

# **Module NW4**

**LNW North Route**

**Sectional Appendix  
Module 4**

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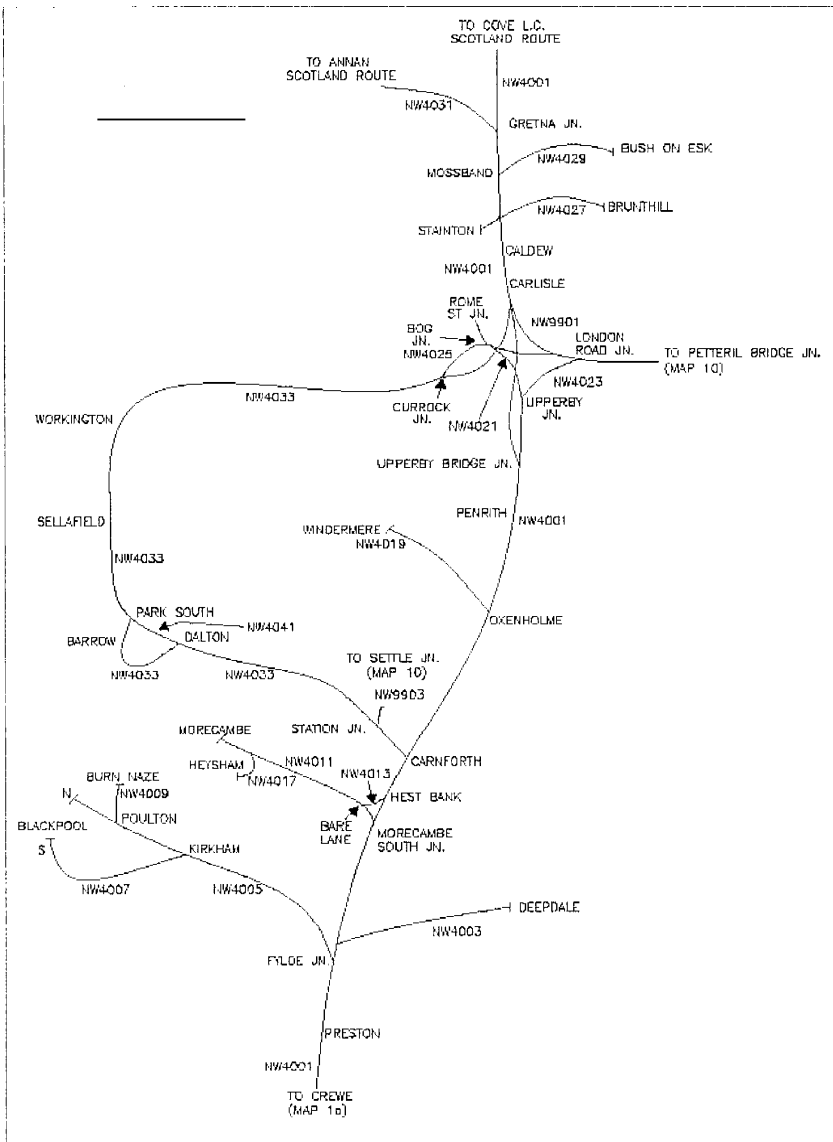
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## MAPS



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**EXCEPTIONALLY POOR RAIL ADHESION**  
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NW4001 (PRESTON RIBBLE JN TO COVE L.C.)

Location	Line(s) Affected	Mileage (Between)				
Oxenholme Emergency GF and Lambrigg (former site of GF)	Down main, Up main	19 m	08 ch	to	24 m	20 ch
Dated: 03/10/09						

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	002	Preston Ribble Jn to Cove L.C.	CGJ5 CGJ6	LNW North	01/12/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Preston South Jn	21 39 * 21 40 *	<p>UF 110 DF 95 US 75 DS 75 UG 35 DG 35</p> <p>UP FAST DOWN FAST UP SLOW DOWN SLOW UP GOODS DOWN GOODS UP &amp; DOWN GOODS LOOP DOWN &amp; UP GOODS LOOP PARCEL PLATFORM</p> <p>30, 30, 20, 20, 15, 15, 20, 15, 30, 15, 15, 3</p>			



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 *		TCB Preston SB (PN) AC: Crewe NRN 088
Preston Fylde Jn	0 33		TASS fitted: DM line from 0m 49ch UM line throughout
Preston SB (PN)	0 41		
	1 20 *		
	1 31 *		

LOR	Seq.	Line of Route Description
NW4001	004	Preston Ribble Jn to Cove L.C.
Location		Mileage M Ch
Oxheys Loop	1	40
	1	64 *
	2	25
	3	20 *
	3	39 *
Barton & Broughton Loop	3	72
	4	53 *
	4	58
Brock LC (R/G)	7	36
OHNS	9	07

ELR	Route	Last Updated
CGJ6	LNW North	30/11/08
Running lines & speed restrictions		Signalling & Remarks
		<p>TCB Preston SB (PN) AC: Crewe</p> <p>NRN 088</p> <p>AWS and TPWS not provided on Up Goods Loop.</p> <p>UGL: 1152 metres (3780 feet) (PF)</p> <p>TASS fitted: DM line and UM line throughout</p> <p>DPL: 1033 metres (3389 feet) (PF)</p>

# LNW North Route Sectional Appendix Module NW4

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	005	Preston Ribble Jn to Cove L.C.	CGJ6	LNW North	24/01/09
Location	Mileage M	Ch	Running lines & speed restrictions		
Garstang and Catterall Emergency GF's North & South	9	28	T		
Bay Horse (former site of GF)	15	13			
	17	62	*		
Oubeck	17	77			
	18	12			
	19	67	*		
	20	38			
				TCB	Preston SB (PN) AC: Crewe 
					TASS fitted: DM line and UM line throughout  DGL 447m (1467ft) (PF) UGL 466m (1529ft) (PF)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	006	Preston Ribble Jn to Cove L.C.	CGJ6 CGJ7	LNW North	17/05/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Lancaster South Jn	20 59		TCB		
	20 66		Preston SB (PN)		
	20 70 *		AC: Crewe		
	20 78		NRN		
	0 00		088		
	0 03 *		(PF) UGL: 160m (525ft) (from Up Main) 467m (1533ft) (from UPL No.2)		
	0 07 *		TASS fitted: DM line throughout UM line throughout		
	0 20		Platform Lengths: Lancaster		
	0 23 *		Platform 1 72m (79yards) Permissive PP		
			Platform 2 112m (122yards) Permissive PP		
			Platform 3 244m (267yards) Permissive PP-A		
			Platform 4 230m (252yards) Permissive PP-A		
			Platform 5 Up & Down 171m (187yards) Permissive PP-A		
			UPL No.1 423m (1389ft) (PP-A)		
			UPL No.2 171m (561ft) (PP-A)		
			DPL No.2 363m (1191ft) (PP-A)		
Lancaster North Jn	0 23 *				

LOR Seq. Line of Route Description  
NW4001 007 Preston Ribble Jn to Cove L.C.

ELR  
CGJ7

Route  
LNW North

Last Updated  
26/10/08

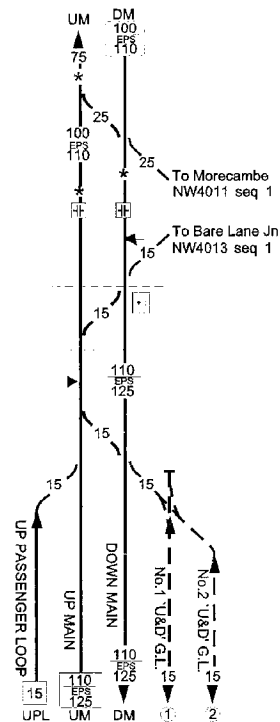
Location

Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

	0	74	*
Morecambe South Jn	1	72	
	2	00	*
	2	12	*
OHNS	2	38	
H.A.B.D. Hest Bank	2	51	
Hest Bank Jn	3	10	
Hest Bank L.C. (MCB)	3	11	
(not block post)			
Bolton-le-Sands LC (CCTV)	4	30	
H.A.B.D. Bolton-le-Sands	5	08	
Carnforth South Jn	5	56	



TCB

Preston SB (PN)  
AC: Crewe



TASS fitted:

DM line throughout  
UM line throughout

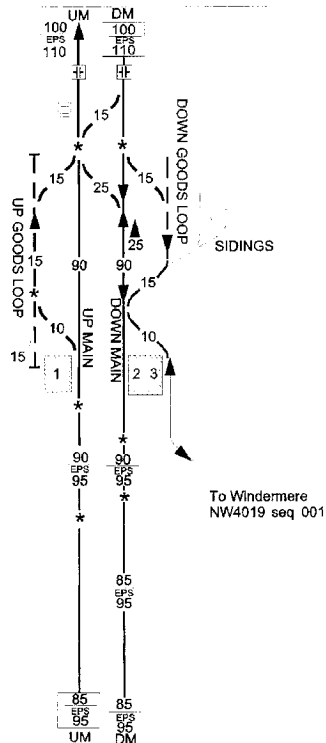
- 1. No.1 'up & down' goods loop (PF) 435m (1428ft)
- 2. No.2 'up & down' goods loop (PF) 435m (1428ft)

(PF) UPL 512m (1680ft)

20

LOR	Seq.	Line of Route Description
NW4001	009	Preston Ribble Jn. to Cove L.C.
Location	Mileage	
	M	Ch
OHNS	18	42
Oxenholme Emergency GF	18	44
	18	50
	18	75
<b>OXENHOLME</b>	19	11
	19	28
	19	54
	21	41
	21	57
Lambrigg (former site of GF)	24	20

Running lines & speed restrictions



ELR  
CGJ7

Route  
LNW North

Last Updated  
24/05/09

Signalling & Remarks

TCB

Carlisle SB (CE)  
AC: Crewe

NRN  
088

TASS fitted DM & UM lines

UGL 416m (1385ft)

DGL 371m (1218ft) (PF)

Exceptional rail head conditions down  
and up main lines between  
19m 8ch and 24m 20ch.

Platform Lengths: Oxenholme

Platform 1  
Up 279m (305yards)

Platform 2  
Down 266m (291yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	010	Preston Ribble Jn to Cove L.C.	CGJ7	LNW North	28/06/09
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	25 75 *		<p>TCB</p> <p>Carlisle SB (CE) AC: Crewe</p> <p>NRN 086</p>		
	26 00				
	26 07				
Grayrigg Loops	26 11 *				
	26 30		<p>UGL 416m (1365ft) DPL 384m (1260ft)</p> <p>TASS fitted: DM &amp; UM lines</p>		
Low Gill HABD	26 36				
	27 06				
	28 01 *				
Low Gill (former site of No.1 GF)	28 02 *				
	28 05				
Low Gill (former site of No.2 GF)	28 06				
	29 03 *				
	29 14 *				
	31 14 *				
	31 17 *				



LNW North Route Sectional Appendix Module NW4

LOR Seq. Line of Route Description  
NW4001 011 Preston Ribble Jn. to Cove L.C.

ELR  
CGJ7

Route  
LNW North

Last Updated  
13/09/09

Location

Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

Tebay South Jn

31 60

Tebay LC (OC)

32 14

Tebay North Jn

32 18

Haybank LC (UWC)

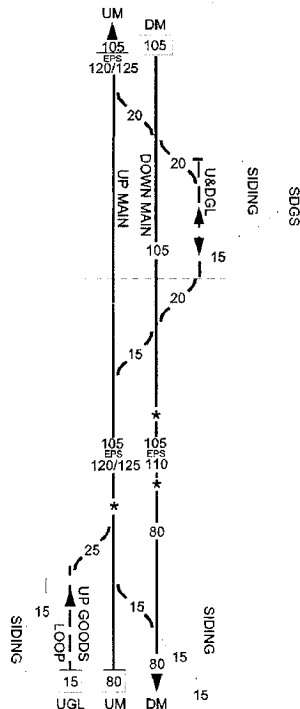
33 12 \*  
35 66 T

37 00 \*  
37 23 \*

37 38

Shap Summit Up GF

37 50 T S:



TCB

Carlisle SB (CE)



AC: Crewe

TASS fitted: DM & UM lines

U&DGL = Up and Down Goods Loop

U&D'GL 538m (1764ft) (PF)

(PF) UGL 422m (1386ft)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	012	Preston Ribble Jn to Cove L.C.	CGJ7	LNW North	27/12/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Shap Summit GF	37 68	<p>UGL 15 80 DM 15 SIDING</p> <p>To Castle Cement</p> <p>To Shap Quarry</p> <p>DOWN MAIN</p> <p>UP MAIN</p> <p>SIDINGS</p>	TCB Carlisle SB (CE) AC: Crews NRN 088 UGL = Up Goods Loop (PF) 422m (1386ft) TASS fitted: DM & UM lines		
Shap Hardendale Quarry	39 09				
Harrison's Siding HABD	40 03				

LOR Seq. Line of Route Description  
NW4001 013 Preston Ribble Jn to Cove L.C.

ELR  
CGJ7

Route Last Updated  
LNW North 27/12/08

Location Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

Harrison's Sidings

41 23

41 35 \*

41 46 \*

41 52

Harrison's Sidings GF

41 62

T

42 14 \*

44 05 \*

44 14 \*

44 57 \*

45 25

OHNS

Clifton and Lowther No.1 GF

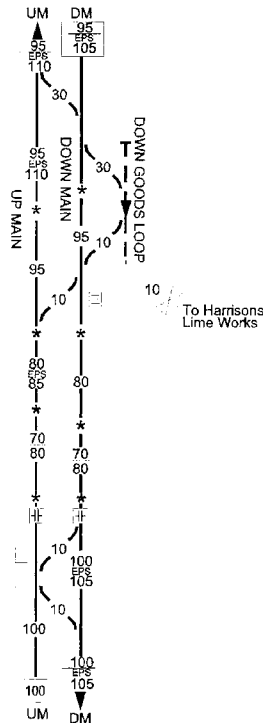
46 72

T

Clifton and Lowther No.2 GF

46 74

T



TCB Carlisle SB (CE)  
AC: Crewe

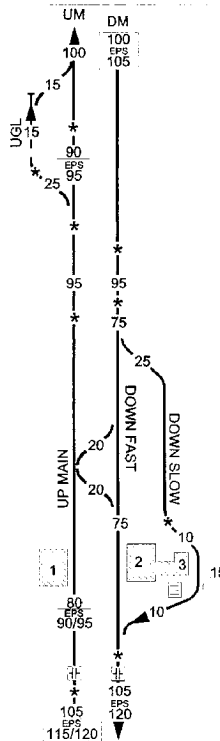
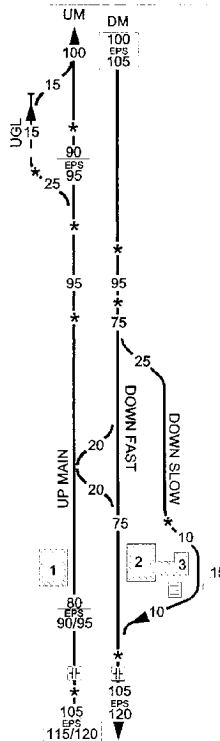


TASS fitted: DM & UM lines

DGL 365m (1197ft)

AC: Cathcart

(North of OHNS).

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	014	Preston Ribble Jn to Cove L.C.	CGJ7	LNW North	17/05/09
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Eden Valley	47 23		TCB	Carlisle PSB (CE) AC: Cathcart	NRN 088
	47 70 *		TASS fitted: DM & UM lines.		
	47 75 *		UGL: Up Goods Loop.		
	48 00		(PF) UGL: 878 metres (2880 feet).		
	48 06 *		TPWS not provided on Up Goods Loop.		
	49 12 *				
	49 64 *				
	49 74 *				
Penrith South Jn	50 14			(PF) Down Slow line, between Penrith South Jn (signal CE.186) and signal CE.188.	
Signal CE.188 (Down Slow)	50 52				
	51 02 *		Platform Lengths: Penrith Platform 1: 279 metres (305 yards) Platform 2: 279 metres (305 yards) Platform 3: 102 metres (112 yards)		
<b>PENRITH</b>	51 20				
Penrith GF	51 27				
	51 30				
	51 56 *				
	51 62				
OHNS	51 68 *				

LOR Seq. Line of Route Description  
NW4001 015 Preston Ribble Jn to Cove L.C.

ELR  
CGJ7

Route Last Updated  
LNW North 23/03/09

Location Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

Long Ashes LC (UWC)

53 16

T

Plumpton (former site of No.1 GF)

56 01

Plumpton Loop

Plumpton (former site of No.2 GF)

56 38

Southwaite (former site of GF)

61 73

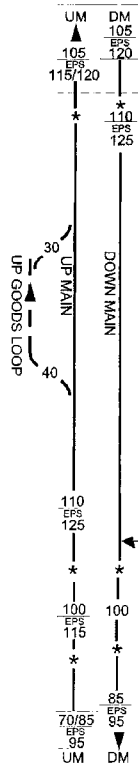
Southwaite HABD

62 06

62 51 \*

63 54 \*

63 55 \*



TCB Carlisle SB (CE)  
AC: Cathcart



TASS fitted: DM & UM lines

UGL 473m (1549ft)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	016	Preston Ribble Jn to Cove L.C.	CGJ7 UCJ	LNW North	16/11/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>TCB</div> <div>Carlisle SB (CE) AC: Cathcart</div> <div>NRN 088</div>		
	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				
			<div>TASS fitted: DM &amp; UM lines</div> <div>DGL 402m (1319ft)</div> <div>DTG=Down Through Goods UTG=Up Through Goods</div>		

LOR	Seq.	Line of Route Description
NW4001	011	Preston Ribble Jn. to Cove L.C.

Location	Mileage	
	M	Ch

### Running lines & speed restrictions

ELR  
CGJ7

Route  
LNW North

Last Updated  
13/09/09

TCB

Carlisle SB (CE)  
AC: Crewe

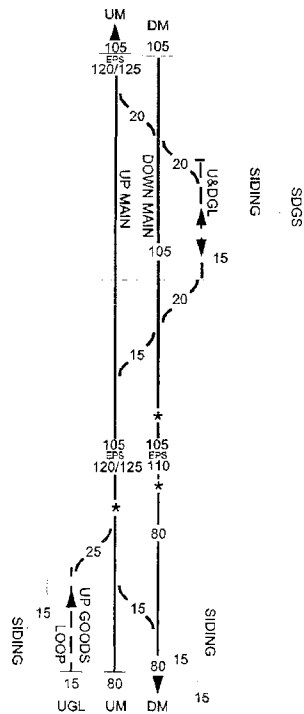


TASS fitted: DM & UM lines

U&DGL = Up and Down Goods Loop

'U&D'GL 538m (1764ft) (PF)

(PF) UGL 422m (1386ft)



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	018	Preston Ribble Jn to Cove L.C.	CGJ7 WCM1	LNW North	01/12/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Carlisle SB (CE)	68 73		<p>TCB</p> <p>Carlisle SB (CE) AC: Cathcart</p> <p>NRN 068</p> <p>'U&amp;D' NEW='Up &amp; down' Newcastle UP M&amp;C=Up Maryport &amp; Carlisle DN M&amp;C=Down Maryport &amp; Carlisle NESN=North Eastern Shunt Neck</p> <p>AWS inductors not provided at Carlisle station signals.</p> <p>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 PP 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 PP Platform 5 165m (180 yds) Platform 6 Permissive PP Platform 6 159m (174 yds) Platform 7 Permissive PP Platform 7 140m (153 yds) Platform 8 Permissive PP Platform 8 148m (162 yds)</p> <p>(1) except between signals CE.314 and CE.301 on No.1 platform (Up direction)</p> <p>(PF) 'B' and 'C' 'up &amp; down' goods.</p> <p>TASS fitted:</p> <p>DM &amp; UM lines</p>		
Carlisle South Jn	68 76				
<b>CARLISLE</b>	69 09 0 00				
	0 14 *				
Carlisle North Junction	0 19 0 22 *				



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	019	Preston Ribble Jn. to Cove L.C.	WCM1, KMG1	LNW North	02/03/09
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Caldew Jn	0 53 (2 11)*  (2 15) *  0 66 * 0 68, (2 25)*		<div>TCB<div>Carlisle PSB (CE) AC: Cathcart</div></div> <div>NRN<div>088</div></div> <p>TASS fitted: Down Main and Up Main lines.</p> <p>TPWS not provided on Up Goods and Down Goods lines.</p> <p>Goods lines mileages are given in ( ) brackets. Goods lines have ELR: KMG1.</p> <p>(PF) Down Goods. (PF) Up Goods.</p>		
Signal CE.453 (on UPL)	1 33  1 39 * 1 40				
Signal CE.463 (on UPL)	1 53				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	020	Preston Ribble Jn to Cove L.C.	WCM1, KMG1	LNW North	02/03/09
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Kingmoor Jn	1 79, (3 36)*		<p>TCB Carlisle PSB (CE) AC: Cathcart</p> <p>NRN 088</p> <p>UPL: Up Passenger Loop. UTS: Up Through Siding. DN ARR: Down Arrival line. RR: Run Round Road.</p> <p>UPL: 484 metres (1588 feet) (to signal CE.463). 879 metres (2884 feet) (to position light signal CE.453). UTS: 677 metres (2221 feet).</p> <p>Goods line mileages are given in ( ) brackets. Goods lines have ELR: KMG1.</p> <p>AWS and TPWS not provided on Up Goods, Up Avoiding, Down Arrival and Down Departure lines. TPWS not provided on Down Goods line.</p> <p>TASS fitted: Down Main line and Up Main line throughout.</p> <p>① Up Reception Sidings. ② Up Departure Sidings.</p> <p>RR: Run Round Road.</p> <p>UP ARR: Up Arrival line.</p>		
Brunthill Branch Jn	(4 04)				
Kingmoor Yard					

LOR Seq. Line of Route Description  
NW4001 021 Preston Ribble Jn to Cove L.C.

Location Mileage  
M Ch

Virtual Quarry GF (4 47)  
'B' Group GF (4 48)

Kingmoor Yard

3 74 \*

ELR change (5 61)

OHNS 4 47. (6 07)

ELR

WCM1, KMG1, KMG2

Route  
LNW North

Last Updated  
02/06/07

Signalling & Remarks

TCB Carlisle PSB (CE)  
AC: Cathcart



AWS and TPWS not provided on Down Goods, Up Arrival and Down Departure lines.

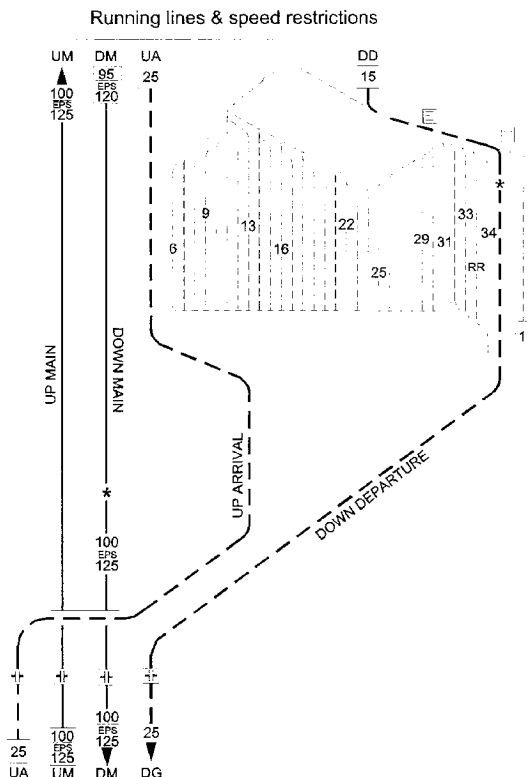
Goods line mileages are given in ( ) brackets.  
Goods lines have ELR: KMG1 and KMG2.

RR: Run Round Road.

(1) Timber Loading Siding.

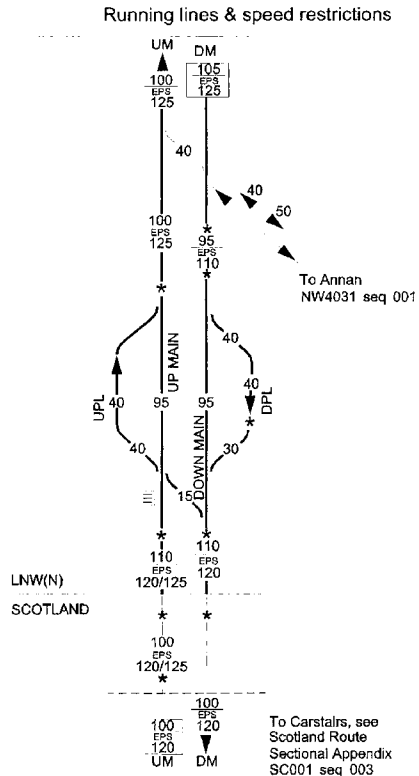
(2) 'B' Group Siding.

TASS fitted:  
DM line throughout  
UM line throughout



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4001	022	Preston Ribble Jn to Cove L.C.	WCM1, KMG2	LNW North	02/06/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	(7 40) * 6 00	<p>UP ARRIVAL 25</p> <p>UP MAIN 100 EPS 125</p> <p>DOWN MAIN 100 EPS 125</p> <p>DOWN GOODS 25</p> <p>SIDING 15 25 20 20 25</p> <p>To Longtown M.O.D. NW4029 seq 001</p>	<p>TCB</p> <p>Carlisle PSB (CE) AC: Cathcart</p> <p></p> <p>AWS and TPWS not provided on Up Arrival line.</p> <p>Goods lines mileages are given in ( ) brackets. Goods lines have ELR: KMG2.</p>		
Floriston HABD	6 05, (7 45)				
Floriston LC (CCTV)	6 08, (7 48)*				
Admiralty Siding GF	(8 69) 7 45		<p>Admiralty Siding GF Out of Use.</p>		
Mossband Jn	7 57, (9 18)		<p>TASS fitted: DM line throughout. UM line throughout.</p> <p>Area channel change at 8m 00ch.</p> <p> Up</p> <p> Down</p>		

LOR	Seq.	Line of Route Description
NW4001	023	Preston Ribble Jn to Cove L.C.
Location	Mileage M Ch	
Gretna Jn	8 57	
	9 03 *	
	9 69 *	
	9 70 *	
Loop Jn	9 72	
Quintinshill	10 26 *	
Loop Jn	10 30	
Quintinshill EGF	10 33	T
	10 37 *	
Route Boundary	12 30	
	12 37 *	
Cove LC (CCTV)	13 20 *	
	13 43	



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4003	001	Preston Fylde Jn. to Deepdale Jn.	PDB	LNW North	02/06/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			OT(S)	Preston PSB (PN)	NRN 088
Preston Fylde Jn	0 33 0 00	To Preston NW4001 seq 003 NW1001 seq 025	AWS and TPWS not provided.		
	0 17 *	UP THROUGH			
Deepdale Tunnel No.1 (148 metres / 162 yards)	0 23 to 0 31	Deepdale Coal Concentration Depot	Up & Down Deepdale out of use.		
Deepdale Tunnel No.2 (249 metres / 272 yards)	0 34 to 0 46	UP & DOWN DEEPDALE			
Deepdale Tunnel No.3 (351 metres / 384 yards)	0 47 to 0 65	Mill St LC (TMO)			
Deepdale Jn	1 31	15			
Skeffington Road LC (TMO)	1 33				
End of line	1 59				

LOR Seq. Line of Route Description  
NW4005 001 Preston Fylde Jn. to Blackpool North

ELR  
PBN

Route Last Updated  
LNW North 07/10/06

Location Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

TCB Preston SB (PN) NRN 088

Preston Fylde Jn

0 33

Preston SB (PN)

0 41

0 66

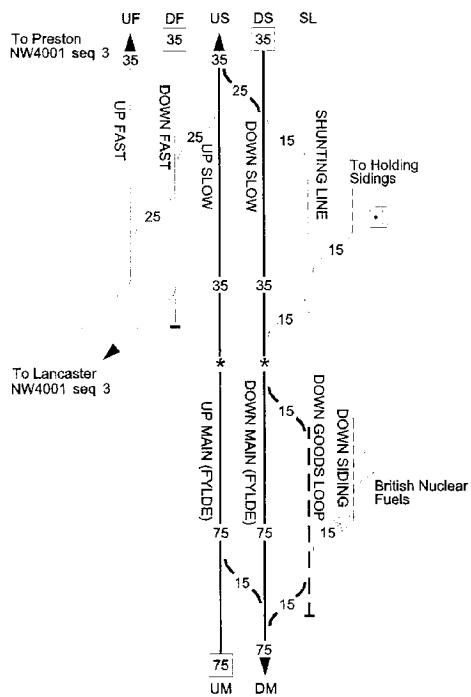
0 76 \*

4 41

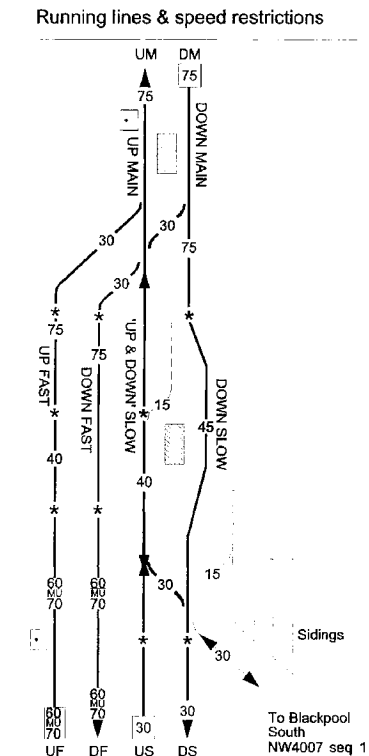
Down Siding GF

4 78 S T

5 02

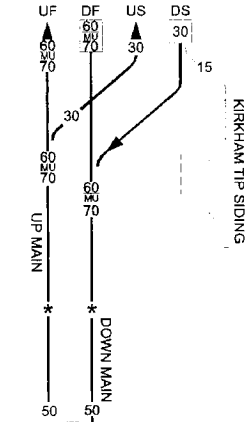
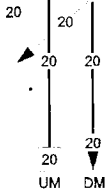


LOR	Seq.	Line of Route Description
NW4005	002	Preston Fylde Jn. to Blackpool North
Location	Mileage M Ch	
Salwick SB (SK)	5 03	
<b>SALWICK</b>	5 17	
Kirkham South Junction	7 35	
	7 40	
	7 45 *	
<b>KIRKHAM &amp; WESHAM</b>	7 60 *	
	7 67	
	8 20 *	
Kirkham North Jn	8 28	
Kirkham SB (KM)	8 29 *	



ELR	Route	Last Updated
PBN	LNW North	07/10/06
Signalling & Remarks		
TCB	Salwick SB (SK)	NRN 088
Platform Lengths: Salwick Platform Up 62m (68 yds) Platform Down 62m (68 yds)		
Kirkham SB (KM)		
Platform Lengths: Kirkham & Wesham Platform Up 93m (102 yds) Platform Down 93m (102 yds)		
AB	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	11/10/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	8 36		AB	Kirkham SB (KM)	NRN 088
	8 42				
	8 44				
	13 73 *				
<b>POULTON-LE-FYLDE</b>	14 31		Platform Lengths: Poulton-Le-Fylde Platform Up 100m (109 yds) Platform Down 100m (109 yds)		
	14 38 *				
Poulton Jn	14 40 *				
Poulton SB (PT)	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	11/10/08
		Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
					AB  Poulton SB (PT)  Carleton Crossing SB (CN)  Platform Lengths: Layton Up: 96 metres (107 yards) Down: 149 metres (162 yards)  Blackpool North No.1 SB (BN)
		Carleton Crossing LC (MCB)	14 48 *		
		Carleton Crossing SB (CN)	15 05 *		
			15 44		
		<b>LAYTON</b>	16 32		
			16 69		
		Blackpool North No.1 SB (BN)	17 00		

LOR Seq. Line of Route Description  
 NW4005 005 Preston Fylde Jn. to Blackpool North  
 Location Mileage  
 M Ch

ELR  
 PBN

Route Last Updated  
 LNW North 05/05/07

Signalling & Remarks

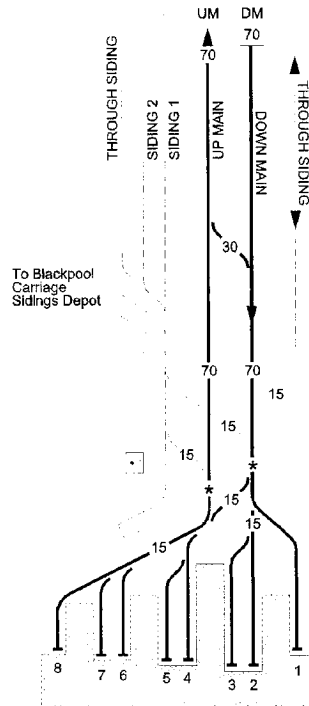
AB Blackpool North No.1 SB (BN) 

Blackpool North No.2 SB (BN2)

Blackpool North No.2 SB (BN2) 17 30 \*  
 17 31 \*

**BLACKPOOL NORTH** 17 49

Running lines & speed restrictions

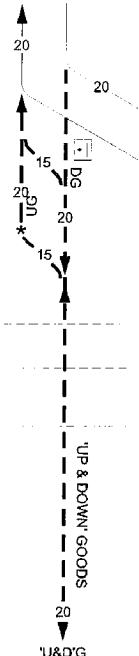



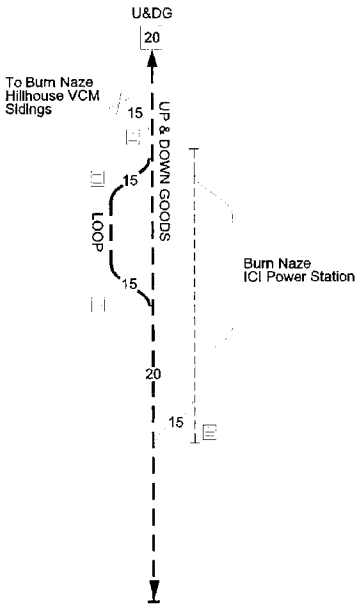

Platform Lengths: Blackpool North  
 Platform 1: 195 metres (213 yards)  
 Platform 2: 228 metres (249 yards)  
 Platform 3: 233 metres (255 yards)  
 Platform 4: 221 metres (242 yards)  
 Platform 5: 218 metres (238 yards)  
 Platform 6: 206 metres (225 yards)  
 Platform 7: 197 metres (213 yards)  
 Platform 8: 188 metres (206 yards)

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			
Kirkham North Jn		8 28				
Tarnbrick LC (UWC)		8 30 *				
		8 54				
		9 40 *				
		9 65 *				
		10 53 *				
		10 63 *				
		10 79 *				
Moss Side LC (ABCL)		11 09 *				
<b>MOSS SIDE</b>		11 14				
		13 08 *				
		13 22 *				
			Platform Lengths: Moss Side Platform Down & Up main 80m (87 yds)			
			Signalling & Remarks OT Kirkham SB			

LNW North Route Sectional Appendix Module NW4

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 MCh		Running lines & speed restrictions		Signalling & Remarks	
				<div>D&amp;UM 70</div> <div>DOWN &amp; UP MAIN</div>		OT <div>Kirkham SB</div> <div>NRN 088</div>	
LYTHAM		13	56	T		Platform Lengths: Lytham Platform Down & Up main 103m (113 yds)	
ANSDALL & FAIRHAVEN		14	75	T		Platform Lengths: Ansdell & Fairhaven Platform Down & Up main 50m (55 yds)	
ST. ANNES-ON-THE-SEA		16	51	T		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	T		Platform lengths: Blackpool South Platform Down & Up main 84m (92 yds)	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4009	001	Poulton to Burn Naze	WPS	LNW North	14/03/09
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Poulton Jn		14 40			<div>OT(S)</div> <div>Poulton SB (PT)</div> <div></div>
Poulton SB (PT)		14 44			<div>AWS and TPWS not provided.</div>
		14 69 *			
		14 71			
Tarn Gate LC (UWC)		15 58			<div>Line out of use from 14m 75ch to 18m 08ch until 16 February 2011.</div>
Thorton LC (TMO)		16 10			
Hilly Laid LC (TMO)		16 43			

LOR	Seq.	Line of Route Description	Mileage		ELR	Route	Last Updated
NW4009	002	Poulton to Burn Naze	M	Ch	WPS	LNW North	14/03/09
Location		Running lines & speed restrictions			Signalling & Remarks		
					OT(S) Poulton SB (PT) 		
Hillhouse No.3 GF		17 44 T			AWS and TPWS not provided.		
Hillhouse No.5 GF		17 45			Lines out of use until 16 February 2011		
Hillhouse No.4 GF		17 61			Loop: 256 metres (835 feet).		
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 086
	0 40 *				
Bare Lane Jn	0 44				
<b>BARE LANE</b>	0 46 *				
	0 53				
Bare Lane SB	0 57				
Bare Lane LC (MCB)	0 59				
	1 50 *				
Morecambe Jn GF	1 70 *				
	1 71				
	2 02 *				
<b>MORECAMBE</b>	2 10 (Morecambe Line)				
Buffer stops	2 12 (Heysham Line)				
			Platform Lengths: Bare Lane Platform Up 100m (109 yds) Platform Down 83m (91 yds)		
			OT Bare Lane SB		
			Morecambe Line		
			OT(S) Bare Lane SB		
			Heysham Line		
			Platform Lengths: Morecambe Platform 1 Down & Up Heysham 113m (124 yds) Platform 2 Down & Up Heysham 143m (156 yds)		

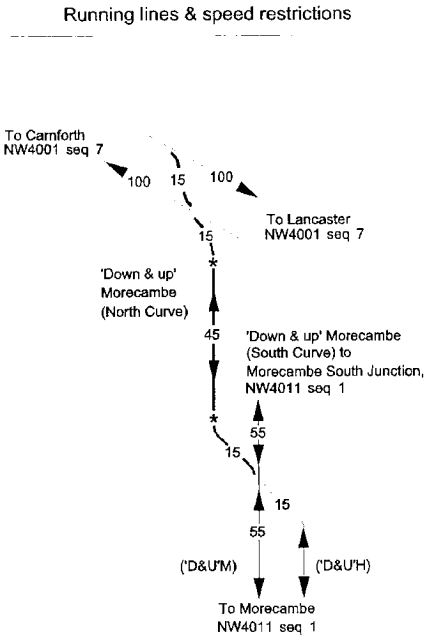


LOR	Seq.	Line of Route Description	Mileage	
			M	Ch
NW4013	001	Hest Bank to Bare Lane		
Location				
Hest Bank Jn			3 10	
			0 00	
			0 02	*
Bare Lane Jn			1 28	*
			1 30	
			0 44	

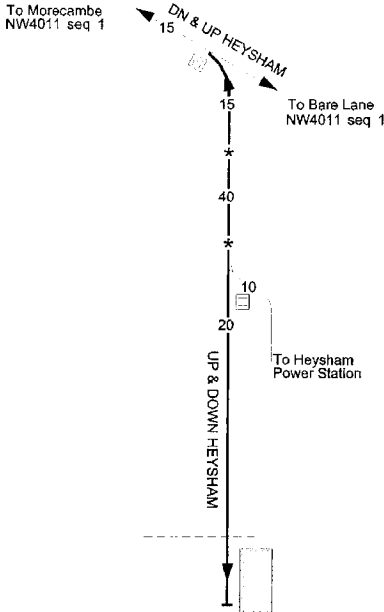
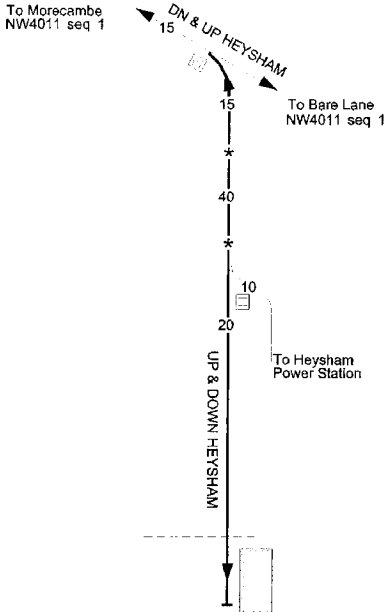
ELR  
HBL

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

TCB  
Preston SB (PN) 

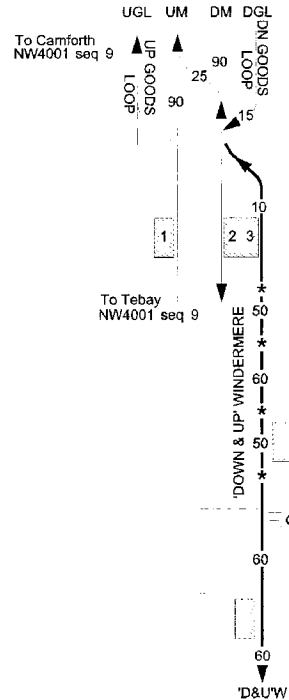


'D&U'M' = 'Down & up' Morecambe  
'D&U'H' = 'Down & up' Heysham

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	
Heysham Power Station Sidings GF	2 49 *					
	3 53					
Port of Heysham LC (UWC)	3 69				Platform Lengths: Heysham Port Platform Up & Down Heysham 236m (258 yds)	
HEYSHAM PORT	4 01					

LOR	Seq.	Line of Route Description
NW4019	001	Oxenholme to Windermere
Location	Mileage M Ch	
	18 54	
Oxenholme Junction	18 79	
<b>OXENHOLME</b>	19 11	
	19 12	
	0 00	
	0 01	*
	0 22	*
	2 00	*
<b>KENDAL</b>	2 05	
	2 10	*
Burnside Higher LC (MCG)	3 62	
Burnside Station LC (UWC)	4 01	T
<b>BURNESIDE</b>	4 02	

## Running lines &amp; speed restrictions


ELR  
OXW

Route  
LNW North  
Last Updated  
02/06/07

## Signalling &amp; Remarks

TCB

Carlisle SB (CE)



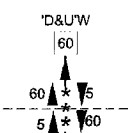

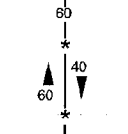
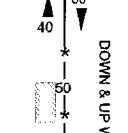
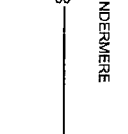
AWS not provided at signals CE51 and CE53 at Oxenholme station.

OT(S)

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.

Platform Lengths: Kendal  
Platform Down & Up Windermere 83m (91 yds)

Platform Lengths: Burnside  
Platform Down & Up Windermere 92m (101 yds)

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	
Burnside Lower LC (AOCL)		4 10 *			OT(S) Carlisle SB (CE) 	
		4 11 *				
		4 12 *				
Staveley LC (AHBC)		5 32 *			Platform Lengths: Staveley Platform Down & Up Windermere 55m (60yds)	
		5 78 * [T]				
		6 46 *				
<b>STAVELEY</b>		6 52			Platform Lengths: Staveley Platform Down & Up Windermere 55m (60yds)	
		6 60 *				
<b>WINDERMERE</b>		10 07 *			Platform Lengths: Windermere Platform Down & Up Windermere 162m (177yds)	
		10 15				

LOR	Seq.	Line of Route Description
NW4021	001	Upperby Jn. to Rome Street Jn.

ELR  
UCJ

Route  
LNW North  
Last Updated  
02/06/07

Location	Mileage M	Ch
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Running lines & speed restrictions

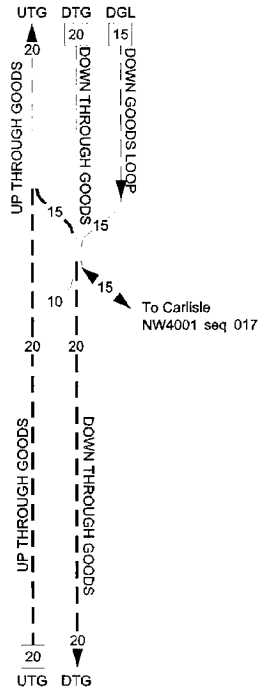
Signalling & Remarks

Upperby Jn

0 38  
0 40

To Upperby Bridge Jn  
NW4001 seq 017

To London Road Jn.  
NW4023 seq 001



TCB

Carlisle PSB (CE)  
AC: Cathcart



AWS and TPWS not provided.

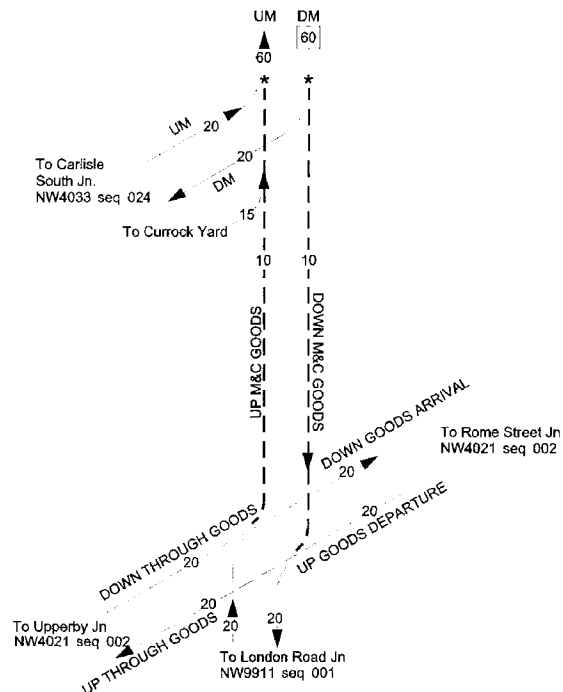
52

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4023	001	Upperby Jn. to London Road Jn.	ULR	LNW North	02/06/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Upperby Jn	0 40 0 00	<p>To Upperby Bridge Jn NW4001 seq 017</p> <p>20 DOWN THROUGH GOODS</p> <p>20 UP THROUGH GOODS</p> <p>To Bog Jn NW4001 seq 017</p> <p>10</p> <p>WAGON REPAIRS LTD SIDING</p> <p>10</p> <p>THROUGH SIDING</p> <p>To Carisle South Junction NW9901 seq 012</p> <p>DOWN NEWCASTLE 50</p> <p>UP NEWCASTLE 50</p> <p>To Petteril Bridge Jn NW9901 seq 012</p>	<p>TCB</p> <p>Cartisle PSB (CE) AC: Cathcart</p> <p>NRN 088</p> <p>AWS and TPWS not provided.</p> <p>(PF) is authorised in both directions between Upperby Jn and London Road Jn.</p>		
Cement Depot No.1 LC (OC)	0 14				
Wagon Repairs GF	0 16				
London Road Jn	0 34 * 59 45				

LOR	Seq.	Line of Route Description
NW4025	001	Currock Jn. to Bog Jn.

Location	Mileage M	Ch
Currock Jn	26 74 0 00	*
Bog Jn	0 44 1 07	

### Running lines & speed restrictions



ELR	Route	Last Updated
MCG	LNW North	02/06/07

### Signalling & Remarks

TCB	Carlisle PSB (CE) AC: Cathcart	NRN 088
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TPWS not provided.





LOR	Seq.	Line of Route Description
NW4029	001	Mossband Jn. to Bush - on - Esk

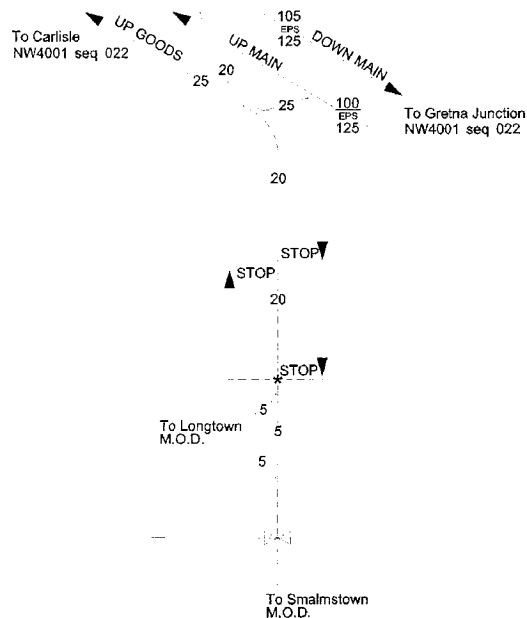
ELR  
GJH

Route  
LNW North

Last Updated  
15/09/07

Location	Mileage M	Ch
Mossband Jn	9 18	3 02
Bush-on-Esk No.4 LC (OC)	1 79	
Bush-on-Esk No.2 LC (AOCL)	1 07 *	
Bush-on-Esk West Jn	1 06	
Bush-on-Esk East Jn	0 69	
Network Rail Boundary	0 24	

### Running lines & speed restrictions



### Signalling & Remarks

OT

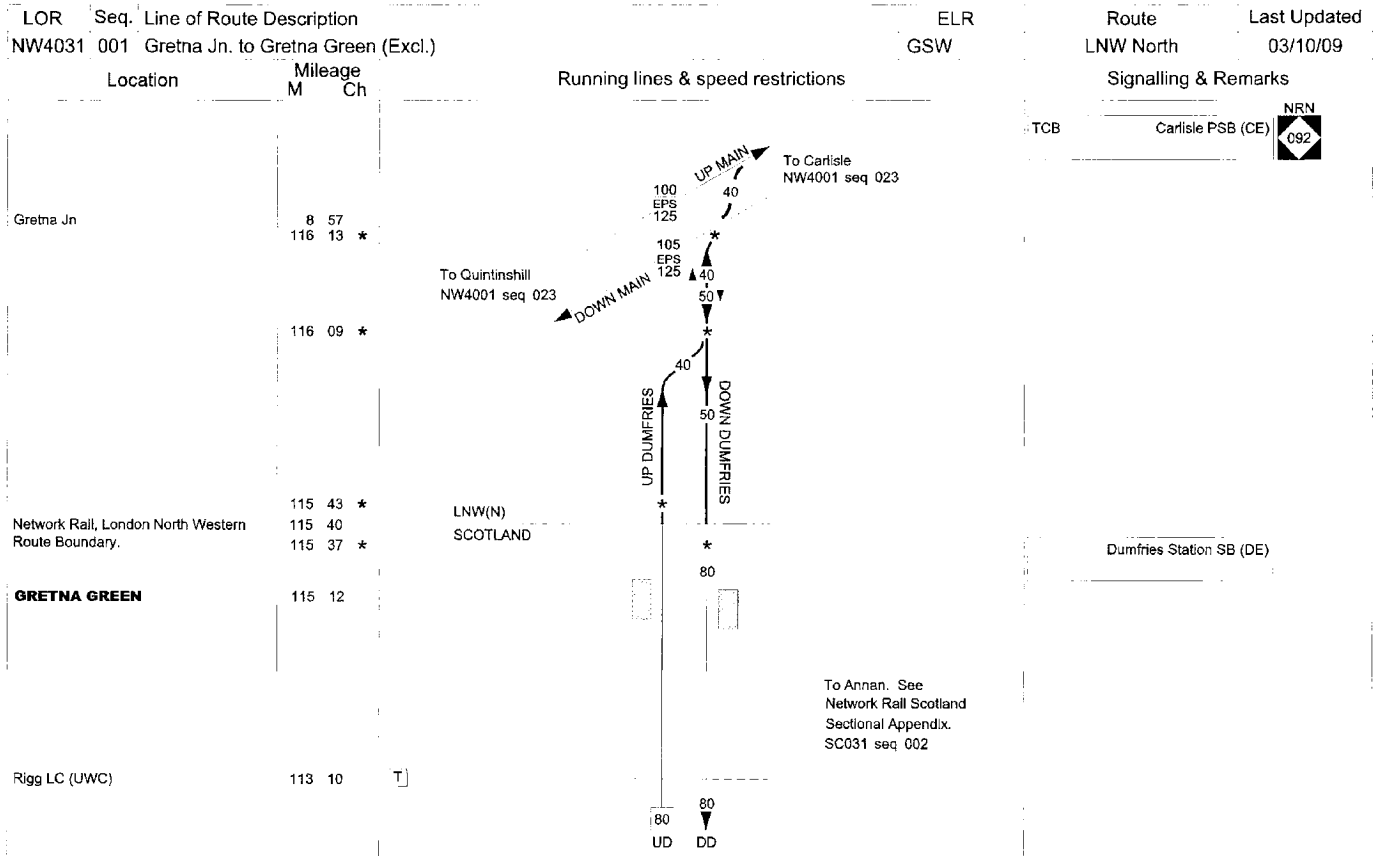
Carlisle PSB (CE)



See Local Instructions.

TPWS not provided.

Line is Out Of Use between Bush-on-Esk West Jn and Smalmstown M.O.D.



58

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	002	Camforth North Jn. to Carlisle South Jn. (Via Barrow)	CBC1	LNW North	01/03/08
Location	Mileage M Ch	Running lines & speed restrictions			
	0 60				
	0 69 *				
		<p>AB Camforth Station Jn SB (CS) AC: Crewe</p> <p>TPWS not provided on Down Furness Goods line.</p> <p>DFG = Down Furness Goods</p>			

NRN


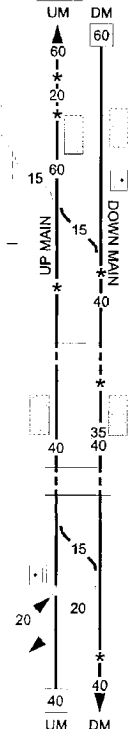
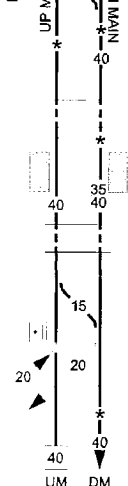
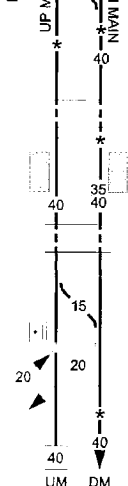
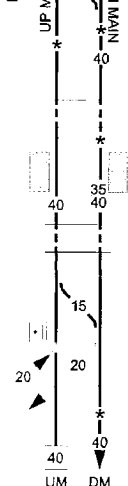


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	003	Camforth North Jn. to Carlisle South Jn. (Via Barrow)	CBC1	LNW North	01/03/08
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Silverdale LC (AHBC)		3 11   T 3 40 *			AB Camforth Station Jn SB (CS)
SILVERDALE		3 55	Platform Lengths: Silverdale Up: 116 metres (127 yards) Down 108 metres (118 yards)		
Leaming LC (UWC)		4 20 * 4 22   T			
Waterslack Quarry LC (UWC)		4 74   T			
Black Dyke LC (AHBC)		5 57 T	Arnside SB (AE)		
ARNSIDE		6 10 * 6 21	Platform Lengths: Arnside Up: 105 metres (115 yards) Down: 111 metres (121 yards)		
Arnside SB (AE)		6 29 6 31 6 49 *			

[illegible]

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	005	Camforth North Jn. to Carlisle South Jn. (Via Barrow)	CBC1	LNW North	29/03/09
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Wraysholme LC (AOCL)		12 42 *			AB Grange-over-Sands SB (GS)
		12 69 *			
<b>CARK &amp; CARTMEL</b>		13 59			Platform Lengths: Cark & Cartmel Up: 140 metres (153 yards) Down: 84 metres (92 yards)
Crook Wheel LC (UWC)		14 24			




LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	006	Camforth North Jn. to Carlisle South Jn. (Via Barrow)	CBC1	LNW North	01/03/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>ULVERSTON</b>			AB  Ulverston SB (UN)		
Ulverston SB (UN)					
	19 20 *		Platform Lengths: Ulverston Up: 88 metres (96 yards) Down 86 metres (94 yards)		
	19 25 *				
	19 28				
	19 47				
	19 77 *		Dalton Jn SB (DJ)		
	20 00 *				
	21 75				
	22 53				
Lindal Tunnel (401 metres / 439 yards)	22 73		Platform Lengths: Dalton Up: 88 metres (96 yards) Down: 91 metres (100 yards)		
	23 33 *				
<b>DALTON</b>	23 67				
	24 01				
Dalton Tunnel (206 metres / 225 yards)	24 11				
	24 34				
	24 37				
Dalton Jn SB (DJ) Dalton Jn	24 38				
	25 12 *	To Park South Jn NW4041 seq 001			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	007	Camforth North Jn. to Carlisle South Jn. (Via Barrow)	CBC1	LNW North	15/06/09
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
				<div>AB</div> <div>Barrow-in-Furness SB (BF)</div> <div>NRN 088</div>	
Furness Abbey LC (UWC)	25 31				
Furness Abbey Tunnel (69 metres / 76 yards)	25 41 to 25 44				
Park House Farm LC (R/G)	26 08				
	26 20 *				
<b>ROOSE</b>	27 13				Platform Lengths: Roose Up: 86 metres (94 yards) Down: 85 metres (93 yards)
Salthouse Junction GF	27 57 *				Released from Barrow-In-Furness SB
Salthouse Junction	27 59				
	27 61 *				
	28 10 *				
	28 13 *				
	28 60 *				
	28 65 *				Platform Lengths: Barrow-In-Furness Platform 1: 183 metres (200 yards) Permissive PP-A Platform 2: 166 metres (181 yards) Permissive PP-A Platform 3: 153 metres (167 yards) Permissive PP
<b>BARROW-IN-FURNESS</b>	28 76				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	008	Camforth North Jn. to Carlisle South Jn. (Via Barrow)	CBC1	LNW North	01/03/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Barrow-In-Furness SB (BF)	29 05		TB Barrow-in-Furness SB (BF)		
	29 13 *		NRN 088		
	29 20				
	29 26 *				
	29 28				
	29 60 *				
	30 00 *				
	30 59 *				
Sandscale LC (AOCL) (a.k.a. British Cellophane)	31 44 *				
	31 51 *				
		'U&D'M			

66

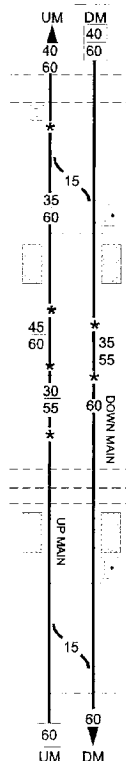
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	010	Camforth North Jn. to Carlisle South Jn. (Via Barrow)	CBC1	LNW North	07/10/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>KIRKBY-IN-FURNESS</b>	38 19		AB Askam SB 		
	38 20 *		Platform Lengths: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

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	011	Camforth North Jn. to Carlisle South Jn. (Via Barrow)	CBC1	LNW North	03/10/09
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Waltham Nurseries L.C. (UWC)		42 62 T			AB
Stone Cabin L.C. (UWC)		42 75 T			Foxfield SB
King L.C. (UWC)		43 06 T			NRN 088
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			
<b>MILLOM</b>		45 01			
Milom SB		45 07			
		45 20 *	<p>Platform Lengths: Milom Up 120m (131 yards) Down 122m (133 yards)</p> <p>Milom SB</p>		
Moor Farm No.1 L.C. (UWC)		45 27 T			
		45 60 *			
Haverigg L.C. (AHBC)		46 05 T			
Langthwaite L.C. (UWC)		46 16 T			
		46 27 *			
Hestham Hall L.C. (UWC)		46 32 T			
Kirksanton L.C. (MCG)		47 08			

Route	Last Updated
LNW North	03/10/09

### Signalling & Remarks

AB Millom SB 



Silecroft SB

Platform Lengths: Sliecroft  
Up 46m (50 yards)  
Down 45m (49 yards)

Platform Lengths: Bootle  
Up 50m (55 yards)  
Down 47m (51 yards)

Boote SB

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	013	Camforth North Jn. to Carlisle South Jn. (Via Barrow)	CBC1	LNW North	30/06/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<p>AB</p> <p>Bootle SB </p> <p>Platform Lengths: Ravenglass Up 94m (103 yards) Down 93m (102 yards)</p> <p>Drigg SB</p> <p>Platform Lengths: Drigg Up 66m (72 yards) Down 84m (92 yards)</p> <p>Sellafield SB</p> <p>Platform Lengths: Seascale Up 36m (39 yards) Down 57m (62 yards)</p>		
<b>RAVENGLASS</b>	57 79				
Saltcoats L.C. (MCG)	58 49				
Hall Carleton L.C. (UWC)	59 25	T			
Drigg SB L.C. (MCG)	59 79				
<b>DRIGG</b>	60 02				
	60 42				
<b>SEASCALE</b>	62 12				
	63 34				



LOR Seq. Line of Route Description  
NW4033 014 Carnforth North Jn. to Carlisle South Jn. (Via Barrow)

ELR  
CBC1

Route  
LNW North

Last Updated  
09/02/08

Location

Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

**SELLAFIELD**

Sellafield SB

Braystones LC (UWC)

**BRAYSTONES**

63 56

63 65 \*

63 72

63 76 \*

64 02 \*

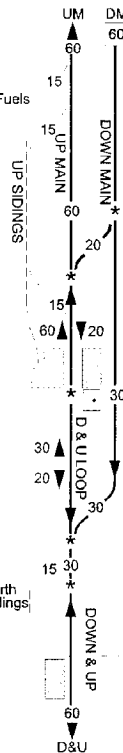
64 08 \*

65 73

65 76

British Nuclear Fuels  
Private Sidings

North  
Sidings



AB

Sellafield SB



Up sidings 352m (1155ft)

Platform Lengths: Sellafield  
Down & Up Loop 71m (78 yards)  
Down 50m (55 yards)

ET

Sellafield SB

Platform Lengths: Braystones  
Down & Up 41m (45 yards)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4033	015	Camforth North Jn. to Carlisle South Jn. (Via Barrow)	CBC1	LNW North	21/04/07
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>NETHERTOWN</b>	66 00 *		ET	Sellafield SB	
	67 35		Platform Lengths: Nethertown Down & Up 51m (56 yards)		
	69 20 *				
	69 47 *				
	70 11				
<b>ST BEES</b>	70 18		Platform Lengths: St Bees Down 60m (66 yards) Up 60m (66 yards)		
St Bees SB L.C. (MCB)	70 22		St. Bees SB		
	70 28 *		Up main CL 218m (714ft)		
	70 34 *				
	71 09 *				
Bell House L.C. (UWC)	71 35	T			
Pump House L.C. (UWC)	71 78	T			

\_\_\_\_\_

1

White

73 7

74 f

ic

74 F

## DOWN & UP

60

## DOWN & UP

✱

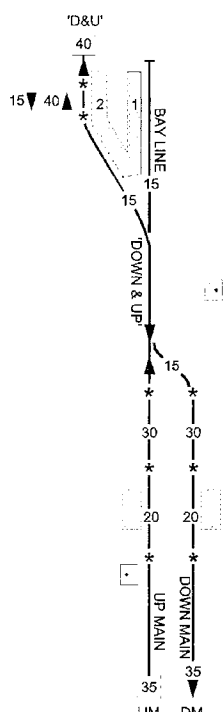

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D&amp;

Platform Lengths: Corklekl

Branstv SB (BY

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	22/03/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>WHITEHAVEN</b>	74 62 *		ET Bransty SB (BY) 		
	74 63 *		Auxiliary token instrument located on Platform 2 at Whitehaven station		
	74 66 T		Platform Lengths: Whitehaven Platform 1: 101 metres (110 yards) Permissive PP Platform 2 Up: 84 metres (92 yards) Permissive PP -C Down: 84 metres (92 yards)		
Bransty SB (BY)	74 73 0 16		AB		
Bransty Junction	0 22 0 26 *				
<b>PARTON</b>	1 20 *		Parton SB (PS)		
	1 33		Platform Lengths: Parton Up: 59 metres (65 yards) Down: 115 metres (126 yards)		
Parton SB (PS)	1 40 * 1 41				

LOR Seq. Line of Route Description  
 NW4033 018 Carnforth North Jn. to Carlisle South Jn. (Via Barrow)

ELR  
 CBC2

Route Last Updated  
 LNW North 22/03/08

Location

Mileage  
 M Ch

Running lines & speed restrictions

AB

Parton SB (PS)



Parton North Junction

**HARRINGTON**

1 64 \*  
 1 68 \*

2 55 \*

2 57 \*

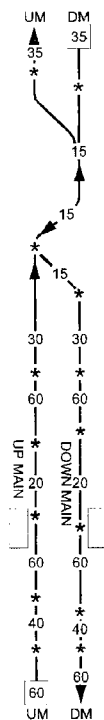
4 00 \*

4 39 \*  
 4 40 \*

4 48 \*  
 4 50 \*

4 70 \*  
 4 76 \*

5 30 \*

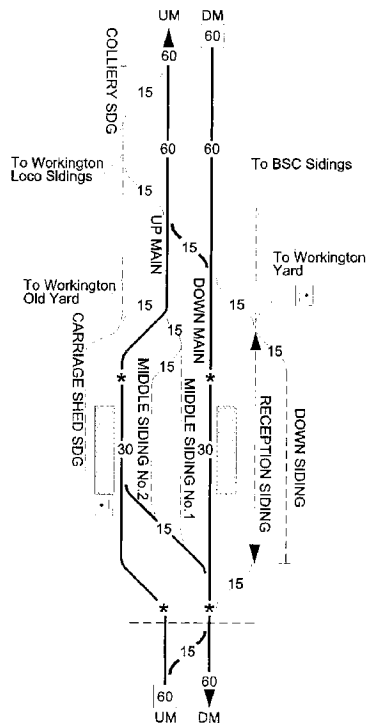


Platform Lengths: Harrington  
 Platform Up: 43 metres (47 yards)  
 Platform Down: 43 metres (47 yards)

LOR	Seq.	Line of Route Description	ELR
NW4033	019	Camforth North Jn. to Carlisle South Jn. (Via Barrow)	CBC2

Route	Last Updated
LNW North	22/03/08

Location	Mileage M Ch	Running lines & speed restrictions
	6 31	
	6 52	
Workington Main No.2 SB	6 53	
	6 65 *	
<b>WORKINGTON</b>	6 69	
Workington Main No.3 SB	6 74	
	6 77	
Merchants Quay LC (UWC)	7 00 *	
	7 01	



AB Workington Main No.2 SB



AB (PF) applies in both directions on the Reception siding

Platform Lengths: Workington  
Platform Up 80m (87 yds)  
Platform Down 79m (86 yds)

Workington Main No.3 SB

LOR Seq. Line of Route Description

NW4033 020 Camforth North Jn. to Carlisle South Jn. (Via Barrow)

Location Mileage  
M Ch

Running lines &amp; speed restrictions

ELR

CBC2

Route

LNW North

Last Updated

07/10/06

Signalling &amp; Remarks

AB

Workington Main No.3 SB



Released from Workington Main No.3 SB

Platform Lengths: Filmby  
Platform Up 53m (58 yds)  
Platform Down 45m (49 yds)

Maryport Station SB

Crossovers and connections to and  
from Maryport Open Cast Sidings  
out of use.

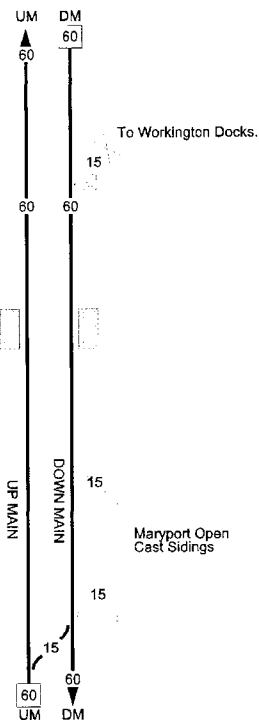
Dock Branch GF  
Derwent Junction

7 30 S.T.  
7 31

FLIMBY

10 42

11 52



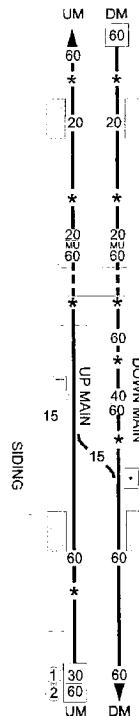
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
NW4033	021	Camforth North Jn. to Carlisle South Jn. (Via Barrow)	CBC2 CBC3	LNW North	07/10/06	
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks			
Maryport LC (CCTV)	12 04 12 05 0 00		AB	Maryport Station SB		
Maryport Station SB (MS)	0 15 *		Platform Lengths: Maryport Platform Down & Up 89m (97 yds)			
<b>MARYPORT</b>	0 21 0 27		DN & UP Platform 160m (525ft)			
	0 36 *					
	2 40 *					
	3 20 *					
	4 16 *					
	4 29 *					
			1 Applies to class 60 locomotives only 2 Applies to all other trains			

- 1 Applies to class 60 locomotives only
- 2 Applies to all other trains



LOR Seq. Line of Route Description  
 NW4033 022 Camforth North Jn. to Carlisle South Jn. (Via Barrow)

Location	Mileage M Ch	Running lines & speed restrictions
<b>ASPATRIA</b>	7 58 *	
	7 64	
	7 68 *	
Aspatria Tunnel (51m / 56 yds)	8 37 to	
	8 40 *	
Heathfield LC (UWC)	9 76	T
	14 77 *	
Wigton GF	15 67	S T
	15 79 *	
Wigton SB	16 05	
<b>WIGTON</b>	16 20	
	18 20 *	
Rosewain LC (R/G)	18 47	T



ELR  
 CBC3

Route  
 LNW North

Last Updated  
 07/10/06

Signalling & Remarks

AB Maryport Station SB  
 NRR  
 088

Platform Lengths : Aspatria  
 Platform Up 36m (39 yds)  
 Platform Down 35m (38 yds)

Released from Wigton box

TCB Wigton SB

Platform Lengths : Wigton  
 Platform Up & Down 50m (55 yds)

1: Applies to class 60 locomotives only  
 2: Applies to all other trains

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	Carlisle SB (CE)	NRN 088
Parkhouse LC (UWC)	19 10 *		1 Applies to class 60 locomotives only		
Bainbridge No.2 LC (UWC)	19 22 *		2 Applies to all other trains		
Carrs LC (UWC)	19 40 *				
Dalrymple LC (UWC)	19 69 *				
Rothery LC (UWC)	20 08 *				
	20 21 *				
	21 40 *				
	22 00 *				
	22 40 *				
Dalston Oil Depot GF	23 28 *				
	23 30 *				
Dalston Station No.1 GF	23 39 *				
	23 43 *				
<b>DALSTON</b>	23 43 *				
	23 48 *				
Dalston Station No.2 GF	23 50 *				
	23 50 *				

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



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

# LNW North Route Sectional Appendix Module NW4

LOR Seq. Line of Route Description

NW4033 024 Camforth North Jn. to Carlisle South Jn. (Via Barrow)

ELR

CBC3

Route

LNW North

Last Updated

07/10/06

Location

Mileage  
M Ch

Running lines & speed restrictions

Signalling & Remarks

TCB

Carlisle SB (CE)



Low Mill LC (R/G)  
Low Mill HABD

24 25 T  
24 27

Currock GF

26 66 S T

Currock Jn

26 74 \*

27 20 \*

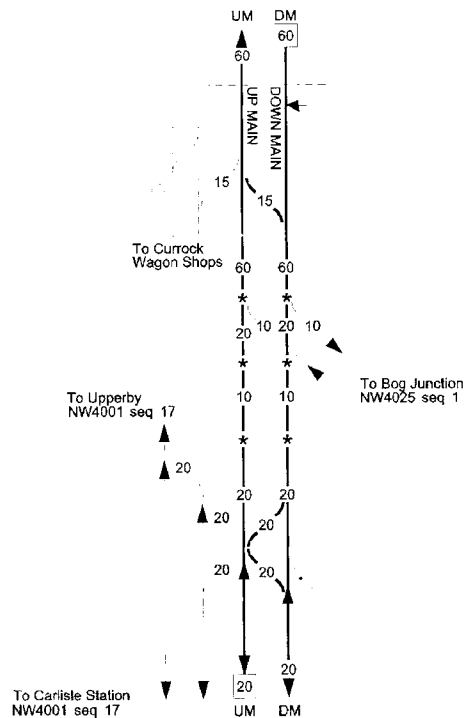
27 45 \*

Carlisle South Jn

27 49

Carlisle SB (CE)

68 67  
68 69



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
NW4041	001	Dalton Jn. to Park South Jn.	DAP	LNW North	01/03/08
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Dalton Jn SB (DJ) Dalton Jn	24 37 24 38 * 0 00	<div><div>To Dalton NW4033 seq 006</div><div>UM 40</div><div>DM 40</div><div>40 20 40</div><div>20</div><div>40</div><div>UP BRANCH</div><div>DOWN BRANCH</div><div>To Barrow NW4033 seq 006</div><div>To Barrow NW4033 seq 009</div><div>30</div><div>30</div><div>40 60</div><div>60</div><div>UM DM</div><div>To Askam NW4033 seq 009</div></div>	AB Dalton Jn SB (DJ) <div>NRN 088</div>  <		

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

<b>From</b>	<b>To</b>	<b>Type of Train</b>	<b>Line(s)</b>	<b>Remarks</b>
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 Flyde 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 (462 ft) 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 (462 ft) 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 (252 ft) 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 (252 ft) in length
Lancaster (signal PN.229)	Lancaster (signal PN.223)	Coaching stock	Down main/Up goods	Propelling authorised for trains up to 141m (462 ft) 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 <i>'Working of trains not fitted throughout with the continuous brake'</i> instructions in the General Section of this Appendix authorised <b>Dated: 07/10/06</b>

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 <b>red</b> 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 <b>red</b> light must be displayed on the leading vehicle <b>Dated: 07/10/06</b>

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 (399 ft) in length in clear weather only <b>Dated: 07/10/06</b>



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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.

**Dated: 07/06/08**

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

### **OXENHOLME**

An electrically powered movement which requires to set back beyond position light signal CE.41, must not exceed 100 metres (328 feet) in length unless arrangements are made to ensure that the driver will not bring the movement to a stand with the pantograph in the neutral section on the Up Main line at 18m 42ch.

**Dated: 24/05/09**

## **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.**

### **Eden Valley**

Under no circumstances can trains be left stabled or unattended in the Up Goods Loop.

**Dated: 04/06/07**

## 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.

**Propeled 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 Yard**

**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 UD.1, 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 Siding.** The entrance to the 'B' Group Siding is via the Down Departure ground frame and only one movement is allowed to be in the siding at a time.

**Dated: 02/06/07**

## **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.

**Dated: 13/12**

## 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

### BURNSIDE

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**

**West Coast Railway Company siding.** A shunter must be in attendance whenever a movement is made to or from the West Coast Railway Company siding. The shunter must come to a clear understanding with the West Coast Railway Company 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: 23/06/07**

## **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.

**Dated: 15/06/09**

## 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

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)

### 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)**

### **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 clearances exist between certain trains and infrastructure on this section of line.** The operation of a Departmental or passenger train movement that includes within the formation any former passenger carrying vehicles with drop light windows (including Mark 2 air conditioned vehicles), requiring to operate between **Maryport and Carlisle** (in either direction), is authorised to proceed subject to the timely and formal issue of a Special Notice to all parties that **MUST** include the following:

- The Person in Charge of the train **must ensure** that all droplight windows are closed and that they remain closed.
- The Person in Charge of the train **must also ensure** that the persons occupying the vehicles have been advised not to lean out or extend anything out of any window.
- In connection with the operation of a train comprised of Mark 2 air conditioned vehicles, **the organiser must arrange for Stewards to be positioned at each door of every vehicle to enforce the restriction.**
- The Person in Charge of the train must brief everyone on board, including the Train Crew, to ensure these instructions are adhered to.

Compliance to the above especially amends 'Table D3 - Route clearance of coaching stock as published on page 93 of the LNW(N) Sectional Appendix.

**Dated: 20/10/07**

## **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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