Module SC10

Scotland Route

Sectional Appendix
Module 10

December 2006

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LIST OF MODULE PAGES AND DATES

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MAPS

MAP 9: BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

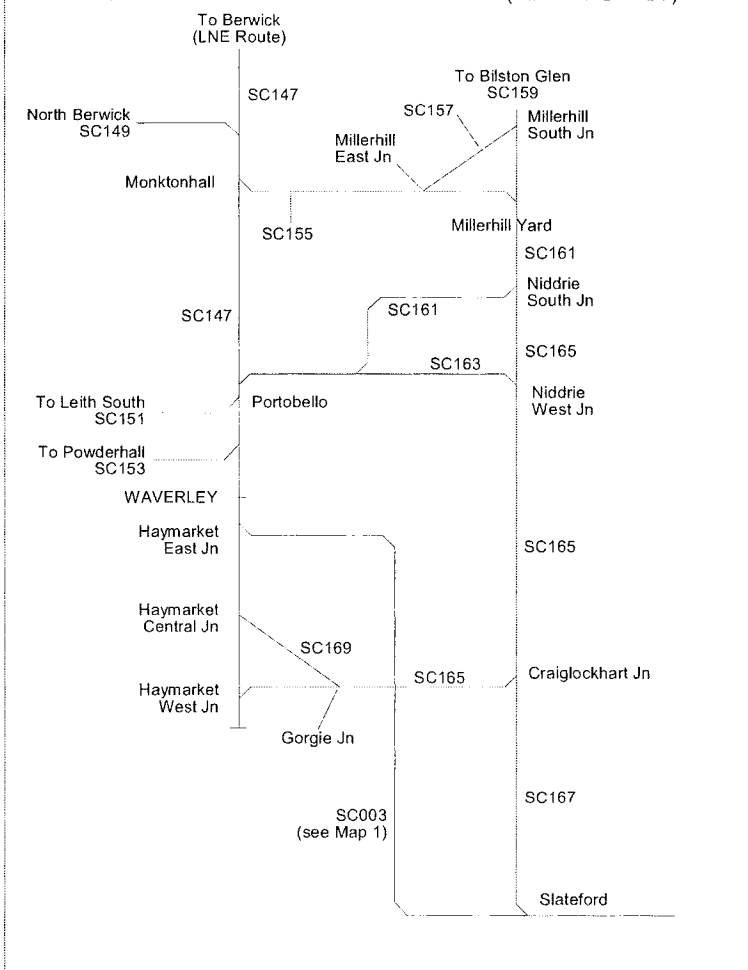

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TABLE A DIAGRAM

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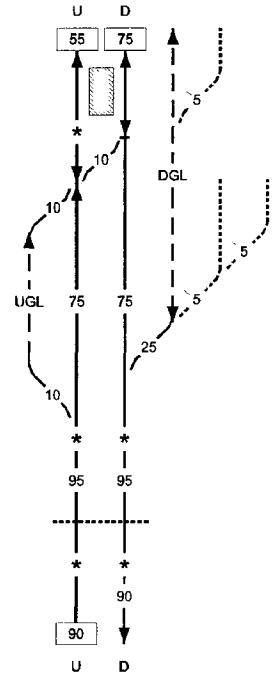
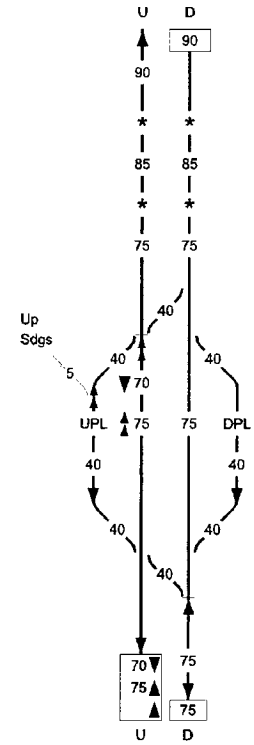
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	001	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BERWICK	67 00		TCB Tweedmouth SB (TW) AC:Cathcart ECR NRN 093
	67 06 *		
			DGL 2436f (742m) (116 SLU's)
			UGL 1285f (390m) (61 SLU's)
	67 69 *		
No 203 LC (R/G)	68 52		
	69 00 *		

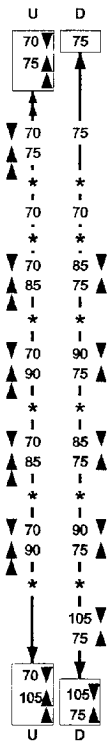
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	002	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U D 90 90	TCB Tweedmouth SB (TW) AC:Cathcart ECR NRN 093
OHNS	69 17		
Territory Boundary	69 67 *	TERRITORY BOUNDARY * * LN600 seq 29 LONDON NORTH EAST SCOTLAND	
	54 50		NRN 068 Edinburgh SC (EG)
		95 95	
	50 08 *	* *	
		80 80	
	49 09 *	* *	
		95 95	
		40	
Reston GSP	47 14	25	
Reston Up GF OHNS	46 22	Ⓢ 5 Sdgs 5	
Reston Down GF	46 15	Ⓢ Sdgs	
	45 34 *	* *	
		90 90 U D	

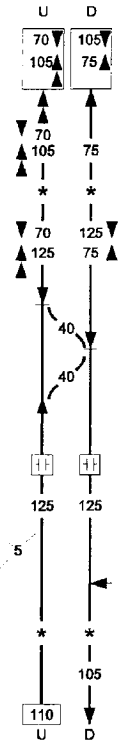
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	003	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NRN 068
			TCB Edinburgh SC (EG) AC:Cathcart ECR
	43 30 *		
	42 41 *		
Grantshouse	41 14		
Up Sidings GF	41 08	S	UPL 1915f (580m) (91 SLU's)
			DPL 2125f (647m) (101 SLU's)
			TOWS between Grantshouse and Innerwick

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	004	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edinburgh SC (EG) AC:Cathcart ECR NRN 068 TOWS between Grantshouse and Innerwick

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	005	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

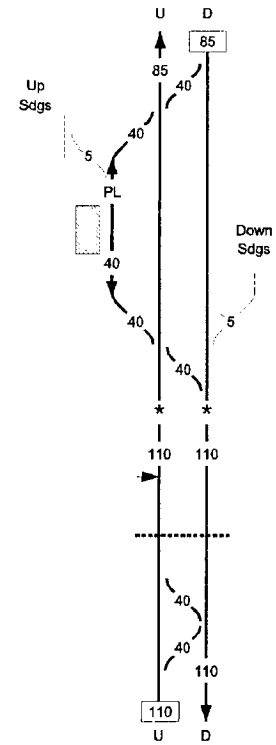
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NRN TCB Edinburgh SC (ED) (EG) AC:Cathcart ECR 068
	34 75 *		TOWS between Grantshouse and Innerwick
Innerwick	34 40		
OHNS	33 60		
Tomess Sdg GSP	32 77	Ⓢ	
Oxwellmains HABD (Down)	32 65		
	31 41 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	006	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Oxwellmains	31 20	U D 105 110 Down Sdg Up Sdg 10 5 40 40	TCB Edinburgh SC (ED) AC:Cathcart ECR NRN 068
	31 00 *	* * 110	
	29 43 *	* * 85 85	
		85 U D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	007	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Up Sgds GF	29 10	Ⓢ	
DUNBAR	29 05		PL 1285f (390m) (61 SLU's)
Down Sdgs GF	29 03	Ⓢ	
	28 35 *		
Stenton HABD (Up)	25 48		
Knowes LC (UWC)	24 57	T	
Stenton GSP	24 42		

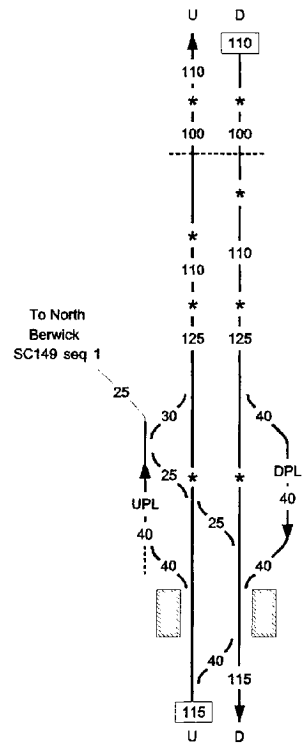


NRN 068

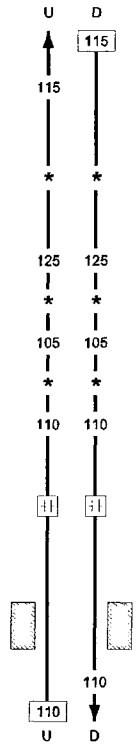
TCB Edinburgh SC (ED) AC:Cathcart ECR

ELR : ECM8

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	008	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

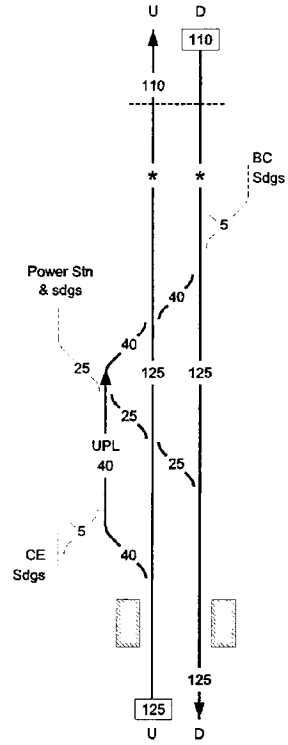
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edinburgh SC (EF) AC:Cathcart ECR NRN 068
	23 77 *		
Markle LC (AHBC)	22 14		
	21 65 *		
	20 71 *		
	20 21 *		
Drem Jn	18 15		
	18 13 *		UPL 1325f (400m) (63 SLU's) DPL 1555f (470m) (74 SLU's)
DREM	17 60		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	009	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

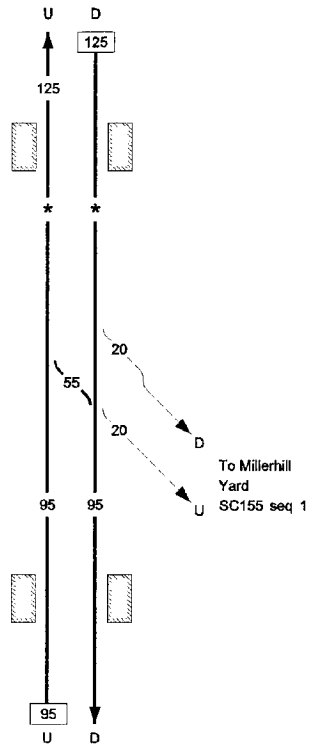
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edinburgh SC (EF) (EA) AC:Cathcart ECR NRN 068
	17 41 *		
	16 25 *		
	15 60 *		
OHNS	13 32		
LONGNIDDRY	13 18		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	010	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Edinburgh SC (EA) AC:Cathcart ECR — NRN 068
St Germains LC (CCTV)	11	52		
	10	33 *		
	10	31		
Prestonpans	9	67		UPL 1200f (365m) (57 SLU's)
PRESTONPANS	9	40		

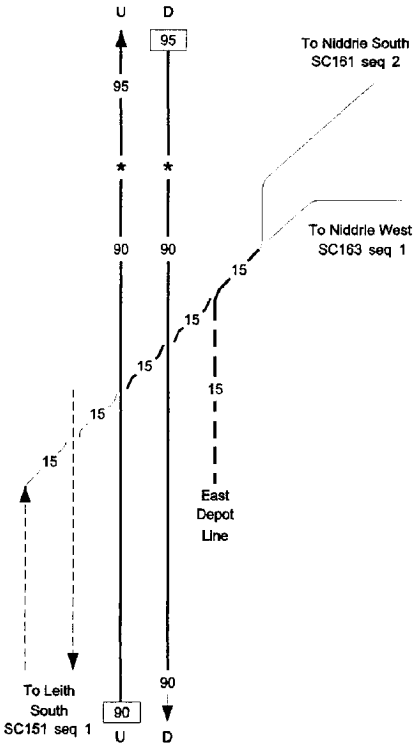


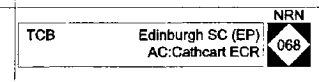
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	011	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edinburgh SC (EM) AC:Cathcart ECR NRN 068
WALLYFORD	7 54		
	6 27 *		
Monktonhall Jn	5 78		
MUSSELBURGH	5 13		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	012	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

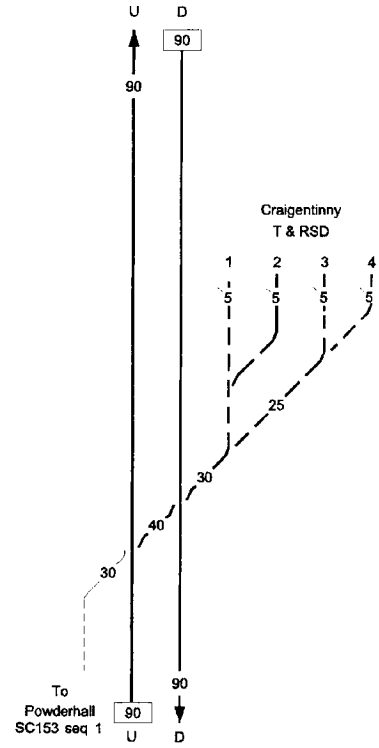
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Portobello Jn to Niddrie lines	3 30		
Portobello Jn to Leith South	3 25		





LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	013	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

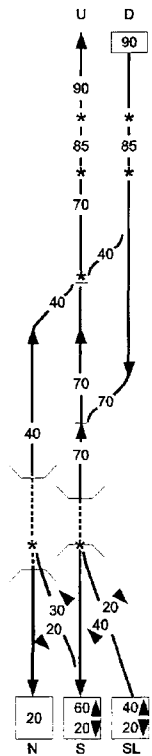
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Craigentinny	2	16		
Jn with Powderhall Branch	1	70		



TCB Edinburgh SC (EP)
AC:Cathcart ECR
NRN 068

1 = No 1 Reception/Departure
2 = No 2 Reception/Departure
3 = No 3 Departure
4 = No 4 Departure

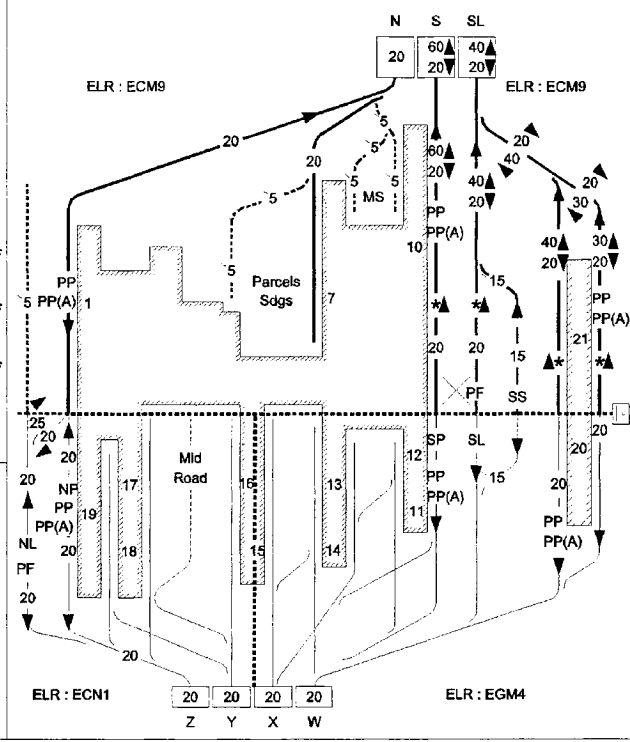
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	014	Berwick to Haymarket West Jn (Via Waverley)	ECM8	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edinburgh SC (E) AC:Cathcart ECR NRN 068
	1 41 *		
	1 05 *		
	0 62 *		
Abbeyhill Jn	0 61		
Calton North Tunnel 490 yards	0 50 0 47		
Calton South Tunnel 400 yards	0 29 * 0 27		

N = North Line
S = South Line
SL = South Platform Loop

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	015	Berwick to Haymarket West Jn (Via Waverley)	ECM9	Scotland	02/12/06

Location	Mileage M Ch
Waverley (East End)	0 21
	0 12 *
	0 11 *
	0 10 *
Edinburgh SC	0 07
EDINBURGH WAVERLEY	0 00
	0 00
Waverley (West End)	0 15



Signalling & Remarks

NRN

TCB — Edinburgh SC (E) AC:Cathcart ECR — 068

N (= North) and S (= South) lines are bi-directional

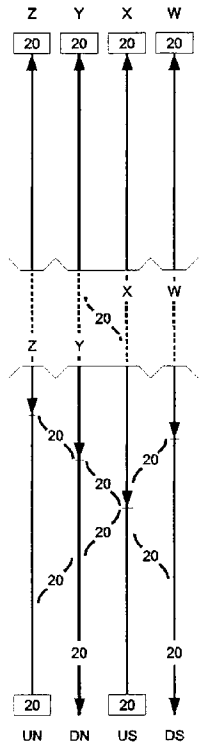
On platform lines, PP and PP(A) only for booked movements or during periods of significant service disruption

MS = Motorail Sdgs
NL = North Loop
NP = North Platform
SP = South Platform
SL = South Platform Loop
SS = South Sdg

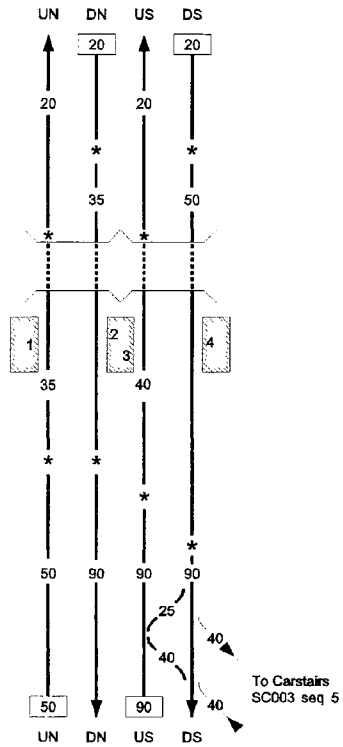
20 mph over all bay platforms at West End and over platform and loop lines except where shown

Z,Y,X and W lines are bi-directional

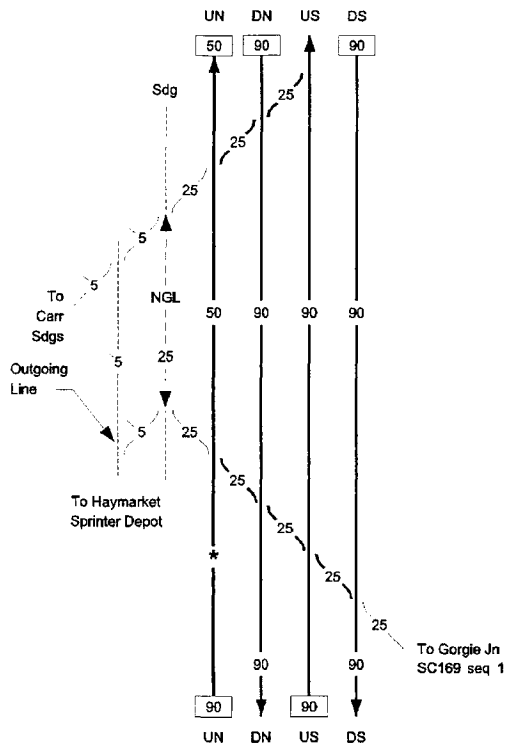
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	016	Berwick to Haymarket West Jn (Via Waverley)	ECN2 EGM3	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Mound Tunnels 130 yards	0 16 0 22		TCB Edinburgh SC (E) AC:Cathcart ECR NRN 068 N = North Lines S = South Lines ELR - ECN2 = North Lines EGM3 = South Lines

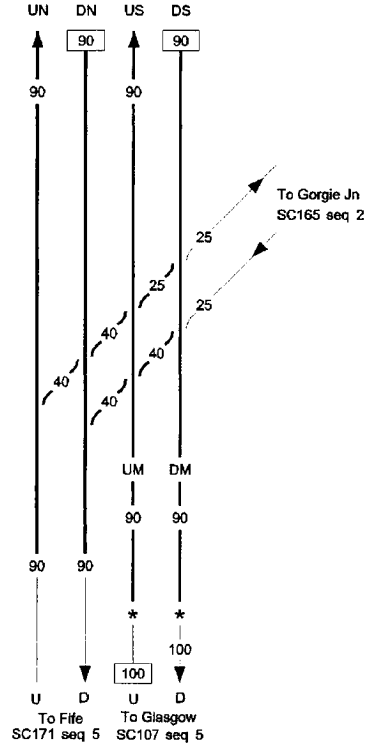
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	017	Berwick to Haymarket West Jn (Via Waverley)	ECN2 EGM3 EGM2	Scotland	01/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edinburgh SC (EH) AC: Cathcart ECR NRN 068 N = North Lines S = South Lines North lines' mileages differ from E & G lines' mileages between Haymarket East and West Jns, and between those locations North Lines' mileages are shown in brackets [ ] ELR - ECN2 = North lines EGM3 = South lines to Haymarket Stn. EGM2 = South lines, Haymarket Stn. and beyond. Limit of OLE
	0 33 *		
	0 47 *		
Haymarket North & South Tunnels 1040 yards	to		
	1 14		
HAYMARKET	1 19		
	1 23		
	46 00		
	[1 27] *		
	45 78 *		
	45 74 *		
	45 72		
Haymarket East Jn	[1 29]		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	018	Berwick to Haymarket West Jn (Via Waverley)	ECN2 EGM2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edinburgh SC (EH) NRN 068 N = North Lines S = South Lines North lines' mileages differ from E & G lines' mileages between Haymarket East and West Jns, and between those locations North Lines' mileages are shown in brackets [ ] ELR - ECN2 = North Lines EGM2 = South Lines
	[1 59] *		
Haymarket Central Jn	45 35		
	[1 66]		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC147	019	Berwick to Haymarket West Jn (Via Waverley)	ECN2 EGM2 EGM1	Scotland	02/12/06

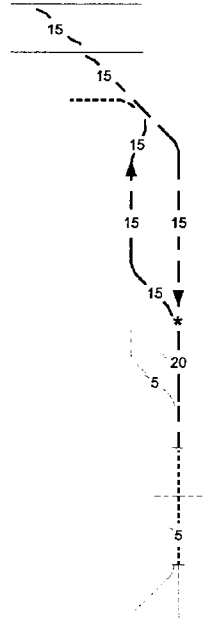
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Haymarket West Jn	44 73 [2 28] 44 60 *		TCB Edinburgh SC (EH) NRN 068 N = North Lines S = South Lines North lines' mileages differ from E & G lines' mileages between Haymarket East and West Jns, and between those locations North Lines' mileages are shown in brackets [ ] ELR - ECN2 = North/Fife lines EGM2 = South lines to Haymarket West Jn. EGM1 = Glasgow lines, Haymarket West Jn. and beyond.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC149	001	North Berwick to Drem Jn	NBK	Scotland	02/12/06

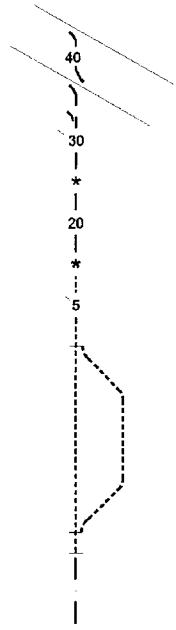
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
NORTH BERWICK	22 22	T	OT Edinburgh SC (ED) AC:Cathcart ECR NRN 068
	22 17 *	5 25	
	22 11 *	10 25	
	22 00 *	25 50	
	18 20 *	50	
Drem Jn	18 15	25 SC147 seq 8 UPL 25 25	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC151	001	Portobello to Leith South Yard (Goods Line)	LHS1	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edinburgh SC (EP) AC:Cathcart ECR — NRN 068
Portobello	0 00	SC147 seq 12	
	0 33 *		
Baileyfield GF	0 61	Ⓢ	
Notice Board	2 13		
Seafield LC TMO	2 16		
Leith South Yard	2 20		YARD WORKING applies between the notice board and Leith South Yard. The level crossing gates are operated by the shunter.



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC153	001	Craigentinny to Powderhall (Goods Line)	CPH	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NRN OT Edinburgh SC (EP) 068
Craigentinny	0 00	 SC147 seq 13	
	0 40 *		
Notice Board	1 52 *		YARD WORKING applies between the notice board and the end of the line. See Local Instructions
Stop Board (Network Rail Boundary)	1 78		

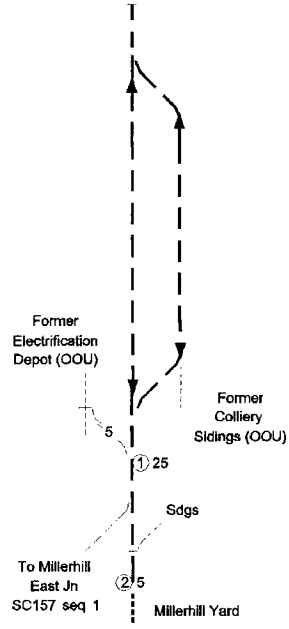
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC155	001	Monktonhall Jn to Millerhill Yard (Goods Line)	MHL1 MHL2 MHL3	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NRN TCB Edinburgh SC (EM) AC: Cathcart ECR 068
Monktonhall Jn	6 11	SC147 seq 11	
(Change of ELR MHL1 to MHL2)	5 60 5 60 * 1 40		AWS fitted between Monktonhall Jn and Millerhill East Jn (incl)
(Change of ELR MHL2 to MHL3)	0 28		
Millerhill East Jn	0 28 * 0 00	To Millerhill South Jn SC157 seq 1 ED ① EA ② Yard	Millerhill SB (M) Excluding hand points ED = East Departure (① = Yard working as far as signal M15) EA = East Arrival (② = Yard working from signal M14)
Millerhill West Jn	0 17		
Millerhill Yard	0 19		

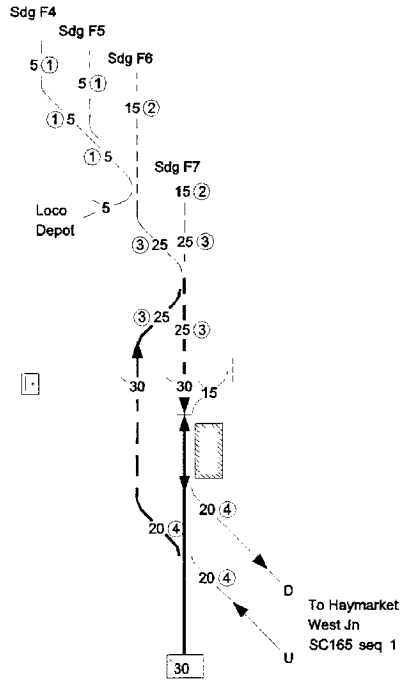
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC157	001	Millerhill South Jn to Millerhill East Jn (Goods Line)	MLE	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Millerhill SB (M) NRN 068
Millerhill South Jn	0 09	SC159 seq 1	
		Millerhill Yard	
		30	
Millerhill East Jn	0 28	SC155 seq 1	To Millerhill West Jn
		30	
		30	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC159	001	End of Line (Former Bilston Branch) to Millerhill Yard (Goods Line)	NDE2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	6 52		TCB Millerhill SB (M) NRN 068 Excluding hand points
	6 03		① = On single line when passing over connection with former Electrification Depot
Millerhill South Jn	5 72		② = Between Millerhill South Jn and Millerhill Yard

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC161	001	Millerhill Yard to Portobello	NDE1	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Millerhill Yard	5 52		TCB Millerhill SB (M) AC:Cathcart ECR NRN 068
Millerhill SB	5 02		
NEWCRAIGHALL	4 54		
Niddrie South Jn	4 46		

① Entering and leaving yard

② Over sidings, excluding hand point connections at Monktonhall end

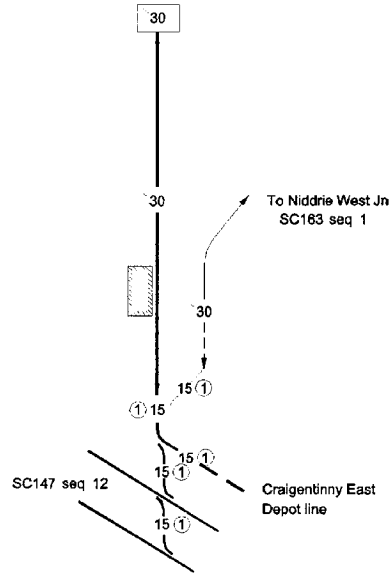
③ = Through connections

④ Through jn and single to double connection

Edinburgh SC (EP)

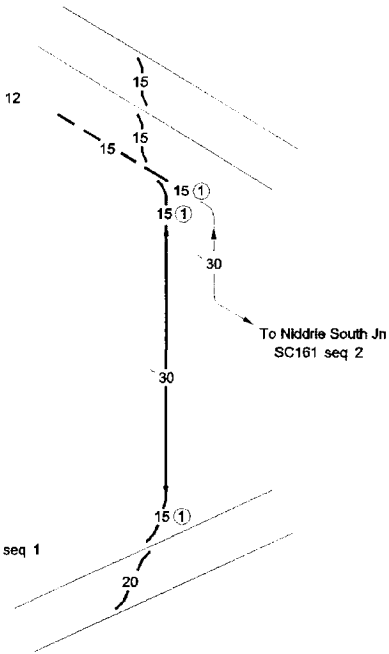
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC161	002	Millerhill Yard to Portobello	NDE1 SUB1	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edinburgh SC (EP) AC:Cathcart ECR — NRN 068
BRUNSTANE	3 72		
(Change of ELR NDE1 to SUB1)			
Jn with Niddrie West Line	3 36		① = Through connections
Portobello Jn	3 30		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC163	001	Portobello to Niddrie West	SUB1 SUB2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Portobello	3 30	SC147 seq 12	TCB Edinburgh SC (EP) AC:Cathcart ECR NRN 068
Jn with Niddrie South Line	3 36		
(Change of ELR SUB1 to SUB2)	4 00 / 6 69	To Niddrie South Jn SC161 seq 2	① = Through junction
Niddrie West	6 30	SC165 seq 1	



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC165	001	Niddrie South Jn to Haymarket West Jn	MHY SUB2	Scotland	02/12/06

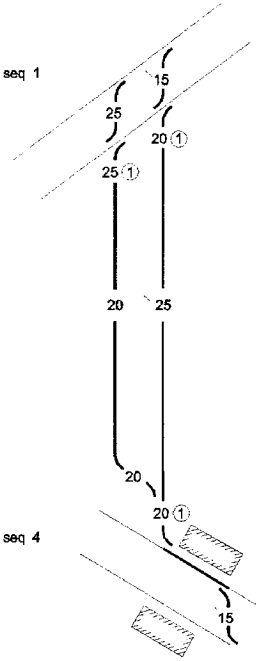
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Niddrie South Jn	7 08	SC161 seq 1	TCB Millerhill SB (M) NRN 068
(Change of ELR MHY to SUB2)	6 30	To Portobello SC163 seq 1	① = Through jn
Niddrie West Jn	6 30 *		Edinburgh SC (EP) (ES)
	3 55 *		
	3 25 *		
Craiglockhart Jn	1 17	To Slateford SC167 seq 1	② = Through Jn to Gorgie Jn ③ = Through jn to/from Slateford

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC165	002	Niddrie South Jn to Haymarket West Jn	SUB2 GGE	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Change of ELR SUB2 to GGE)		U D 40 40 25 25 ① * * 25 To Haymarket Central Jn SC169 seq 1 25 25	TCB Edinburgh SC (EN) NRN 068 ① = Through Jn to Haymarket West Jn
Gorgie Jn	0 45 / 0 00		
Haymarket West Jn	0 41	SC147 seq 19 25 40	

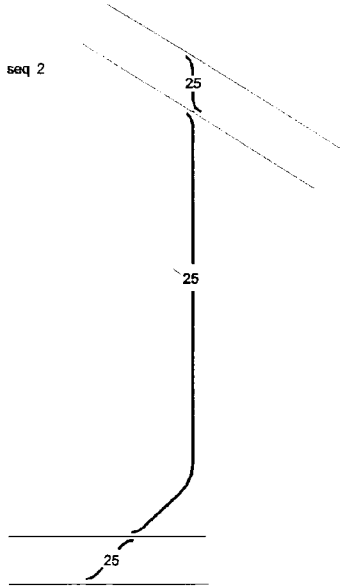
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC167	001	Craiglockhart Jn to Slateford Jn	CKT	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edinburgh SC (ES) NRN 068
Craiglockhart Jn	0 00	SC165 seq 1	
			(1) = Through jn
Slateford Jn	0 48	SC003 seq 4	



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC169	001	Gorgie Jn to Haymarket Central Jn	SUB2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edinburgh SC (EH) NRN 068
			Up direction is from Gorgie Jn to Haymarket Central Jn
Gorgie Jn	0 45	SC165 seq 2	
Haymarket Central Jn	0 11	SC147 seq 18	



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SPECIAL WORKING ARRANGEMENT

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SC147 (BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY))

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 13 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

A brake van (in which the competent person must ride) must be formed as the leading vehicle where denoted below by the letters '**BV**'.

From	To	Type of Train	Line(s)	Remarks
Torness siding	Innerwick	Freight	Up Berwick	8 vehicles may be propelled. BV
North Goods Loop Signal EH514	Haymarket Platform 1	Loco hauled ECS	Up North	May be propelled. BV

Dated: 02/12/06

SC165 (NIDDRIE SOUTH JN TO HAYMARKET WEST JN)

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 13 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

A brake van (in which the competent person must ride) must be formed as the leading vehicle where denoted below by the letters '**BV**'.

From	To	Type of Train	Line(s)	Remarks
Gorgie Jn	Haymarket West Jn	ECS	Down	May be propelled
Haymarket West Jn	Gorgie Jn	ECS	Up	May be propelled
Niddrie West Jn	Niddrie South Jn	ECS	Up	2 coaching stock vehicles may be propelled

Dated: 02/12/06

SC167 (CRAIGLOCKHART JN TO SLATEFORD JN)

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 13 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

A brake van (in which the competent person must ride) must be formed as the leading vehicle where denoted below by the letters '**BV**'.

From	To	Type of Train	Line(s)	Remarks
Slateford Jn	Craiglockhart Jn		Up	Trains not exceeding 150f (45m) may be propelled

Dated: 02/12/06

ROUTE CLEARANCE
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Table D1 - Route clearance of diesel multiple unit trains

To be read in conjunction with General Notes.

Line of route	Line of Route / Sector Description	Her	14X	150	153	155	156	158	170	Notes	
SC147	BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)	Y	R1	Y	Y	Y	Y	Y	Y	R1	Only as far as Haymarket SD (east end)
SC149	NORTH BERWICK TO DREM JN	Y	N	Y	Y	Y	Y	Y	Y		
SC161	MILLERHILL YARD TO PORTOBELLO	Y	N	Y		Y	Y	Y	Y		Passenger trains Newcraighall to Portobello only
SC163	PORTOBELLO TO NIDDRIE WEST	Y	N	Y		Y	Y	Y	Y		
SC165	NIDDRIE SOUTH JN TO HAYMARKET WEST JN	Y	N	Y	Y	Y	Y	Y	Y		
SC167	RAIGLOCKHART JN TO SLATEFORD JN	Y	N	Y	Y	Y	Y	Y	Y		
SC169	GORGIE JN TO HAYMARKET CENTRAL JN	Y	N	Y	Y	Y	Y	Y	Y		

Table D2 - Route clearance of electric multiple unit trains

To be read in conjunction with General Notes.

Line of route	Line of Route / Sector Description	303	305	311	314	318	320	322	325	334	Notes	
SC147	BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)	R1	R1	R1	R1	R1	R1	R1	R1	R1	R1	To Haymarket East Jn. (South lines only). See Part 1 detail. Class 334 PROHIBITED between Berwick and Drem Jn (excl)
SC149	NORTH BERWICK TO DREM JN	Y	Y	Y	Y	Y	Y	Y	N	Y		
SC161	MILLERHILL YARD TO PORTOBELLO	N	N	N	N	N	N	R1	N	N	R1	Passenger trains between Newcraighall and Portobello only. Newcraighall turnback siding PROHIBITED

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SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

BERWICK To Reston GSP

Rule Book, Module P1 - When single line working is introduced, it must apply between the facing crossover (No. 535) at the north end of Berwick station and Reston crossovers.

When single line working is in operation over the Down line, it will not be necessary to appoint a handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey Tweedmouth signals TW180R, TW180 and TW176. Sections 3.5 and 6.2 are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman. Section 6.2(b) is modified accordingly.

The above arrangements are applicable in all weather conditions.

Dated: 02/12/06

SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

Torness Sdg GSP

The siding connection is controlled from a switch panel located in a cabinet adjacent to the points. The panel is electrically released from Edinburgh signalling centre.

To operate the siding connection, the person in charge of the movement must first communicate with the signaller, thereafter open the door of the switch panel cabinet by means of the plunger provided. When the signaller gives permission for the panel to be operated, the 'F' indication above No.2 switch will become illuminated and No.2 switch must be turned to the right hand position. When this has been done, the 'F' indication will be extinguished and replaced by the illumination of the 'ACC' indication. Thereafter, No.1 switch must be turned to the right hand position to operate the points. The illuminated 'R' indicates that the points are correctly set.

After the train movement is completed, the switches must be restored to the left hand position, the signaller advised when this has been done and the cabinet door closed.

Overhead crane gantry - A position light signal is located on the overhead crane gantry to indicate to the person in charge of the movement when the crane jib is operating and when it is clear to proceed under the gantry.

The aspects exhibited are :-

Aspect	Meaning
One white light and one red light horizontally	Jib operating - do not proceed under crane
displayed two white lights at an angle of 45 degrees	gantryJib not operating - clear to proceed under crane gantry

When no aspect is exhibited, the person in charge of the movement must work to the instructions of the power station staff in attendance. A proceed indication exhibited does not override any other handsignal or instruction which requires the driver to stop.

Dated: 02/12/06

SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

Oxwellmains

Blue circle sidings

Down sidings - Train movements are made under the control of the Blue Circle shunter.

Dated: 02/12/06

SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

PRESTONPANS

Blindwells Opencast Mine - Bunker Loading Facility - Only one train must be allowed in the sidings at a time.

When signal B1 exhibits a steady yellow aspect, the train can proceed into the bunker loading area towards signal B2R. When signal B2R, which is normally extinguished and which works in conjunction with signal B2, shows red, the driver must bring his train to a stand, thus indicating that the leading 4 wagons are positioned under the bunker for loading. After the loading of the first 4 wagons is completed, signal B2 and B2R will exhibit a steady yellow aspect which will indicate to the driver that he may proceed at ½ m.p.h. and draw the remainder of the train through the bunker loading area.

Provision is made for a 'set back' facility during loading operations and this will be indicated by signals B2 and B2R exhibiting a 'Flashing Red' aspect. Markers denoting various train lengths for the guidance of drivers are positioned at the lineside.

When loading has been completed, the person in charge of the movements will detach the locomotive to allow it to 'run round' via the handpoints at the east end, the loop line and the handpoints at the west end. The person in charge of the movement will be required to operate the push-button on signal B1 and when this signal exhibits a steady yellow aspect, the locomotive may be permitted to proceed towards the train.

After re-coupling, the train will then come under the control of exit signals B3, B4R and B4. The exhibiting of a steady yellow aspect indicates that the train can proceed out of the bunker road at 3 mph and the weighing of the wagons will take place. 'Flashing yellow' aspects will indicate when the operation is completed and a 'Flashing Red' aspect to set back slowly.

On departure from the sidings, the train must come to a stand at signal B4 and the person in charge of the movement must operate the push-button.

Between Prestonpans and Cockenzie Power Station

Propelling of Merry-go-round trains - Merry-go-round trains must not be propelled from Prestonpans Up passenger loop into the reception sidings or from the departure sidings into Prestonpans Up passenger loop unless the driver and the person in charge of the movement are in radio communication with each other.

The person in charge of the movement must not authorise a propelling movement to commence unless he has satisfied himself that the line on which the propelling movement is to take place, is clear throughout, all points have been set for the safety of the movement and the relative fixed signals have been cleared for the movement to proceed.

The driver and the person in charge of the movement must maintain continuous radio contact while the propelling movement is taking place. If the driver loses radio contact with the person in charge of the movement, he must immediately bring his train to a stand.

Cockenzie Power Station

Discharging of Merry-go-round trains

1. The Designated Person referred to herein will be nominated by the Depot Operations Supervisor, Millerhill and will countersign the DP book. He will also be handed an orange armband stencilled DP in black letters.

   On arrival at the shunters' messroom, the Designated person will contact the discharge control room and inform the Scottish Power Controller that he is the named DP, and all communications should be directed through him.

   The Designated Person will be responsible for all movements within / to / from Cockenzie. All other staff will work to his instructions.

   All propelling movements from the discharge plant and the Up Passenger Loop must be preceded and controlled by shunting radios.

2. The signalling arrangements at the discharge house are :-

For Ingoing movements :-

Signals 1A/2A)
Signals 1B/2B) Each capable of displaying a red or yellow aspect
Signals 1C/2C)
Signals 1D/2D)

For Outgoing movements :-

Signals 1H/2H)
Signals 1G/2G) Each capable of displaying a red, yellow or green aspect.
Signals 1F/2F)
Signals 1E/2E)

Signals numbered 1 apply to Track 1 while signals numbered 2 apply to Track 2. The aspects displayed have the following special meanings :-

RED	-	Stop immediately even though not at signal
YELLOW	-	Proceed at ½ **mph** only (slow speed control)
GREEN	-	Proceed within normal visibility limits.

3.

a) When handsignalled from the reception siding by the person in charge of the movement, the driver must draw forward towards signal 1A or 2A. When the ingoing signals change from RED to YELLOW, the train may proceed through the discharge house at ½ **mph** under slow speed control and except in an emergency, the movement should continue until the locomotive almost reaches signal 1D or 2D.

b) When discharge has been completed, the person in charge of the movement must return to the reception and departure sidings and reset the points for the appropriate departure siding and advise the Scottish Power control room operator, by telephone, when this has been done.

NOTE - Traincrew **MUST** carry out a thorough external examination of the locomotive after discharging has been completed to ensure that no damage has been sustained.

This examination must be done immediately after the empty train has propelled out clear of the discharge house. Should any damage have been sustained, EW&S Control must be advised by the most expedient means.

c) The person in charge of the movement must then proceed to the signal hut adjacent to track 2. When the slot indication is obtained from the Scottish Power control room operator, the person in charge of the movement may then operate the yellow signal push-button to change the outgoing signals from red to yellow.

d) **Propelling of Trains** - Trains must not be propelled from the Discharge Plant at Cockenzie Power Station unless the driver and the person in charge of the movement are in radio communication with each other.

The driver must be in possession of the radio before propelling from the headshunt.

When discharge is complete and the train has reached the headshunt, the driver must communicate with the person in charge of the movement and maintain continuous radio contact while propelling from the Discharge Plant.

The driver must not commence movement from the headshunt, even if the signal is cleared, until continuous radio contact with the person in charge of the movement is established.

The person in charge of the movement must not authorise the propelling movement to commence until he has set the points for the appropriate departure siding and the relative fixed signals have been cleared for the movement to proceed.

The driver and the person in charge of the movement must maintain continuous radio contact while the propelling movement is taking place. In the event of a driver losing radio contact with the person in charge of the movement, he must immediately bring his train to a stand.

This instruction does not alleviate the driver of his responsibilities of observing the controlling signal **nor his responsibility to carry out a thorough examination of the locomotive as per local instructions.**

e) When the outgoing signals 1G or 2G change from RED to YELLOW, the driver may commence propelling at ½ **mph** through the discharge house without a handsignal from the person in charge of the movement. If departure signals 1F/2F should change to GREEN, the speed of the propelling movement to the selected departure line may be increased to a maximum of **5 mph.**

Dated: 02/12/06

SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

Craigentinny

High Speed Trains arriving in No.1 or 2 Reception / Departure line, requiring to fuel, must be brought to a stand with the centre of the driving cab in line with 'H' stopping marker.

A High Speed Train or High Speed Train traction unit and / or vehicle must not enter a siding already occupied by a conventional locomotive, train or vehicle, nor must a conventional locomotive, train or vehicle be permitted to enter a siding already occupied by a High Speed Train or High Speed Train vehicle.

When it is necessary, however, to split or reform High Speed Train vehicles, a locomotive or High Speed Train traction unit fitted with suitable adaptor or barrier vehicle may be allowed to enter the siding.

The Inspection shed, Maintenance shed and Heavy Repair shed must be considered to be sidings set apart for the purpose of carrying out repairs and the instructions contained in the Rule Book, Module T10 be observed.

Repair, Inspection, Maintenance & Cleaning Sheds -

Movements to and from Sheds

Where reference is made in the following instructions to 'designated person', this means the person responsible for protection inside the Sheds concerned, who is identified by an orange armband bearing the letters 'DP' in black.

1. When required to move vehicles into the Shed on a depot siding, the driver must stop at the signal situated on the approach to the Shed doors.
2. The shunter must depress the plunger mounted on the signal. The plunger must not be operated until the train is at a stand at the signal. If the designated person has removed all the protection inside the Shed, opened the Shed doors and lowered the wheel stops, the signal will show a proceed aspect. The driver may then proceed with the movement as far as the line is clear, keeping a good look out at all times for persons or obstructions.
3. If, after the plunger has been depressed, the Shed doors remain closed and the signal continues to display a stop aspect, the shunter must request the designated person to remove the protection. When this has been done, the shunter must again depress the plunger on the signal to change it to a proceed aspect. The movement may then proceed as far as the line is clear.
4. To enable a movement to be made out of a shed, the shunter must depress the plunger mounted below the signal. The movement must not be started unless the signal concerned is showing a proceed aspect or the conditions detailed in Clause 6 have been met.

   A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the locomotive is not within the Shed in which case the shunter is responsible for advising the driver when the Shed exit signal concerned is showing a proceed aspect.
5. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect during failure and then only under direct supervision of the designated person.
6. If the signals into or out of a shed fail when a movement is required, the vehicle must stop at the signal and must only proceed as far as the line is clear, after the designated person has personally advised the driver and shunter that the protection has been removed, and the stop aspect signal may be passed.

Sounding of horns at night - Drivers must not sound their horns within the Depot Boundary between the hours of midnight and 06 00, except to give warning of danger or when absolutely necessary in connection with working movements.

Reception/Departure Lines

Illuminated stop boards are provided at the East end of Nos. 1 and 2 Reception / Departure lines. Incoming trains must not pass these boards unless authorised by the chargeman or person in charge.

An illuminated stop board is provided at the West end of the By-pass line. Westbound movements must not pass this board unless authorised by the chargeman or person in charge.

Ingoing movements

Ingoing trains to the depot will normally be signalled to No.1 or No.2 Reception / Departure line.

Should, however, it be necessary to run trains to either No.3 or No.4 Departure line, the signaller at Edinburgh signalling centre has instructions that, before clearing the respective signals, he will first obtain the permission of the yard supervisor, by telephone, requesting the line to which the train is to be run.

Yard bothy signal panel

The signaller at Edinburgh signalling centre will inform the panel operator, by telephone, when a train for the depot is approaching the East depot line.

The panel operator must inform the signaller at Edinburgh signalling centre, by telephone, when a train is ready to depart onto the East Depot line towards Portobello, giving the train number of the train concerned.

The normal position of the switches on the panel is as follows :-

Type of switch	Normal position	Reverse position
Points	Left	Right
Signals	Vertical	Horizontal

An occurrence book must be maintained to record signal disconnections, failures of equipment and any other exceptional circumstances.

Blockage of lines to electric trains - Craigentinny T&RSD is specially nominated in accordance with the Rule Book, Module AC2, Section 6.2(b).

Dated: 02/12/06

SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

Mound Tunnels To Haymarket North & South Tunnels

PRINCES STREET GARDENS

Lockouts are provided for each line and the procedure to operate the switches is the same as that for the platform lockouts in the Waverley station area.

(The attention of all concerned is drawn to the fact that additional staff safety protection measures may be required to allow access to / egress from the portion of line protected by lockout in multi-track areas).

Minimum competence level for use of this equipment must be IWA.

HAYMARKET

Signal EH522 (Up South) - This signal is not provided with a telephone due to limited clearance with the adjacent running line (Down North). A reflective, rectangular plate incorporating a white diamond sign, together with the PABX number of the appropriate signal panel (62504), is provided.

When a train is brought to a stand at this signal, the driver must use the cab radio to contact the signaller. The provisions of the Rule Book, Module S4, Section 5 are, in all other respects, applicable.

HAYMARKET SOUTH TUNNEL

Due to the refuges being temporarily inaccessible, staff must not enter or work in the tunnel unless the provisions of one of the following Rules have been applied :-

1. The Rule Book, Module T2
2. The Rule Book, Module T3
3. In emergency, the Rule Book, Module TW1, Section 15.2

Dated: 02/12/06

SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

:DINBURGH WAVERLEY

Calton North Tunnel - Down line Marker Lights - 19 electric bulkhead marker lights are provided on the wall of Calton North tunnel, Down side of the line, commencing 8 yards from the Craigentinny end of the tunnel and extending at intervals of 25 yards to 8 yards from the Waverley end of the tunnel.

These lights are provided to assist drivers of Down trains to determine their direction of travel when adverse conditions prevail in the tunnel.

Working of Coaching Stock Vehicles without a brake van - Working of fitted coaching stock vehicles without a brake van is authorised as shown below, subject to any special conditions listed :-

From	To	Line	Remarks
Craigentinny T&RSD	Edinburgh Waverley	Down Berwick	ECS
Edinburgh Waverley	Craigentinny T&RSD	Up Berwick	ECS

Electrical Isolation of Overhead Line Equipment on platform 7 line - When platform 7 line at Waverley station requires › be isolated, this must be in accordance with the instructions contained in RT/E/S29987 (Local Isolation and Earthing of .5 kV AC. Overhead Line Equipment.)

The shift manager at Edinburgh signalling centre must be requested to provide the necessary signal protection and an assurance to this effect must be received before the isolation is imposed.

The shift manager at Edinburgh signalling centre must be advised when the line is re-energised.

Instructions to personnel requiring protection by means of a platform lockout - The requirements of the Rule Book, Modules T7 and T10 are exempt (except where specifically detailed in the following instructions) as are the General Instructions headed CLEANING TRACK AREAS IN STATIONS and WATERING OF VEHICLES AT STATIONS herein. The work concerned must not interfere with the continuity of the permanent way, nor affect signalling equipment or overhead line equipment.

General

The term 'platform lockout' within these instructions also covers other lines / sidings within the station area, Calton Tunnel (excl) to Mound Tunnel (excl), which are subject to these procedures. It does **not** include tunnel lockouts which are detailed separately.

Throughout these instructions, the term 'signalling centre manager' means the regulator (when on duty), or shift manager, as appropriate.

The agreement of the signalling centre manager is necessary before platform lines (or other lines within the station area) are blocked to traffic.

The operation of the lockout key prevents signal routes to and from the affected platform(s) being cleared by the signaller. The lockout key is locked in the appropriate lockfast cabinet and the lockout key can only be released with the co-›eration of the signaller.

A lockout key may also provide protection for the adjoining (platform) line(s). The lines affected by operation of a lockout key are shown within the cabinet containing the lockout key.

These instructions provide a safe method of protection by blocking lines to trains whilst staff are working. It is not, therefore, necessary for a COSS (or PC) to be appointed.

When work is to take place on a train, or a train is standing in a platform line(s) to be protected by the lockout, the person requiring the blockage must arrange to provide protection on the train / vehicles as shown in Section 6 of the Rule Book, Module T10, *Protecting personnel when working on rail vehicles and in sidings.*

Method of Protection

Imposing the blockage

When it is necessary to block a platform line to protect staff, the following procedure must be carried out:

a. Before work starts, the permission of the signalling centre manager must be obtained by the person requiring the blockage. If the signalling centre manager is satisfied that the working of the station will not be unduly disrupted during the blockage he will give the person requiring the blockage permission to telephone the signaller from the appropriate lockout cabinet and also give that person a task number to quote to the signaller.

b. The person requiring the blockage must:

- unlock the appropriate lockfast cabinet
- telephone the signaller giving his name, employing organisation and the task number he has been given
- ask for the appropriate platform blockage
- tell the signaller for how long this will be required

The signaller will record this detail.

c. When the signaller is able to grant the blockage, a green indication in the cabinet will illuminate and the person requiring protection must press the button and, simultaneously, turn the lockout key to release it from the cabinet. If the green indication has extinguished, the person requiring protection must:

- confirm to the signaller that the lockout key is in his possession
- ask the signaller to read him the entry he has made and, if satisfied this is correct, repeat his name and employing organisation and task number allocated.
- relock the cabinet.

d. If the signaller cannot agree to giving the release when, or soon after, requested, he will liaise with the signalling centre manager as to when the work can be allowed to commence.

Method of Protection

During the work

The lockout key must be retained in the personal possession of the person who requested the blockage until returned to the cabinet.

When work is completed

a. When the work has been completed and everyone is clear of the line, the person who requested protection must advise the signaller accordingly, repeating his name, employing organisation and task number. When instructed by the signaller, the person who requested protection must insert the lockout key and turn the key in the direction indicated on the label in the lockout unit. The person who requested the protection must get the permission of the signaller to relock the cabinet.

b. The person requesting lockout protection must, normally, be the same individual who completes the work and gives up the protection. In exceptional circumstances, the person requesting lockout protection may hand over to a relief provided he advises the signaller the name and employing organisation of his relief, and quotes the task number to the signaller.

Sounding of locomotive horns during night - Drivers must not sound their horns within the precincts of the station nor under the station roof between midnight and 06 00, except to give warning of danger or when absolutely necessary in connection with working movements.

Propelling movements from station area to Princes Street Gardens - Drivers and shunters must not commence a propelling movement from platforms 12 to 18 inclusive until they are advised where it must be brought to a stand and also the subsequent move.

Propelling movements from Princes Street Gardens to station area - Drivers in charge of propelling movements must not proceed past Down South line signal E846 or Down North line signal E848 towards the station area unless the 'P' indication associated with either signal is exhibited.

Sprinter Multiple Units - Coupling / uncoupling operations involving these units in platform 20 must only be carried out as under :-

An attaching movement must only be made to a single unit provided such unit is positioned on straight track. A detaching movement must only be carried out on straight track.

Reference to "unit" in this instruction must be taken to mean 2 vehicles.

Platform 20 - Freight trains are prohibited from working through the station via platform 20 line due to track alignment and potential structure damage resulting from vibration.

No.17 Mid siding – Trains proceeding to the siding must run to the buffer stop when the siding is clear throughout.

Drivers of trains within the siding must advise the signaller when the train is ready to depart from the siding. A train must not draw forward towards exit signal E837 unless that signal is showing a proceed aspect or permission has been obtained from the signaller for the movement to be made.

Drivers must not alight from a train within this siding unless the train is at the buffer stop and only then from the driving cab at the buffer stop end.

Motorail sidings - Drivers of electric trains must take due cognisance of the warning and stop boards erected at various stages within the Motorail sidings and be prepared to bring their trains to a halt as instructed by the stop board.

Dated: 02/12/06

SC147 - BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)

Entire Line Of Route

MAIN LINE CROSSOVERS CONTROLLED FROM LOCAL SWITCH PANELS

The following instructions are applicable in respect of Reston and Stenton main line crossovers which are controlled from switch panels located in lineside lockfast cabinets. The switch panels are electrically released from Edinburgh signalling centre.

A facing crossover must not be used except when required in connection with single line working, or where the facing crossover is within a possession.

A trailing crossover may be used for any movement between the Up and Down line.

To use the trailing crossover, the competent person must first communicate with the signaller, thereafter open the door of the switch panel cabinet by means of the plunger provided.

When the signaller gives permission for the panel to be operated, the 'F' indication above No.3 switch will become illuminated and the No.3 switch must then be turned to the right hand position. When this has been done, the 'F' indication will be extinguished and replaced by illumination of the 'ACC' indication. Thereafter, No.1 switch must be turned to the right hand position to operate the trailing crossover.

The illuminated 'R' indicates that the points are correctly set.

After the train movement through the crossover concerned has been completed, the switches must be restored to the left had position, the signaller advised when this has been done, and the cabinet door closed.

When single line working is in operation, drivers of trains requiring to proceed over the single line in the wrong direction via a facing crossover may be instructed by the signaller to draw towards the facing crossover without the Pilotman being present. The Rule Book, Module P1, Section 5 is modified accordingly.

Dated: 02/12/06

SC151 - PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

Baileyfield GF

Engineer's sdg - The ground frame lever, when set for entry to the yard, operates Yodalarms. The alarms will continue to sound even though the train has been 'shut in' at the ground frame. To silence the alarms, it will be necessary for the person in charge to press the alarm cancel plunger provided, after restoring the ground frame to normal.

The person in charge of the movement must remove the metal slipper scotches which are fitted to the line approx 30 feet ahead of the run off points prior to arrival / departure of the train.

The person in charge of the movement must replace the metal slipper scotches after the arrival / departure of the train.

Shunting - A road vehicle may be used to shunt rail vehicles within the depot provided the undernoted conditions are complied with :-

1. Not more than 2 rail vehicles may be moved at any one time. The term '2 rail vehicles ' must be taken to mean 1 bogie rail wagon and 1 runner wagon.
2. Propelling must only be carried out with the runner wagon at the leading end of the movement.
3. Such movements must be confined within the siding(s) designated for use by the S&C Depot.
4. Movements must be made at a speed not exceeding walking pace.
5. The person in charge of the movement will be responsible for ensuring that the provisions of the Rule Book, Module SS2, so far as they apply, are carried out.

Dated: 02/12/06

SC151 - PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

Leith South Yard

Leith South yard - Drivers of trains requiring to enter Leith South yard must bring their train to a stand at the Stop board on the Portobello side of Seafield level crossing, and await permission from the person in charge of the movement to pass over the level crossing and enter the yard. If the person in charge of the movement is not accompanying the train, the driver must await his arrival at this Stop board. If the person in charge of the movement does not arrive within ten minutes of the train being brought to a stand, the driver must communicate with the signaller at Edinburgh signalling centre, and explain the circumstances, taking care to state the position of his train.

The signaller at Edinburgh signalling centre must arrange for EW&S Freight Control to be advised of the situation. The driver must wait for either the person in charge of the movement to arrive, or, for instructions from an EW&S representative and must keep the signaller at Edinburgh signalling centre advised accordingly.

The person in charge of the movement must not give permission for a train to proceed aver Seafield level crossing from either direction unless he has closed and secured the gates against the roadway.

The normal position of the level crossing gates is across the railway and they must be kept in this position until it is necessary to close them against the roadway for the passage of trains.

The person in charge of the movement must advise the signaller at Edinburgh signalling centre when a train is ready to depart from Leith South yard. The person in charge of the movement must not arrange to close the gates at Seafield level crossing until signal EP616 has been cleared for the movement to proceed.

Regulations for train working by locomotive at Leith Docks –

Drivers, shunters and others must strictly comply with these regulations :-

l) That these regulations and conditions shall extend and apply to the whole of the railway lines on the quays, piers and bridges of the harbour and docks of Leith, and elsewhere within the bounds of the said harbour and docks (to whomsoever belonging), and to every description of traffic thereon.

m) That only suitable and approved locomotives shall be used in the conduct of traffic on the lines

n) That the superintendent of the harbour and docks may issue, from time to time and as authorised by the Forth Ports Authority, signed directions relating to all or any of the following matters, viz -

(i) The length of trains on the said lines or on any specified part or parts thereof;

(ii) The stopping or standing of locomotives or trains at any specified place or position on the said lines;

(iii) The periods during which any of such directions shall be in force; and

(iv) Any matters consequential to the regulations of the foregoing matters.

o) (i) The length of any trains on the lines within the dock gates or from the railway stations to such lines shall not exceed thirty wagons except that on all lines, within the docks the length of any train which is being propelled shall not exceed ten wagons.

Note - On special occasions it may be necessary to restrict the length of a train below the above allowances.

(ii) Trains shall not be allowed to stand across the main road entrances to the docks or on the swing bridges.

p) That there shall constantly accompany each locomotive or train two qualified shunters, each wearing a red cap; that at all times when any locomotive or wagon under their charge is working in any direction on the dock lines, one shunter shall be at the leading end of such locomotive or wagon; that when passing level crossings, sheds, stacks of timber, or other things which obstruct the view, the shunter at the leading end shall walk 30 feet in advance of the locomotive or wagon and that it shall be his special duty to give warning to all persons to keep out of danger, and to see that the line and crossings are clear, and to signal traincrew as may be necessary.

q) That traincrew shall keep a sharp lookout before putting their locomotives in motion in any direction, and must not do so until a signal is received from the shunter.

r) That the sounding of the locomotive horn shall be practiced only when absolutely necessary, and then with great caution, and after a careful lookout.

s) That the speed of the locomotives or wagons or trains, with, or without locomotives working traffic at the dock sheds and quays shall not, except as after provided, exceed 4 mph.

t) That the speed of locomotives or wagons or trains working coal traffic direct between the hoists and cranes on the North side of the Edinburgh and Imperial Docks and the station yards at Leith South yard shall not exceed 8 mph subject to alteration from time to time as the said superintendent may deem it consistent with public safety to direct.

u) That the British Railways Board and others using the said rails shall have the whole risk and responsibility, directly and indirectly, connected with their traffic thereon, but shall nevertheless be subject to such directions as may from

time to time be given by the superintendent of the Harbour and Docks in relation thereto; and the officers and servants of the British Railways Board and others aforesaid having charge of the said traffic shall be bound to conform to such directions.

v) That the use of the locomotives in the conduct of the traffic referred to in these conditions and regulations shall continue only during the pleasure of the Forth Ports Authority.

Instructions for the working of shunting tractors in the Dock Area at Leith Docks:-

w) These regulations apply upon the Forth Ports Authority lines in the Dock Area at Leith South when used by British Railways under agreement in terms of Section 42(2) of the Forth Ports Authority Order Confirmation Act 1969.

x) Only suitable and approved tractors shall be used for shunting in the Dock Area and towing of rail vehicles by means of rope or chain is authorised.

y) At commencement and finish of duty, the tractor driver will carry out the duties as set out in the Road Service Vehicles Driver's Handbook.

z) The tractor will be driven by a leading railman and in addition, a second leading railman will accompany each tractor. This second leading railman must wear a red cap and at all times when the tractor is moving wagons shall be at the leading end of the movement. When passing level crossing, sheds, stacks of timber, or other obstructions which obstruct the view, the leading railman shall walk 30 feet in advance of the movement and shall give warning to all persons to keep out of danger and see that the line and crossings are clear and shall give any necessary signals to the tractor driver.

Maximum permissible speed when moving wagons is 4 mph and a sufficient number of hand brakes must be applied to such wagons to enable the tractor driver to control vehicles as required. When the tractor is propelling vehicles, the vehicles must be coupled to each other.

aa) Groups of rail vehicles being moved by tractor must never exceed 235f (70m). Tractor drivers must use discretion as to the tractor's capabilities under varying rail / road conditions upon curves and gradients.

bb) Staff must not pass in front of moving vehicles to hook or unhook draw chains or ropes.

cc) When working in conjunction with a locomotive, extreme caution must be exercised and a tractor must not be positioned in preparation for a movement until the wagons brought by the locomotive have been detached and the locomotive moved clear.

dd) Care must be exercised when negotiating curves in order to avoid buffer locking.

ee) Should a drawsling, rope or chain become defective, the BR supervisor must be advised and the defective appliance replaced.

ff) When visibility is less than 100 yards and during lighting up hours, the tractor lights must be switched on.

gg) Tractor drivers must face the direction of travel and must keep a sharp lookout at all times.

hh) The tractor driver must not put the tractor in motion in any direction until a signal is received from the accompanying leading railman.

ii) The tractor horn shall be sounded only when absolutely necessary.

jj) The British Railways Board and others using the rails shall have the whole risk and responsibility, directly and indirectly, connected with their traffic hereon, but shall nevertheless, be subject to such directions as may from time to time be given by the superintendent of the Harbour and Docks in relation thereto to comply with the Forth Ports Authority Bye-Laws and the officers and servants of the British Railways Board and others aforesaid having charge of said traffic shall be bound to conform to such directions.

kk) The use of shunting tractors in the conduct of the traffic referred to in these conditions and regulations shall continue only during the pleasure of the Forth Ports Authority.

Unitank sidings - The couplings must be in an extended position when shunting to and from these sidings.

Leith Docks Coal Handling Plant - Discharging of Merry-go-round trains

1. With the exception of train movements being made during discharge and which are signal controlled, all movements within the Dock area must be made in accordance with the instruction 'Regulations for train Working by locomotive at Leith Docks' as shown on Pages 9.51 to 9.53. Rail staff must not pass through the discharge house on foot when a train is in position for discharge.

2. When a loaded train arrives on the discharge siding it must be brought to a stand at the notice board worded 'Discharging trains - engage slow speed control'. The person in charge of the movement must check the position of the points leading to the topping-up sidings, ensure that they are correctly set for the movement to take place and ascertain that no conflicting movement is about to be made. Thereafter, he must contact the Forth Ports Authority operator on site and report the number of wagons on the train and the name of the supply colliery.

3. The signalling arrangements at the discharge house are :-

   For ingoing movements
   Signal L1 - capable of displaying a red or yellow aspect.
   Signals L2R/L2 - capable of displaying a red, yellow or flashing red aspect.

   For outgoing movements
   Signal L3 - capable of displaying a red or yellow aspect.

   The aspects displayed have the following special meanings :-

Red	-	stop immediately even though not at a signal.
Yellow	-	draw forward ½ mph only (slow speed control).
Flashing Red	-	set back slowly (slow speed control)

4. When the ingoing signal L1 changes from red to yellow, the train may proceed through the discharge house at ½ mph under slow speed control and, except in emergency, the movement should continue until the locomotive reaches signal L2. Should a flashing red indication be exhibited, the driver must stop if he has not already done so and set the train back at ½ mph.

5. When the last vehicle has been discharged, signal L2 will change to a red aspect and, when the train is at a stand, the person in charge of the movement, after securing the train, must uncouple the locomotive. The person in charge of the movement, after ascertaining that no conflicting movement is about to take place, must handsignal the locomotive past signal L2 at red. The locomotive accompanied by the person in charge of the movement must then round the train and attach at the east end. The person in charge of the movement is responsible for detaching, attaching and operation of the hand points. The locomotive, if required to pass through the discharge house to the rear of the train, must only do so when signal L1 shows a yellow aspect.

6. When the train is ready to depart and signal L3 is exhibiting a yellow aspect, the train may proceed to leave the Dock area at a speed not exceeding the permitted maximum laid down for working in the docks.

7. Movements of wagons from the topping-up sidings should also be made through the discharge house in accordance with the above arrangements so far as they are applicable.

8. Prior to departure of the merry-go-round from Leith South, the person in charge of the movement must obtain an assurance that all wagon doors are closed for the return journey.

SAI Ltd private sidings - Before entering the sidings, the person in charge of the movement must obtain an assurance from the firm's representative that shunting operations using the road vehicle have ceased and the road vehicle has been set aside clear of the sidings.

Dated: 02/12/06

SC153 - CRAIGENTINNY TO POWDERHALL (GOODS LINE)

POWDERHALL

Trains must be brought to a stand in the loop at Powderhall. Prior to being rounded, the person in charge of the movement must arrange with a representative of Edinburgh District Council to open the security gate into the Depot and ensure that the siding is clear for acceptance of the train. The person in charge of the movement must liaise with Edinburgh District Council staff as to the subsequent positioning of the train within the Depot.

The person in charge of the movement must comply with the instruction on the notice board facing the loop worded 'Five wagon brakes must be applied at the gate end of the train'.

Edinburgh District Council staff will comply with the instruction on the notice board facing the terminal worded 'Five wagon brakes must be applied at the gate end of the train'.

Light locomotives arriving at Powderhall to uplift trains must stop at the notice board on the approach to the Depot security gate and await instructions from a representative of Edinburgh District Council.

Automatic Warning System - With reference to the Rule Book, Module S3, Section 1.5, Cancelling indicators are not provided.

Dated: 02/12/06

SC161 - MILLERHILL YARD TO PORTOBELLO

Millerhill Yard

Sidings E1 to E6 (Incl) and Siding F1 are prohibited to electric traction.

Traction units or vehicles must not be stabled in the headshunt at the east end of the yard.

When the yard pilot locomotive is working is sidings S1 to D3, the handpoints connection between the headshunt and the East Departure line must be set for movements to / from the headshunt and along the East Departure line by a member of the yard staff to prevent any conflicting movements.

Trains arriving from the west end of the yard, in 'F' group sidings must not proceed beyond the STOP board. A member of the yard staff, working to the instructions of the person in charge, will proceed to the train and, if required for shunting purposes, hand the driver a radio. A clear understanding must be reached between the driver and the member of the yard staff as to whether the train (a) requires to wait until authorised to proceed, or (b) may proceed beyond the STOP board, provided no conflicting movement is being made.

On arrival of a train (from the west end), the person in charge must send a member of the yard staff to instruct the driver of the yard pilot locomotive, if it is working in the same vicinity as the intended movement, that all movement must cease until the arriving train has been disposed of in the yard and subsequent authority is received to recommence working. If it is necessary to complete the movement with the yard pilot locomotive, the arriving train must not be permitted to proceed beyond the STOP board until the movement with the yard pilot locomotive has been completed.

Before the person in charge clears signal M14, or gives permission for a movement to proceed from the East Arrival line or West Curve, he must be satisfied that it is safe to do so and no conflicting movement has been permitted.

The signaller will obtain the permission of the person in charge before clearing a signal, or giving permission, for a movement to proceed to the West Curve or towards F5, F6 or F7 siding. Such permission must not be given unless the person in charge is satisfied that is safe to do so and no conflicting movement has been permitted.

The person in charge must inform the signaller at Millerhill box details of all departing trains.

Blockage of lines to electric trains

Millerhill Yard is specially nominated in accordance with the Rule Book, Module AC2, Section 6.2(b).

Millerhill CE Reclamation Depot - A road vehicle (JCB) may be used to shunt rail vehicles within the depot provided the undernoted conditions are complied with :-

1. Not more than two rail vehicles may be moved at any one time.
2. Such movements must be confined within the sidings designated for use by the Reclamation Depot.
3. Movements to be made at a speed not exceeding walking pace.
4. A competent person must be in charge of each movement and will be responsible for ensuring that the provisions of the Rule Book, Section J, so far as they apply, are carried out.

Servicing Depot - Movement to and from Shed siding - Where reference is made in the following instructions to 'designated person', this means the person responsible for protection inside the Shed, who is identified by an orange armband bearing the letters 'DP' in black.

1. When required to make a movement into the Shed, the driver must stop at the Stop Board.
2. Movements past a Stop Board and movements out of the Shed must not be made until the designated person has personally given the shunter or driver an assurance that it is safe for the movement to commence.

Passenger train diversion - The diversion of passenger trains between Portobello Jn. or Niddrie West Jn. and Monktonhall Jn. through Millerhill Yard, is prohibited.

MILLERHILL LOCOMOTIVE DEPOT

Overhead Line Equipment - Electric traction is prohibited from entering the depot. A permanently earthed section is provided in the OLE on the Arrival Road between structures EW/LS/04 and EW/LS/13.

ALL CONCERNED TO NOTE THAT ALL OLE WITHIN THE DEPOT, INCLUDING THAT PORTION OF THE ARRIVAL LINE WITHIN THE ABOVE LIMITS, MUST CONTINUE TO BE TREATED AS LIVE AT ALL TIMES.

Departure from Arrival Road - When it is not possible for the Departure Roads and the Shed road to be used by a locomotive requiring to proceed from the depot, the following procedure is authorised only in the following circumstances :-

in connection with a light locomotive immediately required for assistance,

for line clearance purposes on a running line,

in the event of major disruption within the Shed, caused by derailment or infrastructure failure,

and, in any event, only when specially authorised by the Network Rail Signalling Manager, (or his nominated epresentative), to the signaller at Millerhill box :-

Before allowing the locomotive to make any movement towards the main line end of the Arrival line, the EW&S Duty Train Crew Manager must advise the signaller at Millerhill box, and, obtain confirmation that no movement has been authorised to proceed from the sidings towards the Arrival road.

The EW&S Duty Train Crew Manager must inform the signaller at Millerhill box when the locomotive is in position at the main line end of the Arrival line and is ready to depart, and, request the signaller to clear position light signal M56, (at the outlet of the Departure roads and the Shed road), for the locomotive to depart from the Arrival line.

Before requesting the signaller to clear this signal, (or, if necessary, to give authority for the movement to proceed with this signal at danger by the signaller speaking to the driver), the Duty Train Crew Manager must inform the signaller to which siding the movement will proceed, and :-

ensure that all other movements within the locomotive depot are at a stand, and will remain at a stand until the assisting locomotive has passed clear of the Arrival line and signal M56 has been replaced to danger.

explain the circumstances to the driver of the assisting locomotive, and inform him to which siding the movement must proceed, and, that the clearing of signal M56, (or the signaller's authority to proceed with this signal at danger), is the driver's authority to proceed from the locomotive depot to the siding concerned,

give the signaller an assurance to this effect.

Additionally, the Duty Train Crew Manager must, when making the request to the signaller, either use the telephone for signal M56, or position himself at signal M56, in order to ensure that no unauthorised movement passes this signal when it is cleared.

Dated: 02/12/06

SC161 - MILLERHILL YARD TO PORTOBELLO

NEWCRAIGHALL

Where traincrew require to change cabs on arrival at this station, the following instructions must be carried out :-

The driver must:

- remain in the leading cab on arrival at Newcraighall until the conductor arrives, and
- on arrival of the conductor at the leading cab, proceed to the cab at the opposite end of the train, mobilise that cab and tell the conductor that he/she (the driver) has control of the train.

The conductor must:

- after carrying out door operations, proceed to the leading cab, and
- remain in the leading cab after the departure of the driver, prepared to operate the emergency brake if the train moves, and
- after the driver has confirmed that he/she has taken control of the train at the opposite end, leave the cab and carry out station/train operations as normal.

If the driver requires to leave the cab of a train at the platform other than as detailed above, he/she must first remove the drivers control key.

Dated: 02/12/06

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