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NETWORK RAIL

NORTH WEST

SECTIONAL APPENDIX TO THE WORKING TIMETABLES AND BOOKS OF RULES AND REGULATIONS

SECTION 4

**(NOTE: THIS PUBLICATION MUST BE READ IN CONJUNCTION WITH THE
GENERAL INSTRUCTIONS AND INSTRUCTIONS RELATING TO THE
SPECIFIED OPERATING PUBLICATIONS SECTION OF THE SECTIONAL
APPENDIX)**

**MANCHESTER
06 DECEMBER 2003
TEL: 0161 228 8623**

**D.G. JONES
OPERATIONS & SAFETY MANAGER**

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX

SECTION 4

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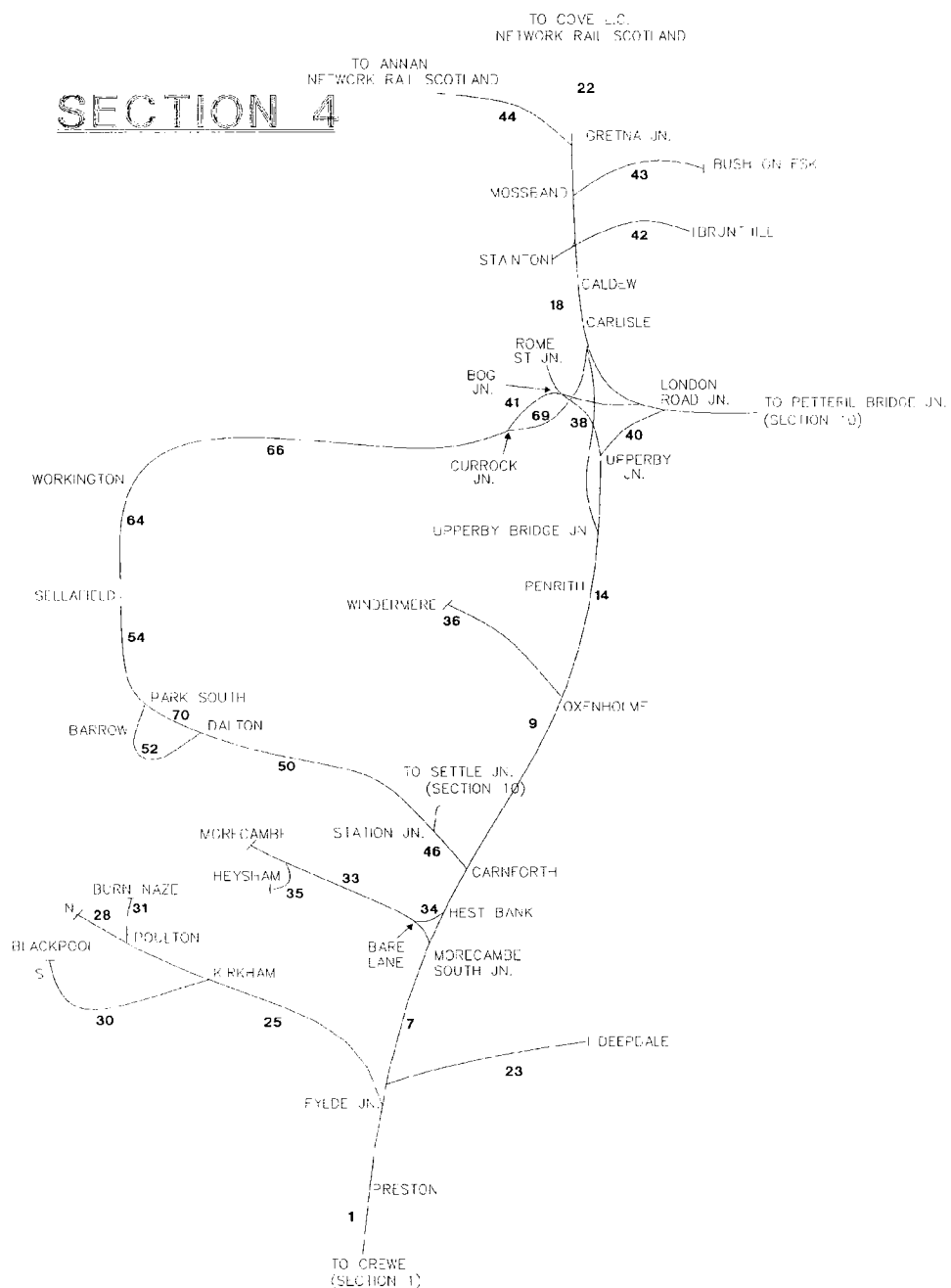
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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX

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SECTION 4



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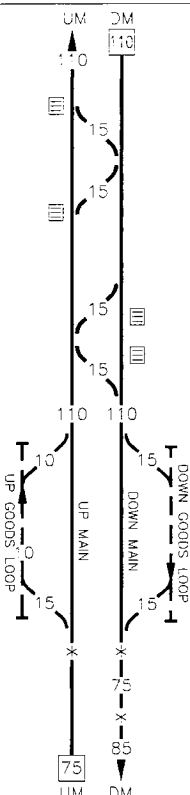

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Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Preston Ribble Jn	21 13	<p>NW4001 PRESTON RIBBLE JN. TO COVE L.C.</p> <p>UF 110 110 DF 110 110 US 75 75 DS 75 75 UG 35 35 DG 35 35</p> <p>UP FAST DOWN FAST UP SLOW DOWN SLOW UP GOODS DN GOODS</p>	<p></p> <p>AC: Crewe Preston (PN) box area (PF) Down and up goods lines</p>


Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks																																																	
Preston South Jn	21 39		<p>AC: Crewe</p> <p>Preston (PN) box area</p> <p>(PF) Down and Up goods lines</p>																																																	
Preston	21 40*		<p>Preston</p> <table> <tr> <th rowspan="2">Plat</th> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> <tr> <td>1</td> <td>272</td> <td>PP</td> <td>272</td> <td>PP</td> </tr> <tr> <td>2</td> <td>272</td> <td>PP</td> <td>272</td> <td>PP</td> </tr> <tr> <td>3</td> <td>359</td> <td>PP</td> <td>342</td> <td>PP</td> </tr> <tr> <td>3C</td> <td>75</td> <td>BAY</td> <td>75</td> <td>BAY</td> </tr> <tr> <td>4</td> <td>265</td> <td>PP</td> <td>283</td> <td>PP</td> </tr> <tr> <td>4C</td> <td>76</td> <td>BAY</td> <td>76</td> <td>BAY</td> </tr> <tr> <td>5</td> <td>244</td> <td>PP</td> <td>239</td> <td>PP</td> </tr> <tr> <td>6</td> <td>245</td> <td>PP</td> <td>238</td> <td>PP</td> </tr> </table> <p>(PF - also applies to Class 1 parcel and postal trains) Up Goods Loop/ 314m (1029ft)</p> <p>(PF) Up and Down Goods loop/ 384m (1260ft)</p> <p>'D&U'GL='Down&up' goods loop</p> <p>UT=Up Through line DT=Down Through line x - No.1 Siding y - No.2 Siding SL - Shunting Line</p>	Plat	Up		Down		Length(m)	Permissive	Length(m)	Permissive	1	272	PP	272	PP	2	272	PP	272	PP	3	359	PP	342	PP	3C	75	BAY	75	BAY	4	265	PP	283	PP	4C	76	BAY	76	BAY	5	244	PP	239	PP	6	245	PP	238	PP
Plat	Up		Down																																																	
	Length(m)	Permissive	Length(m)	Permissive																																																
1	272	PP	272	PP																																																
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3	359	PP	342	PP																																																
3C	75	BAY	75	BAY																																																
4	265	PP	283	PP																																																
4C	76	BAY	76	BAY																																																
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6	245	PP	238	PP																																																
PRESTON	21 57 0 00																																																			

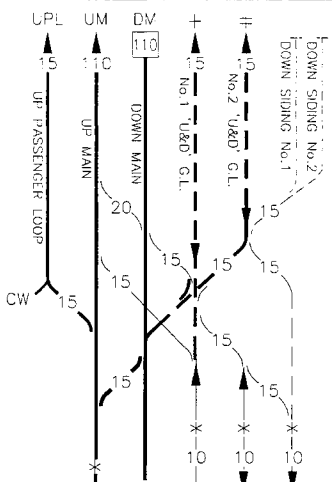

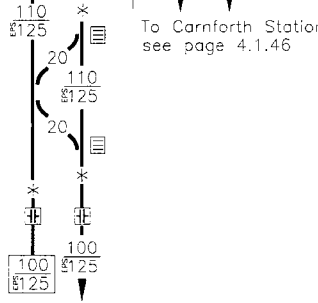
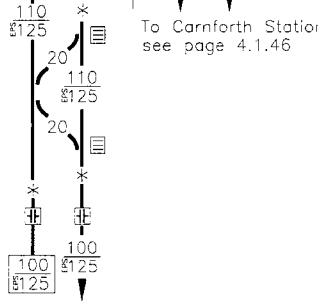
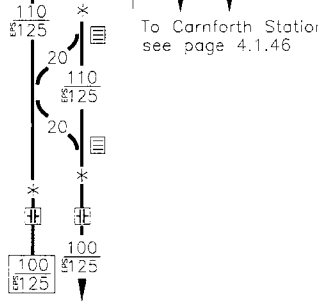
Location	Mileage M Ch	Running Lines & Permissible Speeds	Signaling & Remarks
Preston North Jn	0 19*	UT DT UF DF US DS UG SL 35 35 35 35 35 35 35 UP THROUGH DOWN THROUGH UP FAST DOWN FAST UP SLOW DOWN SLOW 25 25 25 25 25 25 25 To Deepdale see page 4.1.23	 AC: Crewe Preston (PN) box area
Preston Fylde Jr	0 30* 0 33	* * * * * 80 80 UP FYLDE DOWN FYLDE 25 25 25 25 To Solihull see page 4.1.24	
Preston SB (PN)	0 41	To Deepdale see page 4.1.23	
	1 20*	UM DM 95 110	

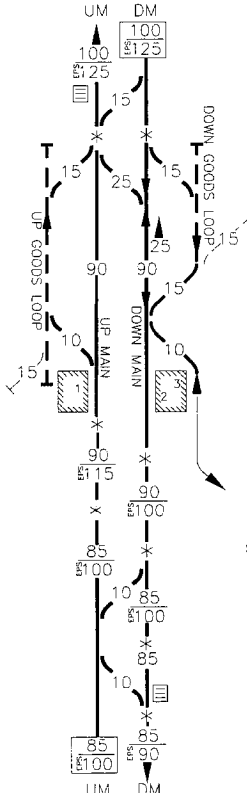

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Oxneys Loop	1 40 1 60 *		<p>AC: Crewe Preston (PV) box area UGL 1152m (3780ft) (PF)</p>
Barton & Broughton South GF	2 25 3 70 3 73		
Barton & Broughton Loop	4 58 4 61		DPL 979m (3213ft) (PF)
Barton & Broughton North GF	7 36		
Brock LC (MWLF)	9 07		
OHNS			

Location	Mileage V Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Garstang and Catterall South GF	9 28		 AC: Crewe Preston (PN) box area
Garstang and Catterall North GF	9 29		
Boy Horse South GF	15 12		
Boy Horse North GF	15 13		
	17 62		
Clubeck	17 77		DGL 422m (1386ft) (PF) UGL 461m (1512ft) (PF)
	18 12		
	19 67*		
	20 10*		


Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Lancaster South Jn	20 38		<div><div>NRN</div><div>088</div></div> <p>AC: Crewe</p> <p>Preston (PN) box area (PF) UGL 160m (525ft) (from up main) 467m (1533ft) (from UPL No.2)</p>
	20 59		
	20 66*		
	20 69*		
LANCASTER	20 78 0 00		
	0 18*		
	0 20*		
Lancaster North Jn	0 23		


Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Morecambe South Jn	0 60*	UM 95 DM 100	 AC: Crewe Preston (PN) box prec
	1 72	25	
	2 00*	25	
OHNS	2 38	15	
H.A.B.D. Hest Bank	2 51	15	
Hest Bank Jn	3 10		
Hest Bank L.C. (MCB) (not block post)	3 11		
Bolton-le-Sands LC (CCTV)	4 30		
H.A.B.D. Bolton-le-Sands	5 08		
Carnforth South Jn	5 56		
		UP PASSENGER LOOP UP MAIN DOWN MAIN No.1 'U&D' G.L. No.2 'U&D' G.L. UPL 5:2m (1680ft)	+ No.1 'up & down' goods loop (PF) 435m (1428ft) + No.2 'up & down' goods loop (PF) 435m (1428ft) (PF) UPL 5:2m (1680ft)


Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Carnforth North Jn	6 08 (0 19)		 AC: Crewe Preston (PN) box area + No.1 'up & down' goods loop (PF) 435m (1428ft) + No.2 'up & down' goods loop (PF) 435m (1428ft) (PF) UPL 512m (1680ft) CW. UPL at 6m 10ch (543m/594yd before reaching PN.276) Carlisle (CE) box area from Carnforth North Junction (excl).
Milnthorpe No.1 GF	6 14 * (0 25) 8 59 * 8 68 * 13 28		
Milnthorpe No.2 GF	13 35		
CHNS	14 19* 14 20* 17 78		

Location	Mileage M Ch		Running Lines & Permissible Speeds	Signalling & Remarks
Oxenholme Emergency GF	18 44			 AC: Crewe Carlisle (CE) box area UGL 416m (1365ft) DGL 371m (1218ft) (PF) Exceptional rail head concitions down and up main lines between 19m 8ch and 24m 20ch.
	18 49*			
OXENHOLME	19 11			
	20 13*			
	21 70*			
	21 72*			
	22 10*			
	24 14*			
Lambrigg GF	24 20			
	24 60*			

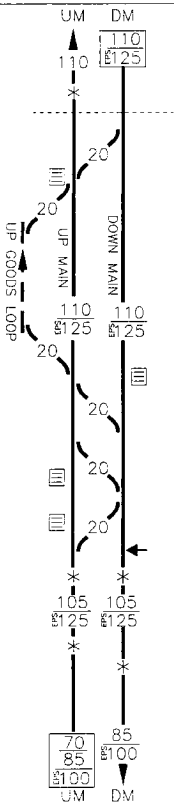

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Grayrigg Loops	25 75 * 26 00 26 07 26 11 * 26 13 * 26 30		<p>AC: Crewe Carlisle (CE) box area</p> <p>UGL 416m (1365ft) DPL 384m (1260ft)</p>
Low Gill HABD	26 36 27 06		
Low Gill Emergency No.1 GF	28 02 * 28 03 * 28 05 *	T	
Low Gill Emergency No.2 GF	28 06	T	
	29 04 * 29 23 *		
OHNS	31 14 * 31 49		AC: Cathcart (north of OHNS)


Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Tebay South Jn	31 60		 AC: Cathcart Carlisle (CE) box area U&DGL = Up and Down Goods Loop 'U&D'GL 538m (1764ft) (PF)
Tebay LC (OC)	32 14		
Tebay North Jn	32 18		
Haybank L.C. (UWG)	32 75* 35 66 36 74*		
	37 00* 37 23* 37 38		
Shap Summit Up GF	37 50		(PF) UCL 422m (1386ft)

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Shap Summit GF	37 68		 AC: Cathcart Carlisle (CE) box area UGL = Up Goods Loop (PF) 422m (1386ft)
Shap. Hardendale Quarry	38 32 *		
	39 09		
	39 12		
Harrison's Siding HABD	40 03		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Harrison's Sidings	40 65 *	UM DM 95 95 110 115 10 10 UP MAIN DOWN MAIN 10 10 DOWN GOODS LOOP 10 10 To Harrison's Lime Works	 AC: Cathcart Carlisle (CE) box area
Harrison's Sidings GF	41 23		DGL 365m (1197ft)
	41 52		
	41 62	T	
	42 14 *		
	44 05 *		
	44 14 *		
	44 57 *		
Clifton and Lowther No.1 GF	46 72	T	
Clifton and Lowther No.2 GF	46 74	T	
	46 78 *		
	47 09 *		
		UM DM 100 100 110 110	

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks																
Eden Valley	47 23		 AC: Cathcart Carlisle (CE) box area UGL = Up Goods Loop (PF) UGL 878m (2880 ft) (PF) down slow line, between Penrith South Jn (signal CE 186) and signal CE 188.																
Penrith South Jn	50 14																		
Signal CE. 188 (down slow)	50 52																		
	51 02 *																		
PENRITH	51 20		<table><tr><th colspan="4">Penrith</th></tr><tr><th>Plat</th><th>Up</th><th>Down</th><th></th></tr><tr><td>Length(m)</td><td>279</td><td>279</td><td></td></tr><tr><td>Permissible</td><td>102</td><td>102</td><td></td></tr></table>	Penrith				Plat	Up	Down		Length(m)	279	279		Permissible	102	102	
Penrith																			
Plat	Up	Down																	
Length(m)	279	279																	
Permissible	102	102																	
Penrith GF	51 27																		
OHNS	51 30																		
	51 62																		
	51 69 *																		
	51 76 *																		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Long Ashes L.C. (UWG)	52 74* 53 15	 <p>The diagram shows two main vertical tracks: UM (Up Main) on the left and DM (Down Main) on the right. At the top, there are speed limit boxes for 110 and 125 mph. A horizontal dashed line is present. Below this, the UM track has a 'UP MAIN' label and a 'UP GOODS LOOP' branch. The DM track has a 'DOWN MAIN' label. Further down, there are more speed limit boxes (110, 125, 20, 105, 125) and a signal box labeled 'NRN 088'. At the bottom, there are speed limit boxes (70, 85, 100) and labels 'UM' and 'DM'.</p>	 AC: Cothcart Carlisle (CE) box area
Plumpton No.1 GF	56 04		UGL 442m (1449ft)
Plumpton Loop			
Plumpton No.2 GF	56 38		
Southwaite No.1 GF	61 73		
Southwaite No.2 GF	61 74		
Southwaite H&BD	62 06 62 60*		
	63 33* 63 54*		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
			 AC: Cathcart Carlisle (CE) box area (PF) DTG and UTG, between Upperby Bridge Jn and Upperby Jn.
	64 32 *		
	64 40 *		
	67 00 *		
Upperby Emergency GF	67 56		
Upperby Bridge Jn	67 59		
	67 62 *		
	67 63 *		
Upperby Yard GF	67 70		


Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Upperby Jn	68 18* 68 23		<p>AC: Cathcart Carlisle (CE) box area (PF) DTG and UTG, between Upperby Bridge Jn and Upperby Jn.</p>
OHNS	68 38		<p>DTG=Down Through Goods UTG=Up Through Goods</p>
	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>


Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks																																																	
Carlisle SB (CE)	68 73		 AC: Cathcart Carlisle (CE) box area																																																	
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		Carlisle <table><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Plat</th><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td>1</td><td>331</td><td>PP -A*</td><td>237</td><td>PP -A</td></tr><tr><td>2</td><td>104</td><td>BAY</td><td>104</td><td>BAY</td></tr><tr><td>3</td><td>268</td><td>PP -A</td><td>312</td><td>PP -A</td></tr><tr><td>4</td><td>346</td><td>PP -A</td><td>390</td><td>PP -A</td></tr><tr><td>5</td><td>165</td><td>BAY</td><td>165</td><td>BAY</td></tr><tr><td>6</td><td>159</td><td>BAY</td><td>159</td><td>BAY</td></tr><tr><td>7</td><td>140</td><td>BAY</td><td>140</td><td>BAY</td></tr><tr><td>8</td><td>148</td><td>BAY</td><td>148</td><td>BAY</td></tr></table> * except between signals CE.314 and CE.301 on No.1 platform (up direction)	Up		Down		Plat	Length(m)	Permissive	Length(m)	Permissive	1	331	PP -A*	237	PP -A	2	104	BAY	104	BAY	3	268	PP -A	312	PP -A	4	346	PP -A	390	PP -A	5	165	BAY	165	BAY	6	159	BAY	159	BAY	7	140	BAY	140	BAY	8	148	BAY	148	BAY
Up		Down																																																		
Plat	Length(m)	Permissive	Length(m)	Permissive																																																
1	331	PP -A*	237	PP -A																																																
2	104	BAY	104	BAY																																																
3	268	PP -A	312	PP -A																																																
4	346	PP -A	390	PP -A																																																
5	165	BAY	165	BAY																																																
6	159	BAY	159	BAY																																																
7	140	BAY	140	BAY																																																
8	148	BAY	148	BAY																																																
Carlisle North Junction	0 19		(PF) 'B' and 'C' 'up & down' goods																																																	
	0 22 *																																																			

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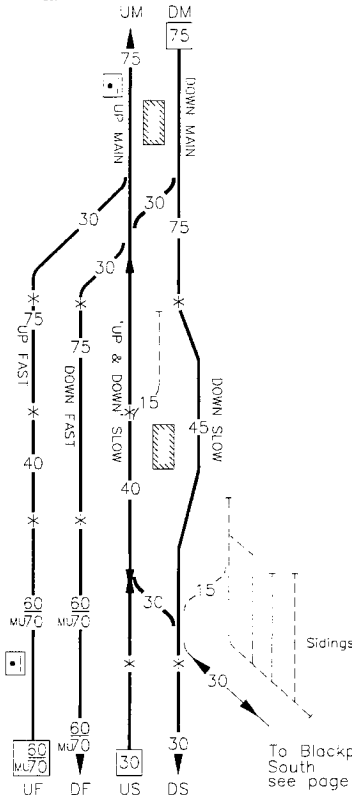

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Kingmoor Jn	<p>1 79 (3 36 * goods line)</p> <p>(3 56 goods line)</p> <p>(4 43 goods line) *</p>		<p>NRN 088</p> <p>AC: Catcart Carlisle box area</p> <p>UPL 464m (1521ft) UTS 665m (2181ft)</p> <p>UA=Up Arrival DN ARR=Down Arrival</p> <p>VQ=virtual quarry</p>

[illegible]

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Gretna Jn	8 57		 AC: Cathcart Carlisle (CE) box area
	9 15 *		
	9 70 *		
Loop Jn	9 72		
	9 73 *		
Quintinshill			UPL 416m (1365ft) DPL 416m (1365ft)
Loop Jn	10 30		
Quintinshill EGF	10 33		Crossover temporarily out of use
	10 37 *		
Network Rail NW/Scotland Regional Boundary	12 30		
	12 37 *		Motherwell box area
Cove L.C. (AHBC)	13 43		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
NW4003 PRESTON FYLDE JN TO DEEPPALE JN.			
Preston Fylde Jn	0 33 0 00	<p>To Preston see page 4.1.3/1.1.25</p> <p>UP THROUGH 35</p> <p>UP & DOWN DEEPPALE 20</p> <p>15</p> <p>59</p> <p>Deepdale Coal Concentration Depot</p> <p>Mil. St LC (TMOG)</p> <p>Skeffington Road LC (TMOG)</p>	 <p>OT(S) applies between Preston Fylde Junction and Deepdale</p> <p>Preston (PN) box area.</p>
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/384yd)	0 47 to 0 65		
Deepdale Jn	1 31		
Skeffington Road LC (TMOG)	1 33		
End of line	1 59		


Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Preston Fylde Jn	0 33	<p>NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH</p> <p>To Preston see page 4.1.3</p> <p>UF 35</p> <p>DF 35</p> <p>US 25</p> <p>DS 25</p> <p>SL</p> <p>Shunting Line</p> <p>To Holding Sidings</p> <p>To Lancaster see page 4.1.3</p> <p>DOWN MAIN (FYLDE) 75</p> <p>UP MAIN (FYLDE) 75</p> <p>DOWN GOODS LOOP</p> <p>British Nuclear Fuels</p> <p>DM 75</p> <p>UM 75</p>	<p>NRN 088</p> <p>Preston (PN) box area to Salwick exclusive</p> <p>Salwick box area to Kirkham South Junction exclusive</p> <p>(PF) DGL 691m (2268ft)</p>
Preston SB (PN)	0 41		
	0 66		
	0 76 *		
	4 41		
Down Siding GF	4 78	(S) (T)	
	5 02		

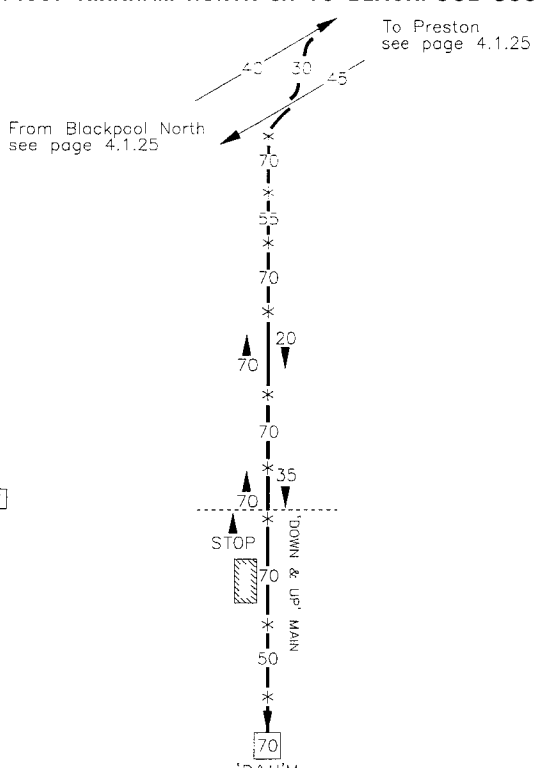



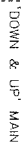

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
Salwick SB (SK)	5 03		 Salwick (SK) box area.												
SALWICK	5 17		Salwick												
Kirkham South Junction	7 35		<table border="1"><thead><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr></thead><tbody><tr><td>62</td><td></td><td>62</td><td></td></tr></tbody></table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	62		62	
Up			Down												
Length(m)	Permissive		Length(m)	Permissive											
62			62												
	7 40														
	7 45 *														
	7 60 *														
KIRKHAM & WESHAM	7 67		Kirkham box area												
	8 20 *														
Kirkham North Junction	8 28	Kirkham & Wesham													
Kirkham SB (KM)	8 29 *	<table border="1"><thead><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr></thead><tbody><tr><td>93</td><td></td><td>93</td><td></td></tr></tbody></table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	93		93		
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
93		93													
		<p>To Blackpool South see page 4.1.29</p>													
		AB applies between Kirkham North Jn. and bottom of page.													

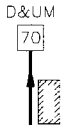






Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
			<p>Kirkham box area AB applies on this page</p>
	8 36		
	8 42		
	8 44		
	13 73 *		
	14 14 *		Down Recess Siding 461m (1512ft)
POULTON-LE-FYLDE	14 31		Poulton-Le-Fylde
	14 38 *		
Poulton Jn	14 40		
Poulton SB (PT)	14 44		

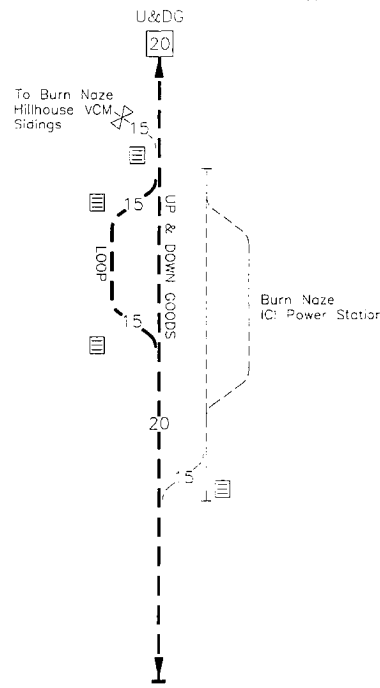

	Up		Down	
	Length(m)	Permissive	Length(m)	Permissive
	100		100	

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signaling & Remarks
			<p>AB applies on this page</p>
Carleton Crossing SB L.C. (MCB)	14 48 *		
	14 75 *		
	15 05 *		
	15 44		
LAYTON	16 32		
	16 69		
Blackpool North No.1 SB	17 00		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks																																																	
Blackpool North No.2 SB	17 30 17 31*		 AB applies on this page Blackpool North <table><tr><th rowspan="2">Plot</th><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td>1</td><td>195</td><td>BAY</td><td>195</td><td>BAY</td></tr><tr><td>2</td><td>228</td><td>BAY</td><td>228</td><td>BAY</td></tr><tr><td>3</td><td>233</td><td>BAY</td><td>233</td><td>BAY</td></tr><tr><td>4</td><td>221</td><td>BAY</td><td>221</td><td>BAY</td></tr><tr><td>5</td><td>218</td><td>BAY</td><td>218</td><td>BAY</td></tr><tr><td>6</td><td>206</td><td>BAY</td><td>206</td><td>BAY</td></tr><tr><td>7</td><td>197</td><td>BAY</td><td>197</td><td>BAY</td></tr><tr><td>8</td><td>188</td><td>BAY</td><td>188</td><td>BAY</td></tr></table>	Plot	Up		Down		Length(m)	Permissive	Length(m)	Permissive	1	195	BAY	195	BAY	2	228	BAY	228	BAY	3	233	BAY	233	BAY	4	221	BAY	221	BAY	5	218	BAY	218	BAY	6	206	BAY	206	BAY	7	197	BAY	197	BAY	8	188	BAY	188	BAY
Plot	Up		Down																																																	
	Length(m)	Permissive	Length(m)	Permissive																																																
1	195	BAY	195	BAY																																																
2	228	BAY	228	BAY																																																
3	233	BAY	233	BAY																																																
4	221	BAY	221	BAY																																																
5	218	BAY	218	BAY																																																
6	206	BAY	206	BAY																																																
7	197	BAY	197	BAY																																																
8	188	BAY	188	BAY																																																
BLACKPOOL NORTH	17 49																																																			

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks															
		NW4007 KIRKHAM NORTH JN TO BLACKPOOL SOUTH																
Kirkham North Jn	8 28 8 30 * 9 40 * 9 65 * 10 53 * 10 63 * 10 79 *		 OT applies between Kirkham North Junction and Blackpool South															
Moss Side LC (ABCL)	11 09 *																	
MOSS SIDE	11 14 13 08 * 13 22 *	   'D&U'M	Moss Side <table><tr><th></th><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th></th><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td></td><td>80</td><td></td><td>80</td><td></td></tr></table>		Up		Down			Length(m)	Permissive	Length(m)	Permissive		80		80	
	Up		Down															
	Length(m)	Permissive	Length(m)	Permissive														
	80		80															


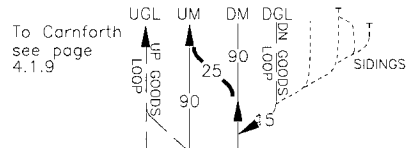

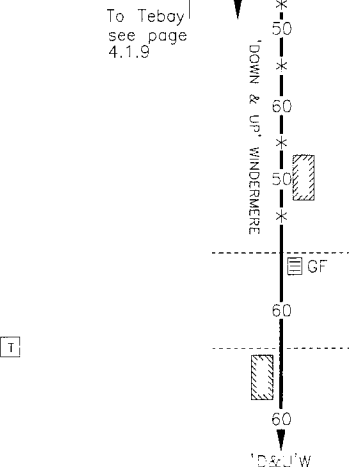
Location	Mileage	Running Lines & Permissible Speeds	Signalling & Remarks												
LYTHAM	13 56		 OT applies between Kirkham North Junction and Blackpool South Lytham <table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> </thead> <tbody> <tr> <td>103</td> <td></td> <td>03</td> <td></td> </tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	103		03	
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
103		03													
ANSDELL & FAIRHAVEN	14 75		Ansdell & Fairhaven <table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> </thead> <tbody> <tr> <td>50</td> <td></td> <td>50</td> <td></td> </tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	50		50	
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
50		50													
ST. ANNES-ON-THE-SEA	16 51		St. Annes-On-The-Sea <table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> </thead> <tbody> <tr> <td>149</td> <td></td> <td>149</td> <td></td> </tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	149		149	
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
149		149													
SQUIRES GATE	18 34		Squires Gate <table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> </thead> <tbody> <tr> <td>99</td> <td></td> <td>99</td> <td></td> </tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	99		99	
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
99		99													
BLACKPOOL PLEASURE BEACH	19 18		Blackpool Pleasure Beach <table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> </thead> <tbody> <tr> <td>98</td> <td></td> <td>98</td> <td></td> </tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	98		98	
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
98		98													
BLACKPOOL SOUTH	20 00		Blackpool South <table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> </thead> <tbody> <tr> <td>84</td> <td></td> <td>84</td> <td></td> </tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	84		84	
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
84		84													

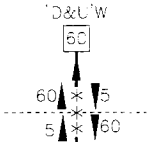

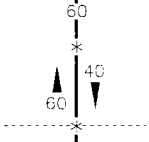
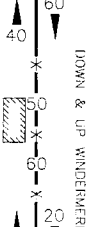

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signaling & Remarks
Hillhouse No.3 GF	17 44		 OT(S) applies on this page
Hillhouse No.5 GF	17 45		Loop 256m (835ft)
Hillhouse No.4 GF	17 61		
Oil Sidings GF	17 73		
End of Line	18 08		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
		NW4011 MORECAMBE SOUTH JN TO MORECAMBE	<div><div><div>NRN</div><div>088</div></div><div>Preston (PN) box area</div></div>
Morecambe South Jn	0 00	<div><div><div><div>UP MAIN</div><div>25</div><div>100</div><div>DOWN MAIN</div></div><div><div>To Lancaster</div><div>see page 4.1.7</div></div></div></div>	
	0 40 *	<div><div><div><div>'Down & Up' Morecambe (North Curve)</div><div>To West Bank</div><div>see page 4.1.34</div></div><div><div>'Down & Up' Morecambe (South Curve)</div></div></div></div>	
Bare Lane Junction	0 44		
	0 46 *		
BARE LANE	0 53		
Bare Lane SB	0 57		
Bare Lane L.C. (MCB)	0 59		
	1 50 *		
	1 70 *		
Morecambe Jn G.F.	1 71		
	2 02 *		
	2 10		
MORECAMBE			
Buffer stops	2 12		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Hest Bank Junction	<div>3 10</div> <div>0 00</div> <div>0 02 *</div>	<p>NW4013 HEST BANK TO BARE LANE</p> <p>To Carnforth see page 4.1.7</p> <p>To Lancaster see page 4.1.7</p> <p>'Down & up' Morecambe (North Curve)</p> <p>'Down & up' Morecambe (South Curve) to Morecambe South Junction, see page 4.1.33</p> <p>To Morecambe see page 4.1.33</p> <p>To Heysham see page 4.1.33</p>	
Bare Lane Junction	<div>1 30</div> <div>0 44</div>		<p>'D&U'M' = 'Down & up' Morecambe 'D&U'H' = 'Down & up' Heysham</p>


Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
Morecambe Jn GF	1 71 0 00	<p>NW4017 MORECAMBE JUNCTION TO HEYSHAM PORT</p> <p>To Morecambe see page 4.1.33</p> <p>UP & DOWN HEYSHAM</p> <p>To Bare Lane see page 4.1.33</p> <p>To Heysham Power Station</p>	<p>NRN 088</p> <p>Bare Lane box area</p> <p>OT(S) applies between Bare Lane and Heysham Port</p> <p>Staff Station is Bare Lane SB</p>												
	0 42 *														
	2 49 *														
Heysham Power Station Sidings GF	3 53														
Port of Heysham L.C. (UWG)	3 69		<p>Heysham Port</p> <table><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td>236</td><td></td><td>236</td><td></td></tr></table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	236		236	
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
236		236													
HEYSHAM PORT	4 01														

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signaling & Remarks
		NW4019 OXENHOLME TO WINDERMERE	
	18 54	To Carnforth see page 4.1.9	 Carlisle (CE) box area AWS not provided at signals CE51 and CE53 at Oxenholme station.
Oxenholme Junction	18 79		
OXENHOLME	19 11		
	19 12		
	0 00		
	0 01 *		
	0 22 *		
	2 00 *		
KENDAL	2 05		
	2 10 *		
Burneside Higher L.C. (MCG)	3 62		
Burneside Station L.C. (UWG)	4 01		
BURNESIDE	4 02		
			

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signaling & Remarks												
Burneside Lower L.C. (AOCL)	4 10 * 4 11 * 4 12 *		 OT(S) applies between Oxenholme and Windermere												
Staveley L.C. (AHBC)	5 32 * 5 78 *														
STAVELEY	6 46 * 6 52 6 60 *		Staveley <table><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissible</th><th>Length(m)</th><th>Permissible</th></tr><tr><td>55</td><td></td><td>55</td><td></td></tr></table>	Up		Down		Length(m)	Permissible	Length(m)	Permissible	55		55	
Up		Down													
Length(m)	Permissible	Length(m)	Permissible												
55		55													
WINDERMERE	7 38 * 7 50 * 7 60 *		Windermere <table><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissible</th><th>Length(m)</th><th>Permissible</th></tr><tr><td>162</td><td></td><td>162</td><td></td></tr></table>	Up		Down		Length(m)	Permissible	Length(m)	Permissible	162		162	
Up		Down													
Length(m)	Permissible	Length(m)	Permissible												
162		162													

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Upperby Jn	0 38 0 40	<p>NW4021 UPPERBY JN. TO ROME STREET JN.</p> <p>To Upperby Bridge Jn see page 4.1.17</p> <p>20</p> <p>UP THROUGH GOODS</p> <p>15</p> <p>DOWN THROUGH GOODS</p> <p>15</p> <p>DOWN GOODS LOOP</p> <p>15</p> <p>To Carlisle see page 4.1.17</p> <p>20</p> <p>DOWN THROUGH GOODS</p> <p>20</p> <p>UP THROUGH GOODS</p> <p>20</p> <p>DTG</p> <p>To London Road Jn. see page 4.1.40</p>	<p>AC: Cathcart Carlisle (CE) box area.</p>

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
OHNS	0 61		 AC: Cathead Carlisle (CE) SB area.
Bog Jn	1 07		
Rome Street Jn.	1 23		
Metal Box Siding	1 31		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Upperby Jn	0 40 0 00	<p>NW4023 UPPERBY JN. TO LONDON ROAD JN.</p>	 Carlisle (CE) box area.
Cement Depot No.1 L.C. (OC)	0 14		
Wagon Repairs GF	0 16		(PF) is authorised in both directions between Upperby Jn and London Road Jn
London Road Jn	0 34 * 59 45		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Currock Junction	$\frac{26}{0} \frac{74 \times}{00}$	<p style="text-align: center;">NW4025 CURROCK JN. TO BOG JN.</p>	<p style="text-align: center;">NRN 088</p> <p>Carlisle (CE) box area.</p>
Bog Junction	$\frac{0}{1} \frac{44}{07}$		

Location	Mileage M Cn	Running Lines & Permissible Speeds	Signaling & Remarks
End of line	96 09	<p>NW4027 CARLISLE YARD DOWN RECESS SIDINGS TO BRUNTHILL</p>	<p>See Local Instructions for the method of working.</p>
Stainton Jn	95 67 (0 02)		<p>Notes</p> <p>Mileage in brackets () relates to Brunthill Branch siding.</p> <p>Mileage in parentheses [] relates to Down Arrival line</p>
Brunthill Branch Jn	(0 66) [4 04]		
Brunthill/Network Rail boundary	95 06		<p>see page 4.1.20</p>

Location	Mileage V Ch	Running Lines & Permissible Speeds	Signaling & Remarks
Mossband Jn	9 18 3 02	<p>NW4029 MOSSBAND JN. TO BUSH-ON-ESK</p> <p>To Carlisle see page 4.1.21</p> <p>To Gretna Junction see page 4.1.21</p> <p>20</p> <p>STOP</p> <p>20</p> <p>STOP</p> <p>5</p> <p>To Longtown MOD</p> <p>5</p> <p>To Smalinstown MOD</p>	<p>NRN</p> <p>088</p> <p>Carlisle (CE) box area OT applies on this page see local instructions</p>
Bush-on-Esk No.4 LC (OC)	1 79		
Bush-on-Esk No.2 LC (AOCL)	1 07 *		
Network Rail Boundary	1 06		
Bush-on-Esk	0 69		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
Gretna Jn	<div> <div>8 57</div> <div>116 13 *</div> </div>	<p>NW4031 GRETNA JN. TO ANNAN (EXCL.)</p>	<p>NRN 092</p> <p>Carlisle (CE) box area.</p> <p>C. Down Dumfries 116m.5ch (752m/823yd before reaching signal CE.526)</p> <p>Gretna Green</p> <table border="1"> <thead> <tr> <th colspan="2">Up</th><th colspan="2">Down</th></tr> <tr> <th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr> </thead> <tbody> <tr> <td>112</td><td></td><td>112</td><td></td></tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	112		112	
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
112		112													
GRETNA GREEN	<div>115 43 *</div> <div>115 20 *</div> <div>115 12</div> <div>113 60 *</div>														
Riggmoor L.C. (UWG)	113 10	<div> <div>UP & DOWN DUMFRIES</div> <div>80</div> <div>'U&D'D'</div> </div>													










Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Stanfield Farm L.C. (UWG)	111 05		 Carlisle (CE) box area
Muirhouse Farm L.C. (UWG)	110 73		
Eastriggs GF	109 75		
Network Rail NW/Scotland Regional Boundary	109 00		
	107 37*		
	107 34		Annan box area
ANNAN	107 12		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks																			
Carnforth North Jn	6 08 0 19	<p>NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)</p> <p>To Lancaster see page 4.1.8</p> <p>To Carlisle see page 4.1.8</p> <p>To Settle Jn. see page 10.1.15</p> <p>UM DM DFG</p>	<div><div>NRN</div><div>088</div></div> <p>AC: Crewe</p> <p>+ No.1 'up & down' goods loop (PF) 435m (1428ft)</p> <p>+ No.2 'up & down' goods loop (PF) 435m (1428ft)</p> <p>Preston (PN) box area to Carnforth Station Jn exclusive.</p> <p>(PF) down Furness goods line.</p> <p>Carnforth</p> <table><tr><th rowspan="2">Plat</th><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td>1</td><td>257</td><td></td><td></td><td></td></tr><tr><td>2</td><td>244</td><td></td><td>244</td><td>PP -C</td></tr></table>	Plat	Up		Down		Length(m)	Permissive	Length(m)	Permissive	1	257				2	244		244	PP -C
Plat	Up		Down																			
	Length(m)		Permissive	Length(m)	Permissive																	
1	257																					
2	244		244	PP -C																		
CARNFORTH	0 25* 0 31																					
Carnforth Station Jn	0 38																					
Carnforth Station Jn SB	0 43*																					

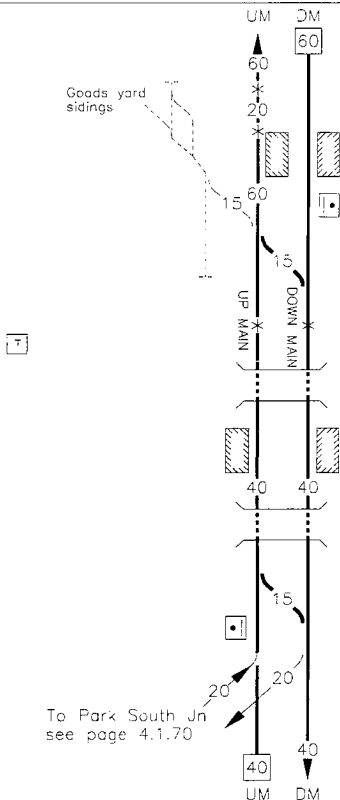
Location	Mileage V. Cr.	Running Lines & Permissible Speeds	Signalling & Remarks
Limit of Electrification	0 60 0 69 x		<p>AC: Crewe AB applies on this page Carnforth Station un. box area. DFG = Down Furness goods</p>

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
Silverdale L.C. (AHBC)	3 11 3 40 *		 AB applies on this page Silverdale <table><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td>116</td><td>/</td><td>108</td><td>/</td></tr></table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	116	/	108	/
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
116	/	108	/												
SILVERDALE	3 55 4 20 *														
Leaming L.C. (UWG)	4 22														
Waterslack Quarry L.C. (UWG)	4 74														
Black Dyke L.C. (AHBC)	5 57 6 10 *		<p>Arnside</p> <table><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td>105</td><td>/</td><td>111</td><td>/</td></tr></table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	105	/	111	/
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
105	/	111	/												
ARNSIDE	6 21 6 29 6 31 6 49 *														
Arnside SB															

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks																								
			<p>AB applies on this page</p> <p>Grange-Over-Sands</p> <table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> </thead> <tbody> <tr> <td>120</td> <td></td> <td>96</td> <td></td> </tr> </tbody> </table> <p>Kents Bank</p> <table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> </thead> <tbody> <tr> <td>74</td> <td></td> <td>73</td> <td></td> </tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	120		96		Up		Down		Length(m)	Permissive	Length(m)	Permissive	74		73	
Up		Down																									
Length(m)	Permissive	Length(m)	Permissive																								
120		96																									
Up		Down																									
Length(m)	Permissive	Length(m)	Permissive																								
74		73																									
Grange-over-Sands SB	6 72*																										
	9 31																										
	9 40*																										
GRANGE-OVER-SANDS	9 43																										
	10 00*																										
Bathing Pool L.C. (UWG)	10 20	T																									
Cart Lane L.C. (UWB)	10 59	T																									
KENTS BANK	11 27																										
Kents Bank L.C. (UWB)	11 30	T																									
	11 40*																										
	12 15*																										
	12 20*																										

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
Wraysholme L.C. (AOCL)	12 42*	UM 60 DM 30 50	 AB applies on this page												
	12 69*	30 50													
CARK & CARTMEL	13 59	 	Cark & Cartmel <table><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissible</th><th>Length(m)</th><th>Permissible</th></tr><tr><td>140</td><td></td><td>84</td><td></td></tr></table>	Up		Down		Length(m)	Permissible	Length(m)	Permissible	140		84	
Up		Down													
Length(m)	Permissible	Length(m)		Permissible											
140		84													
Crook Wheel L.C.(UWG)	14 24	60 60													
	16 56*	30 30													
	17 01*	60 60													
		UP MAIN DOWN MAIN													
		UM DM													

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
ULVERSTON			
Ulverston SB	19 20 *		
	19 25 *		
	19 28		
	19 47		
	20 00 *		
Lindal Tunnel (401m/439 yd)	21 75		
	22 53		
	22 to 73		
DALTON	23 67		
Dalton Tunnel (296m/225 yd)	24 01		
	24 to 11		
	24 34		
Dalton Junction SB	24 37		
Dalton Junction	24 38		




AB applies on this page
Ulverston

Up		Down	
Length(m)	Permissive	Length(m)	Permissive
88		86	

Dalton

Up		Down	
Length(m)	Permissive	Length(m)	Permissive
88		91	

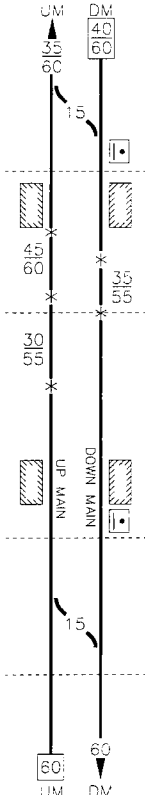

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
Furness Abbey Tunnel (76 yards)	25 41 to 25 44		 AB applies on this page												
Park House Farm L.C. (MWLO)	26 08 26 20 *		<div>T</div>	Roose											
ROOSE	27 13			<table><tr><th>Plat</th><th>Up</th><th>Down</th></tr><tr><td>Length(m)</td><td>Permissive</td><td>Length(m) Permissive</td></tr><tr><td>86</td><td></td><td>85</td></tr></table>	Plat	Up	Down	Length(m)	Permissive	Length(m) Permissive	86		85		
Plat	Up		Down												
Length(m)	Permissive		Length(m) Permissive												
86			85												
Salthouse Junction GF Salthouse Junction	27 57 * 27 59		<div>S</div> <div>T</div>	Released from Barrow-in-Furness SB											
	27 61 *														
	28 10 *														
	28 13 *														
	28 60 *														
BARROW-IN-FURNESS	28 76		Barrow-in-Furness												
			<table><tr><th>Plat</th><th>Up</th><th>Down</th></tr><tr><td>Length(m)</td><td>Permissive</td><td>Length(m) Permissive</td></tr><tr><td>166</td><td>PP-A</td><td>183</td></tr><tr><td>153</td><td>BAY</td><td>153</td></tr></table>	Plat	Up	Down	Length(m)	Permissive	Length(m) Permissive	166	PP-A	183	153	BAY	153
Plat	Up	Down													
Length(m)	Permissive	Length(m) Permissive													
166	PP-A	183													
153	BAY	153													

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Barrow-in-Furness SB	29 05		<p>TB applies between Barrow-in-Furness and Park South.</p>
	29 13 *		
	29 20		
	29 26 *		
	29 28		
	29 60 *		
	30 00 *		
	30 59 *		
Sandscale L.C. (AOCL) (a.k.a. British Cellophane)	31 44 *		
	31 51 *		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
			<p>TB applies between Barrow-in-Furness and Park South.</p>												
Park South Jn	32 50 *														
	32 77 *														
	33 00 *														
Park South SB L.C. (MCB)	33 05		AB applies from Park South to the bottom of page.												
Park North L.C. (UWG)	33 46														
Askam SB L.C. (MCB)	34 12 *														
ASKAM	35 06		<p>Askam</p> <table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissible</th> <th>Length(m)</th> <th>Permissible</th> </tr> </thead> <tbody> <tr> <td>61</td> <td></td> <td>52</td> <td></td> </tr> </tbody> </table>	Up		Down		Length(m)	Permissible	Length(m)	Permissible	61		52	
Up		Down													
Length(m)	Permissible	Length(m)	Permissible												
61		52													
Dunnerholme L.C. (UWG)	36 21														

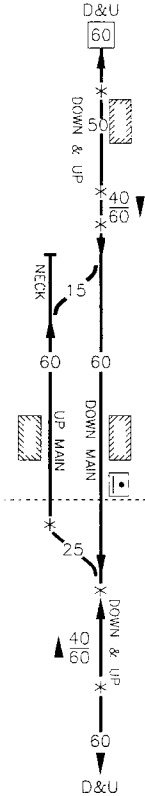

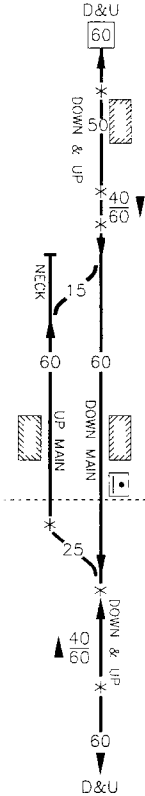
Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
KIRKBY-IN-FURNESS	38 19		 AB applies on this page Kirkby-In-Furness												
	38 20 *		<table><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td>76</td><td>/</td><td>69</td><td>/</td></tr></table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	76	/	69	/
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
76	/	69	/												
	38 26 *														
	38 60 *														
Skelly Crag L.C. (MCG)	40 24														
	40 32 *														
FOXFIELD	40 37		Foxfield												
Foxfield SB	40 40 *		<table><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td>79</td><td>/</td><td>79</td><td>/</td></tr></table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	79	/	79	/
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
79	/	79	/												
Foxfield L.C. (UWG)	40 41														
	40 60 *														
	41 78 *														
	42 34 *														
Green Road L.C. (AOCL)	42 34 *														
GREEN ROAD	42 37		Green Road												
	42 46 *		<table><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td>75</td><td>/</td><td>75</td><td>/</td></tr></table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	75	/	75	/
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
75	/	75	/												
	42 60 *														

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks														
Waltham Nurseries L.C. (UWG)	42 62	<div><div>60</div><div>60</div></div>	<div><div>NRN</div><div>088</div></div> <div>AB applies on this page</div>														
Underhill L.C. (UWG)	43 12	<div><div>60</div><div>60</div></div>															
Salthouse No.1 L.C. (UWG)	44 46	<div><div>60</div><div>60</div></div>															
MILLOM	45 01	<div><div>60</div><div>60</div></div>															
Millom SB	45 07	<div><div>60</div><div>60</div></div>	<div>Millom</div> <table><tr><th></th><th>Up</th><th></th><th>Down</th></tr><tr><th></th><th>Length(m)</th><th>Permissible</th><th>Length(m)</th><th>Permissible</th></tr><tr><td></td><td>120</td><td></td><td>122</td><td></td></tr></table>		Up		Down		Length(m)	Permissible	Length(m)	Permissible		120		122	
	Up		Down														
	Length(m)	Permissible	Length(m)	Permissible													
	120		122														
Moar Farm No.1 L.C. (UWG)	45 20 * 45 27	<div><div>60</div><div>60</div></div>															
Haverigg L.C. (AHBC)	45 60 * 46 05 46 27 *	<div><div>60</div><div>60</div></div>															
Hestham Hall L.C. (UWG)	46 32	<div><div>60</div><div>60</div></div>															
Kirksanton L.C. (MCG)	47 08	<div><div>60</div><div>60</div></div>															
Limestone Hall L.C. (MCG)	47 43 47 46 *	<div><div>60</div><div>60</div></div>															

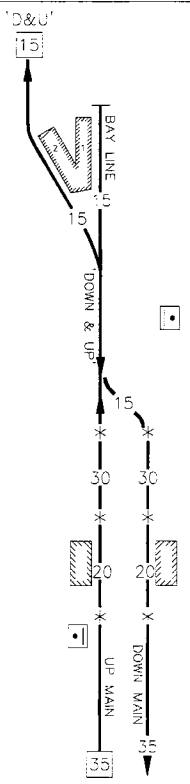

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks													
Silecroft SB L.C. (MCB)	48 12		 AB applies on this page													
SILECROFT	48 16		Silecroft <table><tr><th></th><th>Up</th><th>Down</th></tr><tr><th></th><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td></td><td>46</td><td>/</td><td>45</td><td>/</td></tr></table>		Up	Down		Length(m)	Permissive	Length(m)	Permissive		46	/	45	/
	Up		Down													
	Length(m)		Permissive	Length(m)	Permissive											
	46		/	45	/											
	48 28 *															
	49 25 *															
	49 54 *															
Whitbeck L.C. (ACCL)	49 55 *															
	50 05 *															
BOOTLE	53 34	Bootle <table><tr><th></th><th>Up</th><th>Down</th></tr><tr><th></th><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td></td><td>50</td><td>/</td><td>47</td><td>/</td></tr></table>		Up	Down		Length(m)	Permissive	Length(m)	Permissive		50	/	47	/	
	Up	Down														
	Length(m)	Permissive	Length(m)	Permissive												
	50	/	47	/												
Bootle SB L.C. (MCG)	53 37															
Middleton Place L.C. (LWC)	55 15															


Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks																																				
RAVENGLASS	57 79		<div> <div>NRN</div> <div>088</div> </div> <p>AB applies on this page</p> <p>Ravenglass</p> <table border="1"> <thead> <tr> <th colspan="2">Up</th><th colspan="2">Down</th></tr> <tr> <th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr> </thead> <tbody> <tr> <td>94</td><td>/</td><td>93</td><td>/</td></tr> </tbody> </table> <p>Drigg</p> <table border="1"> <thead> <tr> <th colspan="2">Up</th><th colspan="2">Down</th></tr> <tr> <th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr> </thead> <tbody> <tr> <td>66</td><td>/</td><td>84</td><td>/</td></tr> </tbody> </table> <p>Sellafield box area.</p> <p>Seascale</p> <table border="1"> <thead> <tr> <th colspan="2">Up</th><th colspan="2">Down</th></tr> <tr> <th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr> </thead> <tbody> <tr> <td>36</td><td>/</td><td>57</td><td>/</td></tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	94	/	93	/	Up		Down		Length(m)	Permissive	Length(m)	Permissive	66	/	84	/	Up		Down		Length(m)	Permissive	Length(m)	Permissive	36	/	57	/
Up		Down																																					
Length(m)	Permissive	Length(m)	Permissive																																				
94	/	93	/																																				
Up		Down																																					
Length(m)	Permissive	Length(m)	Permissive																																				
66	/	84	/																																				
Up		Down																																					
Length(m)	Permissive	Length(m)	Permissive																																				
36	/	57	/																																				
Saitcoats L.C. (MCG)	58 49																																						
Hall Carleton L.C. (UWG)	59 25	T																																					
Drigg SB L.C. (MCG)	59 79																																						
DRIGG	60 02																																						
	60 42		Drigg British Nuclear Fuels Sidings																																				
SEASCALE	62 12																																						
	63 34		British Nuclear Fuels Private Sidings																																				

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks																
SELLAFIELD			<p>AB applies between top of page & Sellafield box</p> <p>Up sidings 352m (1155ft)</p>																
	63 56																		
	63 65*																		
	63 72																		
Sellafield SB	63 76*		<table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> </thead> <tbody> <tr> <td>Loop 71</td> <td></td> <td>71</td> <td></td> </tr> <tr> <td></td> <td></td> <td>5C</td> <td></td> </tr> </tbody> </table> <p>ET applies between Sellafield and St. Bees</p>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	Loop 71		71				5C	
Up		Down																	
Length(m)	Permissive	Length(m)	Permissive																
Loop 71		71																	
		5C																	
BRAYSTONES	64 02*																		
	64 08*																		
	65 76		<table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> </thead> <tbody> <tr> <td>41</td> <td></td> <td>41</td> <td></td> </tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	41		41					
Up		Down																	
Length(m)	Permissive	Length(m)	Permissive																
41		41																	

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
NETHERTOWN	66 00*		 ET applies on this page Nethertown												
	67 35		<table><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr><tr><td>51</td><td></td><td>51</td><td></td></tr></table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	51		51	
	Up		Down												
	Length(m)		Permissive	Length(m)	Permissive										
	51			51											
69 20*															
69 47*															
70 11															
ST BEES	70 18		St Bees												
St Bees SB L.C. (MCB)	70 22														
	70 28*														
	70 34*														
	71 09*														
			Up main CL 218m (714ft)												

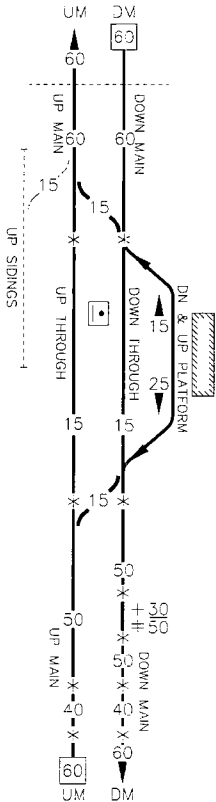

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signaling & Remarks
CORKICKLE	73 78	<div>D&U</div> <div><div>60</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div>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Location	Mileage M Ch	Running Lines & Permissible Speeds	Signaling & Remarks																															
WHITEHAVEN	74 66		<div></div> <div>ET applies between St Bees and Bransty</div> <div>Auxiliary token instrument located on Platform 2 at Whitehaven station</div> <div>Whitehaven</div> <table><tr><th>Plat</th><th>Up</th><th>Down</th></tr><tr><td></td><td>Length(m)</td><td>Permissive</td><td>Length(m)</td><td>Permissive</td></tr><tr><td>1</td><td>101</td><td>BAY</td><td>101</td><td>BAY</td></tr><tr><td>2</td><td>84</td><td>PP -C</td><td>84</td><td></td></tr></table> <div>AB applies between Bransty and Parton</div> <div>Parton</div> <table><tr><th></th><th>Up</th><th>Down</th></tr><tr><td></td><td>Length(m)</td><td>Permissive</td><td>Length(m)</td><td>Permissive</td></tr><tr><td></td><td>159</td><td></td><td>115</td><td></td></tr></table> <div>AB applies between Parton and Workington Main No. 2</div>	Plat	Up	Down		Length(m)	Permissive	Length(m)	Permissive	1	101	BAY	101	BAY	2	84	PP -C	84			Up	Down		Length(m)	Permissive	Length(m)	Permissive		159		115	
Plat	Up	Down																																
	Length(m)	Permissive	Length(m)	Permissive																														
1	101	BAY	101	BAY																														
2	84	PP -C	84																															
	Up	Down																																
	Length(m)	Permissive	Length(m)	Permissive																														
	159		115																															
Bransty SB	74 73 0 16																																	
Bransty Junction	0 22 0 25 *																																	
PARTON	1 33																																	
Parton SB	1 40 * 1 41																																	

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
Parton North Junction	1 68*	UM 35 DM 35 * * 15 * *	 AB copies on this page Parton box area.												
	2 50*	30 * *													
	2 55	15 * *													
	2 57*	30 30 * * 60 60 * * 20 20 * *													
	4 30*	60 * * 20 * *													
	4 40*	60 * * 20 * *													
	4 50 *	60 * * 20 * *													
	4 70*	60 * * 20 * *													
	5 30*	60 * * 20 * *													
		UM 60 DM 60													
HARRINGTON			Harrington <table border="1"> <thead> <tr> <th colspan="2">Up</th><th colspan="2">Down</th></tr> <tr> <th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr> </thead> <tbody> <tr> <td>43</td><td></td><td>43</td><td></td></tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	43		43	
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
43		43													

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
			<p>AB applies on this page</p>												
Workington Main No.2 SB	6 31 6 52 6 53														
WORKINGTON	6 65 *		AB (PF) applies in both directions on the Reception siding												
Workington Main No.3 SB	6 69 6 74		<p>Workington</p> <table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> </thead> <tbody> <tr> <td>80</td> <td></td> <td>79</td> <td></td> </tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	80		79	
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
80		79													
Merchants Quay LC(UWG)	6 77 7 00 * 7 01														


Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
Dock Branch G ⁺ Derwent Junction	7 30 7 31		<p>AB applies on this page</p> <p>Released from Workington Main No 3 box.</p>												
FLIMBY	10 42		<p>Flimby</p> <table border="1"> <thead> <tr> <th colspan="2">Up</th><th colspan="2">Down</th></tr> <tr> <th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr> </thead> <tbody> <tr> <td>53</td><td></td><td>45</td><td></td></tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	53		45	
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
53		45													
	11 10		<p>Maryport Station box area.</p>												
	11 52		<p>Crossovers and connections to and from Maryport Open Cast Sidings out of use.</p>												

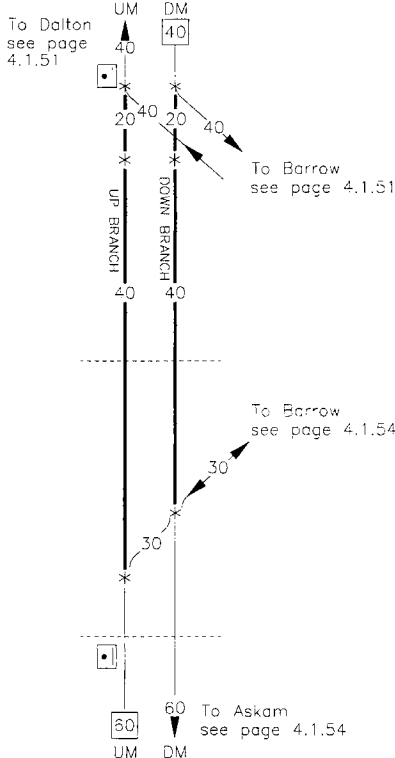

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks																
Maryport L.C. (CCTV)	12 04 12 05 0 00		 AB applies on this page																
Maryport Station SB (MS)	0 21		Maryport <table border="1" data-bbox="1089 446 1419 524"><thead><tr><th></th><th>Up</th><th></th><th>Down</th></tr></thead><tbody><tr><td>Length(m)</td><td>89</td><td>Permissive</td><td>Length(m)</td><td>89</td><td>Permissive</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr></tbody></table> DN & UP Platform 160m (525ft)		Up		Down	Length(m)	89	Permissive	Length(m)	89	Permissive						
	Up		Down																
Length(m)	89	Permissive	Length(m)	89	Permissive														
MARYPORT	0 27																		
	0 36 *																		
	2 40 *																		
	3 20 *		+Applies to class 60 locomotives only +Applies to all other trains																
	4 16 *																		
	4 29 *																		

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Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks												
ASPATRIA	7 58 *	UM 60 DM 60	<div><div><div>NRN</div><div>088</div></div><div>AB applies between top of page and Wigton</div><div>Aspatria</div><table><thead><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr></thead><tbody><tr><td>36</td><td>/</td><td>35</td><td>/</td></tr></tbody></table></div>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	36	/	35	/
	Up			Down											
	Length(m)	Permissive		Length(m)	Permissive										
36	/	35	/												
7 64	20 20														
7 68 *	20 20														
Aspatria Tunnel (51m/56 yd)	8 37 to 8 40 *	MU60 MU60													
Wigton GF	15 67	<div><div><div>SIDING</div><div>15</div><div>15</div><div>UP MAIN</div><div>DOWN MAIN</div></div><div><div>S</div><div>T</div></div></div>	Released from Wigton box												
Wigton SE	16 05														
WIGTON	16 20	60 60	<div>Wigton</div> <table><thead><tr><th colspan="2">Up</th><th colspan="2">Down</th></tr><tr><th>Length(m)</th><th>Permissive</th><th>Length(m)</th><th>Permissive</th></tr></thead><tbody><tr><td>50</td><td>/</td><td>50</td><td>/</td></tr></tbody></table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	50	/	50	/
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
50	/	50	/												
	18 20 *		+Applies to class 60 locomotives only #Applies to all other trains												
Rosewain LC (MWLG)	18 57	<div><div><div>30</div><div>60</div><div>UM</div><div>DM</div></div><div>I</div></div>	Carlisle (CE) box area from Rosewain L.C. (inclusive)												

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signaling & Remarks												
		<p>The diagram shows a vertical section of the railway. At the top, 'UM' (Up Main) and 'DM' (Down Main) are labeled. The Up Main track has a speed limit of 60 mph and a '30' speed limit sign. The Down Main track has a speed limit of 60 mph. A 'BP Oil Sidings' is shown between the two main tracks. The 'Dalston' station area is marked with a 'T' (Telegraph) and a 'S' (Signal) symbol. The 'Dalston Oil Depot GF' is also marked. The 'Dalston Station No.1 GF' is marked with a 'T' symbol. The 'Dalston Station No.2 GF' is marked with a 'T' symbol. The 'Dalston' area is marked with a 'T' symbol. The 'Dalston' area is marked with a 'T' symbol.</p>	<p>Carlisle (CE) box area. + Applies to class 60 locomotives only + Applies to all other trains</p>												
Dalston Oil Depot GF	19 00*														
	21 40*														
	22 00*														
	23 28	(S) (T)													
	23 30 *														
Dalston Station No.1 GF	23 39	(T)													
DALSTON	23 43														
			<table border="1"> <thead> <tr> <th colspan="2">Up</th> <th colspan="2">Down</th> </tr> <tr> <th>Length(m)</th> <th>Permissive</th> <th>Length(m)</th> <th>Permissive</th> </tr> </thead> <tbody> <tr> <td>80</td> <td></td> <td>75</td> <td></td> </tr> </tbody> </table>	Up		Down		Length(m)	Permissive	Length(m)	Permissive	80		75	
Up		Down													
Length(m)	Permissive	Length(m)	Permissive												
80		75													
Dalston Station No.2 GF	23 48	(T)													
	23 50 *														

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks
Low Mill L.C. (MWLB) Low Mill HABD	24 25 24 27		 Carlisle (CE) SB box area.
Currock GF	26 66		
Currock Jn	26 74 *		
	27 20 *		
	27 45 *		
	27 49		
Carlisle South Jn	27 49 68 67		
Carlisle SB (CE)	68 69		

Location	Mileage M Ch	Running Lines & Permissible Speeds	Signalling & Remarks	
		NW4041 DALTON JN. TO PARK SOUTH JN.		
Dalton Jn SB	24 37		 AB applies on this page	
Dalton Jn	24 38*			
	0 00			
	0 03*			
Goldmire Quarry L.C. (UWG)	0 61			
Park South Jn	0 76 32 77			
	33 00*			
Park South SB L.C.(MCS)	33 06			

NETWORK RAIL NORTH WEST - SECTIONAL APPENDIX - SECTION 4**TABLE B - SPECIAL WORKING AUTHORITIES AND TRAINS ASSISTED IN REAR**

From	To	Type of Train	Line(s)	Remarks
NW4001 PRESTON RIBBLE JN. TO COVE L.C.				
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 Fylde 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.

NETWORK RAIL NORTH WEST - SECTIONAL APPENDIX - SECTION 4**TABLE B - SPECIAL WORKING AUTHORITIES AND TRAINS ASSISTED IN REAR - *continued***

From	To	Type of Train	Line(s)	Remarks
NW4001 PRESTON RIBBLE JN. TO COVE L.C - <i>continued</i>				
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.

NETWORK RAIL NORTH WEST - SECTIONAL APPENDIX - SECTION 4

TABLE B - SPECIAL WORKING AUTHORITIES AND TRAINS ASSISTED IN REAR - *continued*

From	To	Type of Train	Line(s)	Remarks
NW4001 PRESTON RIBBLE JN. TO COVE L.C - <i>continued</i>				
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.
NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH				
Blackpool North No. 1	Blackpool North No. 2	Coaching stock	Down main	Propelling authorised. During darkness, fog or falling snow, a <u>red</u> 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 <u>red</u> light must be displayed on the leading vehicle.
NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)				
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.

NETWORK RAIL NORTH WEST SECTIONAL APPENDIX

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4**TABLE D1 - ROUTE AVAILABILITY OF MULTIPLE UNIT TRAINS****DMU, 14X, 150, 153 AND 155 MULTIPLE UNIT TRAINS**

	DMU	14x	150	153	155	Notes & Restrictions
NW4001 Preston Ribble Junction - Cove L.C.	Y	R *	Y	Y	Y	* Prohibited Caldew Jn. - Kingmoor Yard Down Goods (Goods line) and Mossband - Caldew Jn. Up Goods Arrival (Goods line).
NW4003 Preston Fylde Jn - Deepdale Junction	N	N	N	N	N	
NW4005 Preston Fylde Junction - Blackpool North	Y	Y	Y	Y	Y	
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	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4**TABLE D1 - ROUTE AVAILABILITY OF MULTIPLE UNIT TRAINS - *continued*****DMU, 14X, 150, 153 AND 155 MULTIPLE UNIT TRAINS - *continued***

	DMU	14x	150	153	155	Notes & Restrictions
NW4025 Currock Junction - Bog Junction	N	N	N	Y	Y	
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 *	Y	R *	Y	Y	* Prohibited Maryport to Carlisle.
NW4041 Dalton Junction - Park South Junction	Y	Y	Y	Y	Y	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4

TABLE D1 - ROUTE AVAILABILITY OF MULTIPLE UNIT TRAINS - *continued*

156, 158, 170, 175, 220 & 221 MULTIPLE UNIT TRAINS

	156	158	170	175	220 / 221	Notes & Restrictions
NW4001 Preston Ribble Junction - Cove L.C.	Y	R *	N	R \$	Y	* 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). \$ Prohibited Preston station platforms 3C and 4C and from Oxenholme Jn. to Cove LC.
NW4003 Preston Fylde Jn - Deepdale Junction	N	N	N	N	N	
NW4005 Preston Fylde Junction - Blackpool North	Y	R *	N	Y	Y	* Prohibited Blackpool North station platforms 7 and 8.
NW4007 Kirkham North Jn. - Blackpool South	Y	Y	N	N	N	
NW4009 Poulton - Burn Naze	N	N	N	N	N	
NW4011 Morecambe South Junction - Morecambe	Y	Y	N	Y	N	
NW4013 Hest Bank - Bare Lane	Y	Y	N	Y	N	
NW4017 Morecambe Junction - Heysham Port	Y	Y	N	N	N	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4**TABLE D1 - ROUTE AVAILABILITY OF MULTIPLE UNIT TRAINS - *continued*****156, 158, 170, 175, 220 & 221 MULTIPLE UNIT TRAINS - *continued***

	156	158	170	175	220 / 221	Notes & Restrictions
NW4019 Oxenholme - Windermere	Y	Y	N	Y	N	
NW4021 Upperby Junction - Rome Street Junction	Y	N	N	N	Y	
NW4023 Upperby Junction - London Road Jn.	Y	N	N	N	Y	
NW4025 Currock Junction - Bog Junction	Y	N	N	N	Y	
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	N	N	N	Y	
NW4033 Carnforth North Jn. - Carlisle South Junction (via Barrow)	Y	R *	N	R \$	R #	* Prohibited Barrow to Carlisle. \$ Prohibited Millom to Carlisle # Permitted Carlisle South Jn. to Currock Jn. only.
NW4041 Dalton Junction - Park South Junction	Y	N	N	N	N	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4**TABLE D2 - ROUTE AVAILABILITY OF MULTIPLE UNIT TRAINS****312, 317, 321, 322, 323, 325 AND 390 AC ELECTRIC MULTIPLE UNIT TRAINS
507 AND 508 DC ELECTRIC MULTIPLE UNIT TRAINS**

	312	317	321-322	323	325	390	507-508	Notes & Restrictions
NW4001 Preston Ribble Junction - Cove L.C.	Y	Y	N	N	Y	R*	N	* Prohibited from all bay platforms. Prohibited Kingmoor Jn. to Cove LC except in loco-hauled ECS mode. Prohibited from all sidings except Carlisle station A/1/2, Upperby Yard, up through siding Caldew Jn to Kingmoor Jn and the No.2 departure line / No.11 up departure siding at Kingmoor Yard. Maximum speed of 10 m.p.h. through No.1 UPL
NW4003 Preston Fylde Jn - Deepdale Junction	N	N	N	N	N	N	N	
NW4005 Preston Fylde Junction - Blackpool North	N	N	N	N	E	N	N	
NW4007 Kirkham North Jn. - Blackpool South	N	N	N	N	E	N	N	
NW4009 Poulton - Burn Naze	N	N	N	N	N	N	N	
NW4011 Morecambe South Junction - Morecambe	N	N	N	N	E	N	N	
NW4013 Hest Bank - Bare Lane	N	N	N	N	E	N	N	
NW4017 Morecambe Junction - Heysham Port	N	N	N	N	E	N	N	
NW4019 Oxenholme - Windermere	N	N	N	N	E	N	N	
NW4021 Upperby Junction - Rome Street Junction	N	N	N	N	E	N	N	
NW4023 Upperby Junction - London Road Jn.	N	N	N	N	E	R*	N	* Permitted in dead-hauled ECS mode only.

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4

TABLE D2 - ROUTE AVAILABILITY OF MULTIPLE UNIT TRAINS - *continued*

**312, 317, 321, 322, 323, 325 AND 390 AC ELECTRIC MULTIPLE UNIT TRAINS
507 AND 508 DC ELECTRIC MULTIPLE UNIT TRAINS - *continued***

	312	317	321-322	323	325	390	507-508	Notes & Restrictions
NW4025 Currock Junction - Bog Junction	N	N	N	N	N	N	N	
NW4027 Carlisle Yard Recess Sidings - Brunthill	N	N	N	N	N	N	N	
NW4029 Mossband Junction - Bush-on-Esk	N	N	N	N	N	N	N	
NW4031 Gretna Junction - Annan (excl.)	N	N	N	N	E	N	N	
NW4033 Carnforth North Jn. - Carlisle South Junction (via Barrow)	N	N	N	N	R *	N	N	* Permitted loco-hauled Carnforth North Jn. - Maryport only.
NW4041 Dalton Junction - Park South Junction	N	N	N	N	E	N	N	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4**TABLE D3 - ROUTE AVAILABILITY OF COACHING STOCK VEHICLES**

	MK I	MK II	MK III	MK IV	253/254 HST	Notes & Restrictions
NW4001 Preston Ribble Junction - Cove L.C.	Y	Y	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 *	* 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	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4

TABLE D3 - ROUTE AVAILABILITY OF COACHING STOCK - *continued*

	MK I	MK II	MK III	MK IV	253/254 HST	Notes & Restrictions
NW4033 Carnforth North Jn. - Carlisle South Junction (via Barrow)	R *	R *	R *	R *	R *	* Prohibited Maryport – Carlisle
NW4041 Dalton Junction - Park South Junction	Y	Y	Y	Y	Y	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4

TABLE D4 - ROUTE AVAILABILITY OF LOCOMOTIVES

CLASS 08 - 33

	RA	08/ 09	20	20/ 3	31/ 1	31/ 4/5	33	Notes & Restrictions
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	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4**TABLE D4 - ROUTE AVAILABILITY OF LOCOMOTIVES - *continued*****CLASS 08 - 33 – *continued***

	RA	08/ 09	20	20/3	31/ 1	31/ 4/5	33	Notes & Restrictions
NW4033 Carnforth North Jn. - Carlisle South Junction (via Barrow)	8 *	R\$	R\$	R\$	R\$	R\$	R\$	* RA7 Whitehaven – Maryport. \$ ELR: CBC3, Br. 8 - loco hauled trains of all types must not pass on bridge (1m. 20ch.). \$ ELR: CBC3, Br. 18 - loco hauled trains of all types must not pass on bridge (3m. 40ch.). \$ ELR: CBC3, Br. 41 - loco hauled trains of all types must not pass on bridge (6m. 60ch.). \$ ELR: CBC1, Br.151 - loco hauled trains of all types restricted to 30 mph over the bridge (59m. 5ch. – 59m. 50ch.)
NW4041 Dalton Junction - Park South Junction	8	Y	Y	Y	Y	Y	Y	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4

TABLE D4 - ROUTE AVAILABILITY OF LOCOMOTIVES - *continued*

CLASS 37 - 59

	RA	37/ 0/3/ 4/5	37/ 7/9	47/ 0/3/ 7/9	47/ 4/6	55	56	57	58	59	Notes & Restrictions
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	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4**TABLE D4 - ROUTE AVAILABILITY OF LOCOMOTIVES - *continued*****CLASS 37 - 59 – *continued***

	RA	37/ 0/3/ 4/5	37/ 7/9	47/ 0/3/ 7/9	47/ 4/6	55	56	57	58	59	Notes & Restrictions
NW4033 Carnforth North Jn. - Carlisle South Junction (via Barrow)	8 *	R\$	R\$	R\$	R\$	R\$	R\$	R\$	R\$	R\$	* RA7 Whitehaven - Maryport \$ ELR: CBC3, Br. 8 - loco hauled trains of all types must not pass on bridge (1m. 20ch.). \$ ELR: CBC3, Br. 18 - loco hauled trains of all types must not pass on bridge (3m. 40ch.). \$ ELR: CBC3, Br. 41 - loco hauled trains of all types must not pass on bridge (6m. 60ch.). \$ ELR: CBC1, Br.151 - loco hauled trains of all types restricted to 30 mph over the bridge (59m. 5ch. – 59m. 50ch.)
NW4041 Dalton Junction - Park South Junction	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	

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NEWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4**TABLE D4 - ROUTE AVAILABILITY OF LOCOMOTIVES - *continued*****CLASS 60 - 92**

	RA	60	66	67	73	86	87	90	91	92	Notes & Restrictions
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 Poulton - 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 Junction	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	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4**TABLE D4 - ROUTE AVAILABILITY OF LOCOMOTIVES - *continued*****CLASS 60 - 92 - *continued***

	RA	60	66	67	73	86	87	90	91	92	Notes & Restrictions
NW4033 Carnforth North Jn. - Carlisle South Junction (via Barrow)	8 *	R\$#	R\$#	R\$▲	Y\$	N	N	N	N	N	* RA7 Whitehaven - Maryport. \$ ELR: CBC3, Br. 8 - loco hauled trains of all types must not pass on bridge (1m. 20ch.). \$ ELR: CBC3, Br. 18 - loco hauled trains of all types must not pass on bridge (3m. 40ch.). \$ ELR: CBC3, Br. 41 - loco hauled trains of all types must not pass on bridge (6m. 60ch.). \$ ELR: CBC1, Br.151 - loco hauled trains of all types restricted to 30 m.p.h. over the bridge (59m. 5ch. – 59m. 50ch.) # 30 mph on down main between Maryport and Aspatria (2½ -3¼ mp). 30 mph on up main between Dalston and Wigton (22-21½ mp) and (19 - 18¼ mp). ▲ Permitted Whitehaven - Maryport
NW4041 Dalton Junction - Park South Jn.	8	Y	Y	Y	Y	N	N	N	N	N	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4

TABLE D5 - ROUTE AVAILABILITY OF FREIGHT VEHICLES

Route	RA	Gauge of Route	Heavy Axle Weight Vehicles	Notes & Restrictions
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*	* RA9/10 vehicles restricted to 50 mph between Preston Fylde Jn. and Poulton in the down direction only. RA9/10 vehicles are prohibited between Blackpool North No.1 signal box and Blackpool North station.
NW4007 Kirkham Nth Jn - Blackpool Sth.	8	/	N	
NW4009 Poulton - Burn Naze	8	/	R*	*RA9/10 vehicles permitted in the down direction only.
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 - Windermere	8	/	--	
NW4021 Upperby Jn. - Rome St. Jn.	8	/	Y	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4**TABLE D5 - ROUTE AVAILABILITY OF FREIGHT VEHICLES - *continued*.**

Route	RA	Gauge of Route	Heavy axle weight vehicles	Notes & Restrictions
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	/	N	
NW4029 Mossband Jn. - Bush-on-Esk	8	/	--	
NW4031 Gretna Jn - Annan (excl.)	8	W6A Ex. (W7)	Y	

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NETWORK RAIL NORTH WEST SECTIONAL APPENDIX - SECTION 4

TABLE D5 - ROUTE AVAILABILITY OF FREIGHT VEHICLES - *continued*

Route	RA	Gauge of Route	Heavy Axle Weight Vehicles	Notes & Restrictions
NW4033 Carnforth North Jn. - Carlisle South Jn. (Via Barrow)	8 *	\$	R #	<p>* RA7 between Whitehaven and Maryport.</p> <p>\$ Clear to W6A Ex. (W8) gauge for containers carried on FFA - FGA and KFA wagons between Workington Yard – Carlisle South Jn. only.</p> <p># RA9/10 vehicles are permitted subject to the following speed restrictions:</p> <p>ELR: CBC1, Br.15: 20 mph over the viaduct (6m 40ch. - 7mp)</p> <p>ELR: CBC1, Br.34: 20 mph over the viaduct (16m 40ch. - 17mp)</p> <p>ELR: CBC1, Br.106: 20 mph over the bridge (42m 20ch - 42m 40ch)</p> <p>ELR: CBC1, Br.141: 10 mph over the bridge (56m 40ch - 56m 60ch)</p> <p>ELR: CBC1, Br.151: 30 mph over the bridge (59m 5ch - 59m 50ch)</p> <p>ELR: CBC1, Br.165: 40 mph over the bridge (63m 20ch - 63m 40ch)</p> <p>ELR: CBC1, Br.169: 20 mph over the bridge (64m 20ch - 64m 40ch)</p> <p>ELR: CBC3: 30 mph in the down direction only between Maryport and Aspatria (2m 40ch – 3m 20ch)</p> <p>ELR: CBC3: Br. 18: 10 mph over the bridge (3m. 40ch.) This restriction applies to RA8 vehicles also.</p> <p>ELR: CBC3: 30 mph in the up direction only between Wigton and Dalston (22mp – 21m 40ch and 19mp – 18m 20ch)</p>
NW4041 Dalton Jn. - Park South Jn.	8	/	Y	

NETWORK RAIL NORTH WEST SECTIONAL APPENDIX

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LOCAL INSTRUCTIONS SECTION 4

NW4001 PRESTON RIBBLE JN. TO COVE LC

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.

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.

SHAP SUMMIT

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.

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.

CARLISLE 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 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.

KINGMOOR

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.

BETWEEN CARLISLE YARD AND LONGTOWN C.A.D

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.

NW4003 PRESTON FYLDE JUNCTION TO DEEPPALE JUNCTION

PRESTON DEEPPALE BRANCH

This line must not be used without the specific permission of the Network Rail Regional Operations & Safety Manager.

NW4005 PRESTON FYLDE JUNCTION TO BLACKPOOL NORTH

BLACKPOOL NORTH

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.

NW4007 KIRKHAM NORTH JUNCTION TO BLACKPOOL SOUTH

BETWEEN KIRKHAM AND 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).

NW4011 MORECAMBE SOUTH JUNCTION TO MORECAMBE**MORECAMBE JUNCTION GROUND FRAME**

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.

NW4017 MORECAMBE JUNCTION TO HEYSHAM PORT**BETWEEN MORECAMBE JUNCTION AND HEYSHAM**

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.

HEYSHAM POWER STATION LINE

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.

NW4019 OXENHOLME TO WINDERMERE**WINDERMERE BRANCH**

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.

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.

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.

NW4027 CARLISLE YARD RECESS SIDINGS TO BRUNTHILL

BETWEEN CARLISLE YARD DOWN RECESS SIDINGS AND BRUNTHILL

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.

NW4029 MOSSBAND JUNCTION TO BUSH-ON-ESK

LONGTOWN SIDING

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.

NW4033 CARNFORTH NORTH JUNCTION **TO CARLISLE SOUTH JUNCTION (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.

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*.

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.

BETWEEN BARROW YARD AND RAMSDEN DOCK

The maximum permissible speed is **5 mph**.

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.

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.

BETWEEN SELLAFIELD AND CARLISLE

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.

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.

HARRINGTON

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

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.

BETWEEN MARYPORT AND CARLISLE

Restricted clearance exists between trains and walls of bridges, etc, on this section of line.

WIGTON

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.

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.