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10.1 Requirements

The Rail and Other Guided Systems Regulations, schedule 1, requires that the railway Safety Management System (SMS) makes provision for an emergency plan.

This emergency plan which is part of the STRPS Safety Management System provides the railway's policy for dealing with accidents or incidents causing disruption, harm, damage or injury. These may be caused by internal factors such as a train breakdown or external factors such as adverse weather or a combination of the two.

The purpose of the plan is to enable the railway to move in a swift and orderly manner from normal operation to emergency operation and return to normal operation as soon as reasonably possible.

All personnel on the railway should be familiar with the plan and know their part in dealing with an emergency. Training in the use of the plan will be provided. This training is mandatory for all operational personnel.

There should be an understanding of the role of external bodies in the event of an emergency and where appropriate external bodies such as emergency services should be briefed on the activities of the railway.

On each running day the railway is in the control of the Duty Operations Manager who will act as Incident Coordinator in the event of an emergency.


The South Tynedale Railway emergency plan details:

- How the railway will respond to an emergency that occurs anywhere within its operations and activities.
- The information to be given to the emergency services to allow them to plan their responses to an emergency on the railway.

The procedures in the Emergency Plan supplement those detailed in the various sections of the railway rulebook that deal with disrupted and degraded working.

These measures do not replace the guidance contained in the Duty Operations Manager's handbook although at the time of writing some details in the handbook require bringing up to date.

The Emergency Plan and subsequent updates shall be made available to relevant external agencies as required.

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10.2. Definitions

Accident: an event that results in injury or ill health.

Incident: an event not causing harm but which has the potential to cause injury or ill health.

Emergency: an unforeseen or unplanned event, which has life-threatening or extreme loss implications and requires immediate attention.

Examples of emergencies that may be encountered on the railway are:

- Stranded train and passengers
- Illness or injury of passengers or railway personnel
- Trespass or disorder caused by members of the public
- Fire on railway premises or the trackside
- Spillage of harmful substances

10.3. Scope and Purpose.


This plan is for use in the event of:

- an emergency involving an operating train
- fire or flood on the railway or its premises
- environmental emergencies such as spills
- any other accident or incident that could cause loss of life or injury on the railway

The emergency plan is for the use and guidance of all personnel who are signed-on at the time of an accident or incident. Those personnel must assume they will become involved as necessary in dealing with an emergency including assisting the emergency services.

Therefore all STR personnel must familiarise themselves with this plan in the same way they would familiarise themselves with the railway rule book and there will be mandatory training for operational personnel in the use of the plan.

This plan is for circulation to all local emergency services as detailed in section 1 in order to assist them in accessing the accident or incident quickly and to enable them to co-ordinate with and receive assistance from the railway in as efficient a manner.

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10.4 The Railway Operation.

The South Tynedale Railway is situated in the North Pennines, crossing the county boundary between Cumbria and Northumberland at Gilderdale Viaduct a little over 1 ½ miles north of Alston.

The main terminus and base of the railway is:

Alston Station, Station Approach, Alston, Cumbria, CA9 3JB
 What Three Words: acrobats.skate.memory (Alston Station level crossing)
 Map ref: NGR NY (35) 717467). OS - 1:50000 Series - Landranger Sheet 85.

From this terminus the railway runs north for around 4.5 miles following the valley of the South Tyne river to the current terminus at:

Slaggyford Station, Northumberland
 Post Code CA8 7NH.
 What Three Words: chops.fraction.hubcaps (Slaggyford Station level crossing)
 Map ref: (NGR (35) NY676524). OS - 1:50000 Series - Landranger Sheet 85.


The railway runs through sparsely populated upland farmland and is heavily engineered, with five viaducts plus several bridges, culverts, and cattle-creeps between Alston and Slaggyford.

The location is elevated, with Alston station at an altitude of 871 feet and Slaggyford station at 740 feet. Accordingly, weather conditions can be somewhat inclement, especially on exposed sections during the winter months.

The railway operates passenger services generally between Easter and the end of October and Santa Specials during December each year.

In the context of emergency response the following applies:

- Vehicular access to the railway from the public road is very limited and difficult and may require four wheel drive rough terrain vehicles.
- There is an emergency first responder service based at Alston but due to the remote location of Alston there may be a delay in the arrival of an emergency ambulance.
- There is a fire station at Alston which has one fire engine and is staffed by on call firefighters.

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- There is a part time police presence at Alston fire station. In addition there are police stations at Penrith, Hexham and Carlisle. There may be a delay in the arrival of police assistance if there is no immediate police availability at Alston.
- The railway crosses a county boundary and so is served by emergency services from two sets of local authorities and two sets of Fire and Rescue Services, posing possible co-ordination and communication issues.
- Weather and terrain conditions are those encountered on an exposed fell-side environment, being at times cold, wet and windy.
- There is no lighting and few useful buildings along the course of the railway between the terminal stations. There are rudimentary shelters at Kirkhaugh and Lintley Halt stations.


10.5 Emergency Access Routes and Site Evacuation Plan.

The STRPS emergency access map gives details of access points for the entire length of the railway together with notes on vehicle requirements. These maps are shown as appendix 5 of this document.

There are 9 vehicle and pedestrian crossings on the railway and each has a marker on the crossing giving the name of the crossing, the map grid reference and the What Three Words location of each crossing. These 9 crossing markers are illustrated in appendix 2 of this document.

Each access point is named and these are listed in the Duty Operations Manager’s handbook and in appendices 3 and 4 of this document. As soon as STRPS personnel have identified the area of the incident, the relevant access point will be given to the emergency services to enable them to get as close as possible to the site of the incident.

In the light of the above it is important that all railway personnel who are operating trains know where they are on the railway and can locate themselves quickly on the emergency access map in order to communicate their location accurately to the Duty Operations Manager.

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10.6 Actions in Response to an Emergency involving an Operating Train.

10.6.1 Train Staff Action.

Either the Guard or Driver must, once the train is stationary with handbrake applied and the immediate safety of the line has been secured, contact the Alston signaller stating:


- Name & Role.
- Location of train as accurately as possible.
- The reason for the call (accident, incident, emergency).
- The nature of the incident.
- The number of persons involved.
- The seriousness of the incident and if it is likely to develop further.
- What has been done to date.
- Request, if required, that the Alston signaller summons the emergency services.
- Request, if required, the dispatch of a rescue locomotive to the train.

Either the Driver or Guard, once the train is secured and the signaller has been informed as above should:

- Ascertain if there is anyone on the train who may have particular needs or vulnerabilities.
- Advise passengers not to detrain although it is recognised that passengers may detrain of their own volition.
- Try to minimise distress and reassure passengers.
- Keep passengers informed of the progress of rescue arrangements.

10.6.2 Alston Signaller Action.

The Alston signaller will immediately inform the DOM of the incident and, if requested by the train crew, inform the DOM of their intention to call the appropriate emergency service by dialling 999.

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When connected to the emergency services operator the signaller should state:

- Service Required.
- Their name.
- Location from where they are calling as accurately as possible.
- The capacity in which they are calling.
- The reason for the call (accident, incident, emergency):
 - Describe the type of incident.
 - Confirm the location of the incident.
 - The number of persons involved.
 - The seriousness of the incident and if it is likely to develop further.

And be prepared to answer further questions or respond to the emergency services operator's requests.

10.6.3 Duty Operations Manager (DOM) as Incident Controller.


Immediately an incident is notified, the DOM assumes the role of Incident Controller with full command and responsibility for controlling the STR response to the incident.

If the DOM cannot be located then the Alston Signaller, or another member of operational staff can assume this role until the DOM is located. It is however stipulated in the rulebook that the DOM should be continuously available by radio and therefore non availability should be a rare event.

Alston Signal Box becomes the operations room where the DOM/Incident Controller is located unless there is a need for the Incident Controller to be elsewhere in order to effectively deal with the incident.

The Incident Controller will:

- Assess the accident, incident or emergency and devise an adequate and timely response which is properly prioritised, in which several tasks may have to run concurrently.
- Assemble, brief and instruct available personnel at Alston
- If the emergency services have been called by the signaller the Incident Controller will contact the emergency services and advise them that they are in place as STRPS Incident Controller and located at Alston Signalbox.
- Liaise with external emergency services and agencies should they be employed.
- From the Incident Operations Room in Alston Signalbox, start and maintain a log which records in detail (including times) the events resulting from the incident.

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- In the event of a serious incident where the emergency services have been called contact the Chair of the STRPS Trustees and the Head of Safety to inform them of the situation.
- Continuously monitor the response plan making changes to the plan as required by the prevailing circumstances.
- Ensure the establishment of appropriate welfare facilities if necessary.
- Ensure that an incident investigation is started ensuring that all appropriate information is gathered and is retained for later use in the investigation.
- Ensure that after consultation with the STRPS Chair of the Trustees / STRPS Head of Safety the Office of Rail and Road/Rail Accident Investigation Branch are informed as soon as possible when this is required.

10.6.4 The Emergency Services Liaison Officer (ESLA).

In the event of the emergency services being called and requesting an STR representative to attend the incident alongside them the Incident Controller will appoint an Emergency Services Liaison Officer. If the incident concerns a failed train this is likely to be the train driver or guard.


The ESLA will:

- Make themselves known to the emergency services person in charge as the STR representative.
- Confirm that they are the liaison officer between the STR and the emergency services.

At this point the emergency services will assume control of the incident and STRPS will act in accordance with their instructions.

10.6.5 Media Statement(s)

If necessary in the event of an accident or incident the STRPS Chair of Trustees or Head of Safety will make factual statements to the media, either in the form of a prepared media release or immediately. In addition an appropriate statement may be made on social media.

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10.7 Incidents Involving Failed Trains

10.7.1 Train Rescue Arrangements

It is the policy of the South Tynedale Railway that no passenger train may run unless there is a rescue locomotive and suitably qualified rescue locomotive driver stationed at Alston. Normally this will be the Duty Operations Manager but it can be any suitably qualified person. It therefore follows that, in accordance with SMS 6.1 Competency Management, all DOMs are qualified for battery electric and diesel rescue. It is the job of the DOM to deliver the rescue locomotive to the location of the failed train where the driver of the failed train will take over the coupling on and driving of the rescue locomotive.

The rescue locomotive will be positioned at the beginning of the running day so that it is immediately accessible by the DOM and has been checked that it is fit to run.

10.7.2 Safety and Wellbeing of Passengers

In the event of a train breakdown the first priority will always be the safety and wellbeing of passengers and their speedy rescue. Therefore the guard should immediately inform the signaller of a train breakdown and the signaller should inform the DOM. The DOM or other rescue driver should immediately begin to prepare the rescue locomotive.


Unless there is an obvious and quick repair train crew should not spend time trying to rectify any fault and should without delay request that a rescue locomotive is dispatched to the rescue site.

10.7.3 Compliance with the STR Rulebook

Any train rescue operation will be carried out in accordance with the relevant sections of the railway rulebook and in particular section M4 Failed Trains. This includes setting out the necessary failed train protection and the procedure for entering the One Train Working section without the token (which will be on the failed train).

10.7.4 Use of Emergency Services

It is anticipated that most train rescues will be speedily effected and passengers will be safely brought back at Alston in a timely manner. However in the event of an immovable failed train it may be necessary to detrain passengers. In some circumstances passengers who are able to do so will detrain of their own volition and walk back to Alston or the

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nearest road. However it should be anticipated that a significant proportion of passengers will be unable to detrain due to their physical limitations. In such an event it will be necessary to call the emergency services to attend and they will take on the task of detraining passengers.

Northumberland and Cumbria Fire and Rescue Services are aware of this possibility and they will be sent a copy of this emergency plan. In such circumstances, as the railway operates in both Cumbria and Northumberland, the following applies: If the train is south of Gilderdale Viaduct and therefore in Cumbria, Cumbria Fire and Rescue will be called. If the train is north of Gilderdale Viaduct and therefore in Northumberland, Northumberland Fire and Rescue will be called.

It is anticipated that the two Fire and Rescue Services will cooperate with each other as necessary in such a situation. Similarly both services have links to Mountain Rescue who may also be required to assist.

In some circumstances it may also be necessary to call paramedic or ambulance services to a failed train and in such a case the procedures in 10.6.2 will also apply.

10.7.5 Emergency Use of a Rescue Train.


In the event of an immovable failed train it may be decided by the Incident Controller that a rescue locomotive and coach should be deployed in order to bring passengers who are able to detrain, or who have been detrained by the emergency services back to Alston.

There will therefore be a rescue coach with guard's compartment stabled at Alston. The rescue coach will be fit to run and accessible for coupling on to the rescue locomotive. According to the configuration of the rescue train it may either be propelled or hauled to the rescue site. If propelled back to Alston then the rules on propelling passenger trains will apply. It is recognised that the rescue coach, hauled or propelled, will not meet the passenger train requirement of consisting of at least two coaches and in recognition of this the rescue train speed will be limited to 5 mph.

As the Incident Controller/DOM may not be available for this duty the failed train driver may have to be brought back to Alston to arrange and drive the rescue train.

10.7.6 Welfare of Passengers

If passengers are stranded on a failed train for a significant period there may be a need to attend to their comfort and wellbeing. Water is carried in the guard's compartment and if necessary food may be delivered to the rescue site.

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We should recognise that STR trains do not have toilet facilities and appropriate arrangements should be made for the comfort and dignity of passengers. For use as a last resort there will be a portable commode in the guard's compartment.

10.8 Standing Down from an Emergency and Return to Normal Operation

Orders to stand down will be given by the Incident Controller or the lead emergency service, if deployed, on the conclusion of the incident. All concerned must come to a clear understanding that the incident has been resolved in terms of the safety of the public and railway personnel.

Once the stand down has been given the post-incident phase will begin to restore the railway to its normal state.

10.9 Actions in response to an Emergency involving an outbreak of fire or injury on STRPS premises.

10.9.1 Types of Emergency

A fire may occur on STR premises at Alston or Slaggyford and may be in workshops, catering, storage or office areas. In addition a fire could be on the trackside, particularly in hot dry weather where steam locomotive embers may start a fire.

An injury may occur anywhere on site and may involve slips, trips or falls inside or out on the track. There may be cuts, burns or other shock trauma or falls from height or falls into inspection pits.

While there should be an emergency first aider on duty to provide immediate assistance in cases of any doubt the emergency services, principally paramedics or the ambulance service, should be called in the case of any doubt.

10.9.2 Initial Response to a Fire in Premises or Accident Requiring Medical Help

In the event of a fire being discovered the alarm must be raised. Unless the fire is of a very minor nature and can be tackled by railway personnel the building in question must be evacuated.

Once the fire alarm has been raised or an accident occurs requiring medical help then the emergency services should be summoned by any suitable person by dialling 999.

The caller should state:

- The service Required.
- Name of person making the call.



- Where they are calling from, as accurately as possible, out on the line in particular, What Three Words should be used.
- The capacity in which you are calling.
- Describe the type of incident
- The number of people involved
- The seriousness of the incident and whether it is likely to develop further

Be prepared to answer further questions or respond to the emergency controller's requests.

Once the emergency services have been summoned contact the DOM/Responsible Person to make them aware of the emergency and that the emergency services have been called.

10.9.3 Duty Operations Manager (DOM)/Responsible Person.

10.9.3.1 Incident Controller (IC).


Immediately an incident of fire or injury is notified the DOM/Responsible Person assumes the role of Incident Controller with full responsibility for controlling the STRPS response to the incident.

If the DOM/Responsible Person cannot be located then another suitable person should assume the IC role until the DOM/Responsible Person can be located.

10.9.3.2 Duties of the Incident Controller (IC).

The Incident Controller will:

- Assess the accident, incident, fire or other emergency and devise an adequate and timely response.
- Assemble, brief and organise available personnel.
- Contact the emergency services and advise them that she/he is in place as STRPS Incident Controller on (mobile phone number) located on site.
- Liaise with external emergency services and agencies.
- Start and maintain an log which records (including times) the details of the incident.
- Contact the Chair of the STRPS Trustees.
- Contact the STRPS Head of Safety.

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- Stand by for requests for assistance as required.
- Ensure that suitable investigation procedures are initiated as required.
- Continuously monitor the response plan making changes to the plan as required by the circumstances.
- Establish appropriate welfare facilities if necessary.
- Where the emergency services require an STRPS representative at the site of the incident appoint an Emergency Services Liaison Officer (ESLA) but this cannot be not the IC who must remain on site in the operations room.
- A particular duty of the ESLA will be to guide the emergency services to the site of the incident once they have arrived on site. They should be present and identify themselves when the emergency services arrive.

10.9.4 Evacuation of STRPS Buildings in the event of a Fire or Security Alert.

On the discovery of a fire the alarm shall be raised and all personnel and members of the public shall evacuate the building via the marked fire exits or main entry door.

The evacuation instructions are contained in the Fire Risk assessments (SMS 8.6 Fire Safety Arrangements)

10.9.5 Standing Down.

Orders to stand down after a fire or accident will be given by the Incident Controller or the lead emergency service, if deployed, on the conclusion of the incident. All concerned must come to a clear understanding that the incident has been resolved in terms of the safety of the public and railway personnel.

Once the stand down has been given the post-incident phase will begin to restore the railway and/or its activities to their normal state.

10.10 Actions in Response to an Environmental Emergency.

10.10.1 Definition.



A sudden event or accident resulting from an event whether natural, technological, or a human-induced situation that causes or threatens to cause severe environmental damage and possible harm to human or wild life health.

Examples include but are not limited to:

- Spillage of diesel fuel or lubricating oil on unmade ground or into the sewage system or directly into a water course
- Discharge of hydraulic oil as above when a pipe bursts on a piece of industrial equipment
- Discharge of contaminated water into a watercourse.
- Spillage of pesticides.
- Failure of spill protection equipment resulting in contamination of ground or a watercourse
- etc

10.10.2 Initial Response

The STR personnel involved in the emergency should, wherever it is safe to do so, take immediate steps to contain any spillages using spill kits, booms or other means that may be available.

Once the site of the emergency has been protected, they should then contact the DOM/Responsible Person advising them of the incident.


10.10.3 Incident Controller (IC).

Immediately an incident is notified, the DOM / Responsible Person assumes the role of Incident Controller with full responsibility for controlling the STR response to the incident.

If the DOM / Responsible Person cannot be located then another member of railway personnel can assume the IC role until the DOM/Responsible Person is located.

The Incident Controller will:

- Assess the spillage incident or emergency and devise an adequate plan to deal with the incident.
- Consider whether the Environment Agency, Fire and Rescue Service, Police, local authority or water authority should be contacted at this stage
- Assemble, brief and organise available personnel to deal with the incident.
- Consider, in the event of a polluting incident, whether the involvement of a private contractor is required in order to clear up any spillage

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- Start and maintain a log which records in detail the events resulting from the incident.
- Contact the Chair of the STRPS Trustees.
- Contact the STRPS Head of Safety.
- Ensure that suitable investigation procedures are initiated as required.
- Continuously monitor the response plan making changes to the plan as required by the circumstances.

10.10.4 Evacuation of STRPS Building(s) in the event of an Environmental Emergency.

If an environmental emergency requires the evacuation of an STRPS building(s) all personnel shall be evacuated via the marked fire exits or main entry door.

10.10.5 Investigations.

Following an environmental emergency there will be a detailed investigation into the circumstances and events that took place. This will be initiated by the DOM/Responsible Person, supported by the STRPS Head of Safety and if deemed necessary an external competent investigator.


All STRPS personnel are required to cooperate fully with this investigation.

Initial interviews with STRPS personnel and other witnesses should be conducted as soon as possible after the emergency is declared over or within 24 hours.

Pictures, artefacts, records etc associated with emergency should be collected and stored securely for later use by the investigators.

10.11 Lessons Learnt from Emergencies

All the emergency incidents referred to in this Emergency Plan provide opportunities for organisational learning and the improvement of policies and practice on the railway. In order that this can take place each investigation report as referred to throughout this document will be submitted to the STRPS Safety Management Group for discussion and action.

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The outcome of any such discussion will be reported to the following meeting of the STRPS Board of Trustees.

10.12 HRA Guidance Note on Emergency Planning

In addition to this document, SMS 10.1 Emergency Plan, there is the Heritage Railway Association guidance on emergency planning which is included as Section 10.2 of the Safety Management System.

10.13 Emergency Plan Circulation

This document is circulated as follows:

- All operational personnel via email and the volunteers' area of the STRPS website
- Northumberland and Cumbria Fire and Rescue Service(s)
- Alston Fire Station
- Alston First Responders

And further as appropriate.



Appendix 1 Emergency Contact List.

Emergency services.

- Fire, police, ambulance- dial 999
- Mountain Rescue- dial 999, ask for police and request "mountain rescue"

Regulators.

- Rail Accident Investigation Branch- during office hours 01332-253333
- HM Railway Inspectorate- during office hours 0207-282-3910
- RAIB & HMRI - out of office hours 0205-445-4554
- Office of Rail and Road
- Environment Agency pollution hotline 0800-807-060

Local Service Suppliers.

- Henderson's Garage (transport- minibuses, taxis) 01434-381204
- Moredun Garage (plant, equipment) 01434-381318
- Alston Taxis (transport- up to 6 people) 01434-381386
- Wrights Buses (Nenthead garage) 01434-381200
- Alston Cottage Hospital minor injuries unit 01434-381218
- Alston GP practice 01434-81214
- Pennine Environmental Solutions 0800-783-7747

STRPS Contacts.

- STRPS Chair of Trustees 07999 892 129 (Ian Millward)
- STRPS Deputy Chair of Trustees 07368 658 625 (F Shaw)
- STRPS Volunteer Coordinator. 07980 447 358 (D Smith)
- STRPS Head of Safety 07740 612 804 (D Granath)
- Head of Infrastructure 07766 881 647 (Kevin Malone)
- STRPS Operations Manager 07519 269 424 (Natalie Tomlinson)
- STR Alston Office. 01434 321540
- STR Alston Signalbox. 01434 382070

Appendix 2 Level Crossing Marker Plates

Crossing Number	Crossing Name	Marker Plate
1	Alston Station Crossing	 <p> * Level Crossing Information * Name: Alston Station Crossing Number: STR-1 O.S. Grid ref: NY 71679 46760 what3words: ///acrobats.skate.memory Mileage: ALSTON 0m 4.85ch In emergency phone: 01434 382070 </p>
2	Water Authority Crossing	 <p> * Level Crossing Information * Name: Water Authority Crossing Number: STR-2 O.S. Grid ref: NY 71524 47169 what3words: ///televise.pools.survived Mileage: ALSTON 0m 26.75ch In emergency phone: 01434 382070 </p>
3	Holms Crossing Footpath	 <p> * Level Crossing Information * Name: Holms Footpath Crossing Number: STR-3 O.S. Grid ref: NY 71513 47291 what3words: ///warpaged.fantastic.sides Mileage: ALSTON 0m 31.48ch In emergency phone: 01434 382070 </p>

4	Wanwood Crossing	 <p>• Level Crossing Information • Name: Wanwood Crossing Number: STR-4 O.S. Grid ref: NY 70712 48293 what3words: ///unframed.juggles.gala Mileage: ALSTON 1m 19.52ch In emergency phone: 01434 382070</p>
5	Lort Burn Crossing	 <p>• Level Crossing Information • Name: Lort Burn Crossing Number: STR-5 O.S. Grid ref: NY 69900 49500 what3words: ///count.latter.cakewalk Mileage: ALSTON 1m 76.85ch In emergency phone: 01434 382070</p>
6	Lintley Halt Footpath Crossing	 <p>• Level Crossing Information • Name: Lintley Halt Footpath Crossing Number: STR-6A O.S. Grid ref: NY 68858 50576 what3words: ///busters.curly.count Mileage: ALSTON 3m 26.00ch In emergency phone: 01434 382070</p>
7	Thornhope Crossing	 <p>• Level Crossing Information • Name: Thornhope Crossing Number: STR-7 O.S. Grid ref: NY 88541 93211 what3words: ///deeply beads beads Mileage: ALSTON 3m 43.71ch In emergency phone: 01434 382070</p>

8	Slaggyford South Footpath Crossing	 <p>• Level Crossing Information • Name: Slaggyford South FP Crossing Number: STR-8 O.S. Grid ref: NY 67704 52155 what3words: ///buzzards.shells.affair Mileage: ALSTON 4m 29.82ch In emergency phone: 01434 382070</p>
9	Slaggyford Station Crossing	 <p>• Level Crossing Information • Name: Slaggyford Station Crossing Number: STR-9 O.S. Grid ref: NY 67619 52359 what3words: ///chops.fraction.hubcaps Mileage: ALSTON 4m 40.95ch In emergency phone: 01434 382070</p>

Appendix 3 Access Points by Road using Normal Vehicles

Location	What Three Words
Alston Station level crossing	acrobats.skate.memory
Alston Station coaling dock, accessed from the car park	outdoor.open.renewals
Water Authority Crossing, west from A686 Hexham road, just north of the end of 30 mph limit	reconnect.pavilions.scrap
Overbridge 52, good farm track from A689 at Howgill Rigg	tried.wired.count
Underbridge 43, unclassified road to Kirkhaugh Farm with accommodation crossing	captures.cemented.tempting
Track to Lintley Halt Station, Lintley Viaduct and Occupation Bridge 41	scrubber.stored.buns



Bridge 39, public road crossing of A689 over railway – note, steeply descending access to track side	adopting.tricycle.leaned
Slaggyford Station level crossing	chops.fraction.hubcaps

Appendix 4 Access Points by road using off road vehicles

Location	What Three Words
Overbridge 56, rough track across fields from A689 Brampton Road, entry opposite Wanwood Hall Farm	firm.doped.masses
Gilderdale Viaduct, rough track across the field from A689; entry opposite road to Whitlow	mornings.geology.launcher
Lort Burn Crossing, poor access across the field from A689; entry opposite the road to Castle Nook	staples.tastes.airtime
Overbridge 46, across the field from A689 via Dyke Farm	pedicure.sinkhole.searches
Accomodation crossing Thornhope	warns.satellite.stews

Appendix 5 Maps Showing Emergency Access Points to the Railway

