Network Capability – Baseline Declaration : (1) Track and Route Mileage : (2) Line-speeds : London North Western Route (North) This document provides a snap-shot of the capability of the network as at 1 April 2009.

Hence for operational and planning needs during CP4, capability information should be obtained from the National Electronic Sectional Appendix

| LOR Seq. Line of Route Description                                 |   |   | ELR  | Route   | Last Updated     |
|--|---|---|------|---|------------------|
| NW7009 009 Farington Curve Jn. to Hall Royd Jn. (East Lancs lines) |   |   | FHR6 | LNW North   | 07/10/06         |
| Location   | Mileage<br>M Ch                                     | Running lines & speed restrictions  |      | Signalling & Remarks  |                  |
| BURNLEY MANCHESTER ROAD  | UEL DEL  2 25 2 45 1  1 45 1  MANCHESTER ROAD 21 67 |   |      | Platform Lengths: Burnley Manchester Road Platform Up 89m (97 yds) Platform Down 84m (92 yds) |                  |
| Towneley LC (MCB) (Not block post)                                 | 22 46   |   |      | Applies to Class 1 to 6 trai light locomotives only   | ns and           |
| Towneley Tunnel<br>(364m/ 398yd)                                   | 23 06<br>to<br>23 25<br>23 64 *                     | \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\  |      | ② Applies to class 7 & 8 train  | s only           |
| Holme Tunnel   | 23 68 *   | 25<br>NO<br>45<br>1<br>2<br>25<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>45<br>1<br>4<br>4<br>4<br>4<br>4<br>4<br>4<br>4<br>4<br>4<br>4<br>4<br>4 | on   | Area channel change at 25m 32ch   | NRN<br>088<br>Up |
| (242m/ 265yd)  | to 25 65 *  | - 20 20 <del> </del>  |      | DEL =DOWN EAST LANCS  | 017 Down         |
| Copy Pit crossover   | 26 20   | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$  |      | UEL =UP EAST LANCS  |                  |
| Portsmouth LC (R/G)  | 27 05 *   | <u>+</u>  |      |   |                  |
| r orialitodul Eo (190)   | 21 30   | 25 2<br>2 25 40 1<br>1 40 ▼<br>UEL DEL  |      |   |                  |