the neck is already occupied by other than stabled vehicles or locomotives, the shunter must advise the driver. If a movement is made after dark or during fog or falling snow, the shunter must then proceed on foot to the neck. The shunter must then authorise the driver to commence the movement in accordance with the requirements of the Rule Book.

Propelled movements of empty coaching stock must not be made from Upperby up through goods line (signal CE.275) to Carlisle station unless the guard rides on the leading vehicle and can operate the automatic brake whilst maintaining a satisfactory view of the line ahead.

Defective air suspension systems. The speed of any unit with a deflated air suspension bag must be reduced to walking pace prior to the train entering platforms 1 to 8 with caution.

Coupling of Class 14X and 15X units in No. 7 and 8 bays. Class 14X and 15X units must only be coupled at the location marked with a white line at right angles to the platform edge in the centre of the platforms adjacent to OLE Structure No. G481/41.

Dated: 07/10/06

NW4001 - PRESTON RIBBLE JN TO COVE L.C.**Kingmoor Jn**

Up exchange sidings. When a movement is made to or from either group of the up exchange sidings the person in charge of the movement must, when the movement has arrived in the exchange sidings or has arrived on the up through sidings, reset the points for movements along the up through siding and advise the signaller at Carlisle signal box accordingly.

Dated: 07/10/06**NW4001 - PRESTON RIBBLE JN TO COVE L.C.****Kingmoor Sidings**

Down arrival line. When a train arrives at the 'Stop & Telephone' board on the down arrival line, the driver, must immediately contact the Yard Manager at the amenity block who will instruct the driver in which of the down recess sidings the train is to be placed. The driver must then ensure that the hand-points are set for the correct siding and that there is room for the whole of the train to be accommodated on the siding.

Down departure line. When a train arrives at the 'Stop & Telephone' board on the down departure line, the driver must obtain the authority of the signaller at Carlisle signal box to proceed to signal CE.506.

Upon arrival at signal CE.506 the driver must confirm that the train has arrived complete, then operate one of the 'Train arrived complete' plungers.

Up arrival line. When a train arrives at signal UD1 the driver must confirm that the train has arrived complete, then operate one of the 'Train arrived complete' plungers. The person in charge (PIC) at the up departure cabin must be advised by telephone of the description of the train. The PIC will tell the driver which line the train is to proceed to and will set the points before clearing the signal.

'B' Group engineer's sidings. The entrance to the 'B' Group engineer's sidings is via the down departure ground frame and only one movement is allowed to be in the sidings at a time.

Dated: 07/10/06**NW4001 - PRESTON RIBBLE JN TO COVE L.C.****Admiralty Siding GF**

If it is necessary for a train to run to Longtown C.A.D via Admiralty ground frame it may run from Carlisle Yard to Longtown siding (in rear of signal CE.511) and from there to Admiralty GF (signal CE.505) with a locomotive attached in rear.

Except in an emergency, the driver of the rear locomotive must not apply traction power or interfere with the braking of the train. The driver of the rear locomotive must be prepared for signals returning to danger or caution before the locomotive passes them.

Dated: 07/10/06**NW4003 - PRESTON FYLDE JN. TO DEEPPDALE JN.****Preston Fylde Jn To Deepdale Jn**

Preston Deepdale Branch. This line must not be used without the specific permission of the Network Rail Area Operations Manager.

Dated: 07/10/06

NW4005 - PRESTON FYLDE JN. TO BLACKPOOL NORTH**Blackpool North No.1 SB**

Movements from Blackpool carriage sidings when Blackpool North No.1 box is closed. During the time Blackpool North No.1 signal box is closed, the carriage sidings Site Designated Person is authorised to instruct drivers to pass the signals applying to shunt movements between the carriage sidings and the shunting neck at danger.

ECS movements from the station to the carriage sidings, and vice versa. Empty coaching stock movements must not be propelled unless a brake van, in which the guard must ride, is marshalled as the leading vehicle.

Dated: 07/10/06**NW4007 - KIRKHAM NORTH JN. TO BLACKPOOL SOUTH****Kirkham North Jn To BLACKPOOL SOUTH**

Working past Blackpool Airport. The guard must request authority from the signaller at Kirkham signal box for an up train to leave Blackpool South and for a down train to leave St. Annes-on-the-Sea. If the telephone has failed, the train may proceed after the guard has advised the driver of the failure but the driver must proceed cautiously in the vicinity of Blackpool Airport (between 18 mp and 18½ mp).

Dated: 07/10/06**NW4011 - MORECAMBE SOUTH JN. TO MORECOMBE****Morecambe Jn GF**

The key attached to the train staff unlocks the 2-lever ground frame. The key will be released from the ground frame with the points in either the normal or reverse position after they have been locked by the facing point lock lever.

Dated: 07/10/06**NW4017 - MORECAMBE JN. TO HEYSHAM PORT****Morecambe Jn GF To HEYSHAM PORT**

Rule Book Module M2. When it is necessary to provide assistance to a failed train, the driver must advise the signaller at Bare Lane signal box, giving the exact location of the failed train. Arrangements must be made for a Mobile Operations Manager with road transport to go to the failed train and take the driver and the train staff to Bare Lane signal box. The driver of the failed train and the Mobile Operations Manager must then accompany the assisting locomotive.

Dated: 07/10/06**NW4017 - MORECAMBE JN. TO HEYSHAM PORT****Heysham Power Station Sidings GF**

The line direction is down for trains proceeding to the Power Station and a maximum speed of **10 mph** applies in each direction.

Two AOCL crossings known as Heysham No. 1 AOCL and Heysham No. 2 AOCL, are provided on the Power Station line, 275 metres (300 yards) and 455 metres (500 yards) respectively from the connection with the 'Up & Down' Heysham Line.

At Heysham No. 1 AOCL in the down direction and at Heysham No. 2 AOCL in the up direction, all trains must be brought to a stand at the 'Stop' board approaching the crossing and the plunger operated to start the road traffic lights sequence.

Dated: 07/10/06

NW4019 - OXENHOLME TO WINDERMERE**OXENHOLME**

The train staff when not in use is locked in a staff instrument located on Oxenholme station, platform 3.

The driver of a train requiring to proceed on to the single line must obtain the staff from the instrument and upon returning to Oxenholme must replace the train staff in the instrument and tell the signaller at Carlisle box.

Dated: 07/10/06

NW4019 - OXENHOLME TO WINDERMERE**BURNESIDE**

Down trains booked to call at the station must come to a stand with the driving cab no further than the platform ramp at the Windermere end of the station. The drawing-up of trains for station duties beyond the ramp at the Windermere end of the station is prohibited.

Dated: 07/10/06

NW4019 - OXENHOLME TO WINDERMERE**STAVELEY**

If an up train is detained at the stop signal at the end of Staveley station platform and the telephone has failed, the driver may pass the stop signal at Danger but must approach Staveley level crossing cautiously and not proceed over it until satisfied it is safe to do so.

Dated: 07/10/06

NW4027 - CARLISLE YARD RECESS SIDINGS TO BRUNTHILL**Brunthill Branch Jn**

Not more than one train is permitted on the Brunthill Branch siding and Brunthill Branch at any one time. A train staff is provided which, when not in use, is in the possession of the person in charge (PIC) of Carlisle Yard.

The driver of any train requiring to proceed towards Brunthill beyond the "Commencement of Staff Section" board, must obtain the train staff from the PIC. After the train has left the staff section the train staff must be returned to the PIC.

When it is necessary to take a possession of any part of the sidings, the person in charge of the engineering work must take the train staff and return it once the work is complete.

The train operator publishes other local instructions applicable to the working of the branch.

Dated: 07/10/06

NW4029 - MOSSBAND JN. TO BUSH - ON - ESK**Mossband Jn To Bush-on-Esk**

Except in an emergency only one train is allowed on the Longtown siding at a time.

Between Mossband Junction and Bush-on-Esk No. 2 level crossing, trains must carry a tail lamp.

On arrival at the 'Stop' board approaching Bush-on-Esk No. 2 (AOCL) level crossing, the driver must telephone the Army Railway Organisation (ARO) control tower for permission to proceed into the depot before operating the plunger to activate the road traffic signals. If the white light, adjacent to the crossing, does not flash, the driver must advise the ARO control tower, by telephone, and not proceed over the crossing until an MOD police officer has arrived and stopped road traffic.

An MOD shunter will be stationed at Gaitle level crossing and no movement must be made over this crossing until the shunter gives permission for the driver to proceed.

If a train fails and requires assistance it must be protected in accordance with the requirements of *Rule Book Module M2*. Assistance protection should be provided on the Mossband Junction side.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

CARNFORTH

Steamtown Railway Museum siding. A shunter must be in attendance whenever a movement is made to or from the Railway Museum siding. The shunter must come to a clear understanding with the Steamtown representative and the signaller at Carnforth Station Junction box before any movement takes place.

The gate at the entrance to the siding must normally be kept locked.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

SILVERDALE

Up trains booked to call. When an up train booked to call at Silverdale has finished station duties, the guard must operate the 'Train Ready to Start' plunger situated on the up platform. The stop signal at the end of the platform will not clear until this plunger is operated.

If this stop signal does not clear after the plunger has been operated the driver must contact the signaller at Carnforth Station Junction signal box and act on any instructions given.

If the telephone at this signal has failed the driver is authorised to act in accordance with *Rule Book Module S5, Part B, Section 2*.

Up trains not booked to call. If an up train not booked to call at Silverdale is brought to a stand owing to the stop signal being at danger, the driver must contact the signaller at Carnforth Station Junction signal box and act on any instructions given.

If the telephone at this signal has failed, the guard must operate the 'Train Ready to Start' plunger and if the stop signal then clears the train may proceed normally but the failure of the telephone must be reported to the signaller at Carnforth Station Junction signal box. If the signal fails to clear after the plunger has been operated the driver is authorised to act in accordance with *Rule Book Module S5, Part B, Section 2*.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

Salthouse Junction

If it is necessary for a shunting movement or a locomotive running round its train in the sidings at Salthouse Junction to proceed beyond the 'Stop' board, the ground frame release must first be obtained and the junction points reversed.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

BARROW-IN-FURNESS

Immediately a down train arrives in platform 1, provided it is complete with tail lamp, the guard must operate the 'Train arrived complete' plunger.

If an up train is brought to a stand at the up home 2 signal, the guard, or driver of a 'driver only' train, must immediately advise the signaller when the train has arrived complete with tail lamp using the telephone located 128 metres (240 yards) in rear of the signal.

Between Barrow Yard and Ramsden Dock. The maximum permissible speed is 5 mph.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

DRIGG

BNFL private sidings. When the indicator at the entrance to the run-round siding, siding 1 or 2, is not illuminated, the driver must stop the train and must not proceed until confirmation has been received from the BNFL Shunter that the points are set correctly.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

SELLAFIELD To Carlisle South Jn

Working of Class 15X trains. Trains booked to call at the following stations/platforms must not have more than the leading two vehicles in public use. Additional vehicles may be conveyed but must be locked out of public use between Sellafield and Carlisle and vice versa.

| Station | Platform/Line |
|------------|------------------|
| Braystones | Single |
| Nethertown | Single |
| Flimby | Down (see below) |
| Wigton | Down and Up |

Trains formed of more than 3 vehicles in public use and booked to call at Sellafield must be routed to the 'down & up' loop in either direction and guards must only release the doors at the No. 1 platform side for passengers to join/alight.

Down direction trains formed of more than a single car in public use booked to call at Flimby must be stopped with the leading passenger door at the platform and only this door must be released for passengers to join/ alight.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

SELLAFIELD

Should there be a mishap or other occurrence which affects the structure of over-bridge 167B just north of Sellafield station, the signaller at Sellafield box must be advised as quickly as possible.

If there is any sign of leakage from the pipe carried by over-bridge 167B, no approach should be made within 45 metres (50 yards) on the windward side of the bridge except for essential rescue and first-aid work.

Clearance of stop signals *The provisions of Rule Book Module S2, Section 2, Clause 2.1* are exempt at the down main home 1 and up main home 4 signals and these signals may be cleared before a train has been stopped or nearly stopped at them even if the next stop signal is at danger.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

HARRINGTON

Due to limited clearances traincrew are warned not to put their heads out when working through Harrington.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

WORKINGTON

Working into the down yard. A single white light, which may be used to assist with set-back movements, is provided 350 metres (approximately 380 yards) on the Workington Main No. 3 signal box side of the Workington Main No. 2 reception siding home signal.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

MARYPORT To Carlisle South Jn

Restricted clearance exists between trains and walls of bridges, etc, on this section of line. Upon the issue of a Special Notice detailing the operation of a Departmental movement that includes within the formation any former passenger carrying vehicles, with drop light windows, that is required to operate between Maryport and Carlisle, then the movement is authorised to proceed. This authority especially amends 'Table D3 - Route Availability' of coaching stock as published on page 4.2.12 in this Appendix. **This authority is only applicable if a Special Notice has been issued and the following statement is included:** 'Personnel on board any such movement must not look out of any drop light window and the Person in Charge of the train must brief everyone concerned and ensure this instruction is adhered to'.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

Wigton GF

Setting-back movements from the up main line. When the shunter is ready for the train to set-back the plunger at the ground frame must be operated to illuminate the white-light set-back signals. The shunter must then authorise the driver to commence the set-back movement in accordance with the requirements of the *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 the movement can recommence but the driver must also be authorised to continue the movement.

Dated: 07/10/06

NW4033 - CARNFORTH NORTH JN. TO CARLISLE SOUTH JN. (VIA BARROW)

DALSTON

A train departing from the oil depot which requires to proceed in the Carlisle direction is authorised to set-back along the up line and through the crossover worked from Dalston Station No. 1 ground frame to the down line. The train locomotive is authorised to set-back along the up line from No. 1 to No. 2 ground frame in order to run-round the train.

Dated: 07/10/06

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