

Module SC11

Scotland Route

Sectional Appendix Module 11

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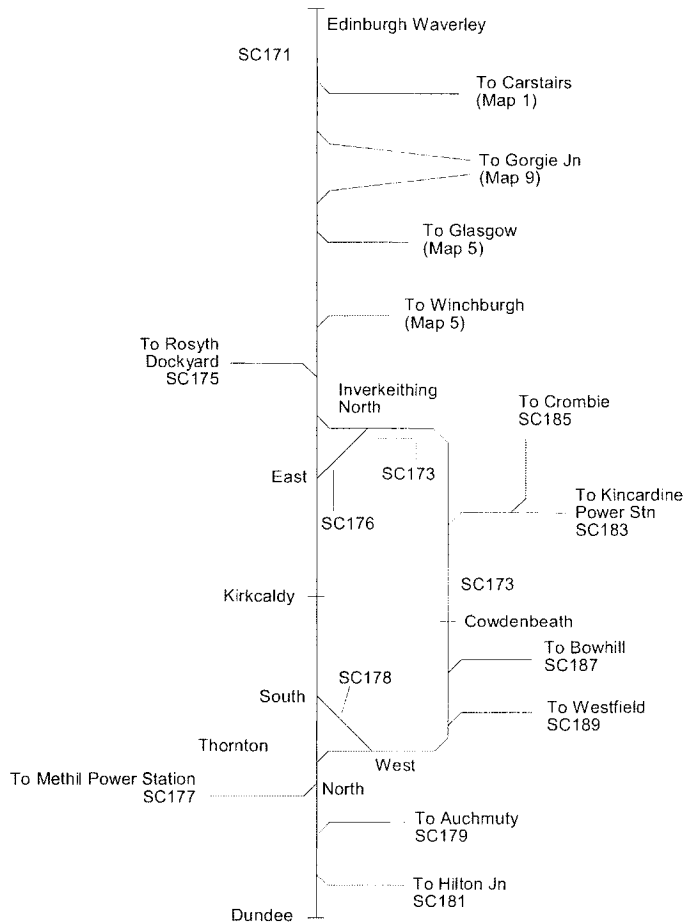
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MAPS

MAP 10: EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)



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EXCEPTIONALLY POOR RAIL ADHESION
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SC171 (EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY))

Location	Line(s) Affected	Mileage (Between)
Dalgely Bay	Up	16 m 17 ch and 14 m 36 ch

Dated: 02/12/06

SC173 (INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH))

Location	Line(s) Affected	Mileage (Between)
Dunfermline Town	Up	18 m 49 ch and 16 m 56 ch

Dated: 02/12/06

TABLE A DIAGRAM

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LOR	Seq.	Line of Route Description	ECN1	Route	Last Updated
SC171	001	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN1	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Waverley (East End)	0 21		<div>TCB</div> <div>Edinburgh SC (E)</div> <div>NRN 068</div>		
Edinburgh SC	0 07		<p>N (= North) and S (= South) lines are bi-directional</p> <p>On platform lines, PP and PP(A) only for booked movements or during periods of significant service disruption</p> <p>MS = Motorail Sdgs NL = North Loop NP = North Platform SP = South Platform SL = South Platform Loop SS = South Sdg</p>		
EDINBURGH WAVERLEY	0 00				
Waverley (West End)	0 15		<p>20 mph over all bay platforms at West End and over platform and loop lines except where shown</p> <p>Z,Y,X and W lines are bi-directional</p>		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	002	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2 EGM3	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Mound Tunnels 130 yards	0 16 to 0 22		<div>TCB Edinburgh SC (E) </div> <p>N = North lines S = South Lines</p> <p>ELR - ECN2 = North Lines EGM3 = South Lines</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	003	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2 EGM3 EGM2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Haymarket North & South Tunnels 1040 yards HAYMARKET		0 33 *		TCB Edinburgh SC (EH)	
		0 47 *		N = North Lines S = South Lines	
		1 14		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 []	
		1 19		ELR - ECN2 = North lines EGM3 = South lines to Haymarket Stn. EGM2 = South lines, Haymarket Stn. and beyond.	
		1 23 *			
Haymarket East Jn		45 72 [1 29]			

Scotland Route Sectional Appendix Module SC11

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	004	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2 EGM2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Haymarket Central Jn	[1 59] * 45 35 [1 66]		<p>TCB Edinburgh SC (EH) </p> <p>N = North Lines S = South Lines</p> <p>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 []</p> <p>ELR - ECN2 = North lines EGM2 = South lines</p>		

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
SC171	005	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	EGM2	EGM1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Haymarket West Jn		44 73 [2 28]				<p>TCB Edinburgh SC (EH)</p> <p>NRN 068</p> <p>N = North Lines S = South Lines</p> <p>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 []</p> <p>ELR - ECN2 = North lines EGM2 = South lines to Haymarket West Jn. EGM1 = Main lines, Haymarket West Jn. and beyond.</p>	
		44 60 *					

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LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC171	006	Edinburgh Waverley to Dundee (Via Kirkcaldy)		ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
			<div> <div>U</div> <div>90</div> <div>90</div> <div>90</div> <div>*</div> <div>75</div> <div>*</div> <div>90</div> <div>U</div> </div> <div> <div>D</div> <div>90</div> <div>90</div> <div>*</div> <div>75</div> <div>*</div> <div>90</div> <div>D</div> </div>		<div>TCB</div> <div>Edinburgh SC (EY)</div> <div> <div>NRN</div> <div>068</div> </div>	
		3 42 *				
		3 69 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	007	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
SOUTH GYLE	4 45		<div>TCB</div> <div>Edinburgh SC (EY)</div> <div>NRN 068</div>		
	6 00 *				
	8 34 *				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	008	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Dalmeny Jn	9 02		<div>TCB</div> <div>Edinburgh SC (EY)</div> <div> <div>NRN</div> <div>068</div> </div>		
Dalmeny Up Sdgs GF	9 21		<div>UPL 945f (285m) (45 SLU's)</div>		
Dalmeny Down Sdgs GF	9 26		<div>DPL 760f (230m) (36 SLU's)</div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	009	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
DALMENY	9 35		<div>TCB</div> <div>Edinburgh SC (EY)</div> <div>NRN 068</div> <p>The lines over the Forth Bridge are capable of being worked in either direction by special arrangement (See Local Instructions)</p>		
	9 43 *				
Forth Bridge 1m 1100 y					
	11 20 *				
NORTH QUEENSFERRY	11 22				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	010	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
North Queensferry Tunnel 460y		11 29 to 11 50		<div>TCB</div> <div>Edinburgh SC (EY & EV)</div> <div> <div>NRN</div> <div>068</div> </div>	
Inverkeithing Tunnel 410y		12 05 *			
		12 15 *			
		12 53 to 12 72			
		12 77 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	011	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Inverkeithing South Jn	13 03		<div>TCB</div> <div>Edinburgh SC (EV)</div> <div>NRN 068</div>		
INVERKEITHING	13 12				
	13 18 *				
Inverkeithing Central Jn	13 21				
	13 32 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	012	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Inverkeithing East Jn		13 49		<div>TCB</div> <div>Edinburgh SC (EV)</div> <div>NRN 068</div>	
DALGETY BAY		13 50 *		<div>UPL 1285f (390m)</div> <div>(61 SLU's)</div>	
Aberdour HABD (Up)		14 51			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	013	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
ABERDOUR			<div> <div>U</div> <div> <div>65 HST 75</div> <div>*</div> <div>50</div> <div>*</div> <div>55</div> <div>*</div> <div>65 HST 75</div> <div>*</div> <div>65</div> <div>*</div> <div>35 HST 40</div> <div>U</div> </div> <div>D</div> <div> <div>65 HST 75</div> <div>*</div> <div>50</div> <div>*</div> <div>65</div> <div>*</div> <div>65 HST 75</div> <div>*</div> <div>65</div> <div>*</div> <div>35 HST 40</div> <div>D</div> </div> </div>		<div> <div>TCB</div> <div>Edinburgh SC (EU)</div> <div> <div>NRN</div> <div>068</div> </div> </div>
		17 14 *			
		17 34			
		17 35 *			
		17 77 *			
		19 19 *			
		19 71 *			

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC171	014	Edinburgh Waverley to Dundee (Via Kirkcaldy)		ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
BURNTISLAND			<div> <div>U</div> <div>35 HST 40</div> <div>35 HST 40</div> <div>50</div> <div>50</div> <div>20</div> <div>65</div> <div>U</div> </div> <div> <div>D</div> <div>35 HST 40</div> <div>50</div> <div>50</div> <div>65 HST 75</div> <div>65</div> <div>D</div> </div>		<div>TCB</div> <div>Edinburgh SC (EU)</div> <div>NRN 068</div>	
		20 10				
		20 20 *				
		20 40 *				
		21 64 *				

Docks line
(OOU)

20

65

U

D

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	015	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Kinghorn Tunnel 260y			<div><div>U</div><div>D</div><div><div>65</div></div><div>65</div><div>*</div><div>*</div><div>30</div><div>30</div><div>① 20</div><div>① 20</div><div>*</div><div>*</div><div>45</div><div>45</div><div></div><div></div><div>*</div><div>*</div><div>65</div><div>65</div><div>*</div><div>*</div><div>65 HST</div><div>65 HST</div><div>75</div><div>75</div><div>*</div><div>*</div><div>65 HST</div><div>65 HST</div><div>75</div><div>75</div><div>65 HST</div><div>75</div><div>U</div><div>D</div></div>		<div><div>TCB</div><div>Edinburgh SC (EU)</div><div><div>NRN</div><div>068</div></div></div>
	22 23 *				
	22 28 to				
	22 40			① = Trains conveying containers	
	22 42 *				
	22 59				
	22 69 *				
	23 40 *				
	KINGHORN				
	24 70 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	016	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
KIRKCALDY		24 78 *		<div>TCB</div> <div>Edinburgh SC (EK)</div> <div>NRN 068</div>	
		25 40 *			
		25 70			
		26 01			
		26 19			
South End					
North End					


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated	
SC171	017	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Thornton South Jn		27 20 *	<div>U</div> <div>↑</div> <div>65</div> <div>—</div> <div>*</div> <div>—</div> <div>65</div> <div>HST</div> <div>80</div> <div>—</div> <div>*</div> <div>—</div> <div>60</div> <div>HST</div> <div>80</div> <div>—</div> <div>*</div> <div>—</div> <div>65</div> <div>HST</div> <div>80</div> <div>—</div> <div>*</div> <div>—</div> <div>75</div> <div>HST</div> <div>80</div> <div>—</div> <div>*</div> <div>—</div> <div>60</div> <div>HST</div> <div>80</div> <div>—</div> <div>U</div>		<div>D</div> <div>↓</div> <div>65</div> <div>—</div> <div>*</div> <div>—</div> <div>60</div> <div>HST</div> <div>80</div> <div>—</div> <div>*</div> <div>—</div> <div>65</div> <div>HST</div> <div>80</div> <div>—</div> <div>*</div> <div>—</div> <div>75</div> <div>HST</div> <div>80</div> <div>—</div> <div>*</div> <div>—</div> <div>60</div> <div>HST</div> <div>80</div> <div>—</div> <div>D</div>	<div>TCB</div> <div>Edinburgh SC (EK)</div> <div>NRN</div> <div>068</div>
		27 77 *				
		27 78 *				
		28 23 *				
		30 24	<div>20</div> <div>↘</div>		<div>CW Up 30m 19ch</div> <div>Edinburgh SC (ET)</div>	
		30 24 *	<div>*</div> <div>—</div> <div>60</div> <div>HST</div> <div>80</div> <div>—</div> <div>U</div>		<div>*</div> <div>—</div> <div>60</div> <div>HST</div> <div>80</div> <div>—</div> <div>D</div>	
				<div>South Curve</div> <div>To Thornton West Jn</div> <div>SC178 seq 1</div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	018	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Thorton North Jn		30 62			<div>TCB</div> <div>Edinburgh SC (ET)</div> <div> <div>NRN</div> <div>068</div> </div>
		30 63 *			UPL 1345f (410m) (64 SLU's) DPL 1200f (365m) (57 SLU's) 1765f (535m) when entered from North Curve (84 SLU's)


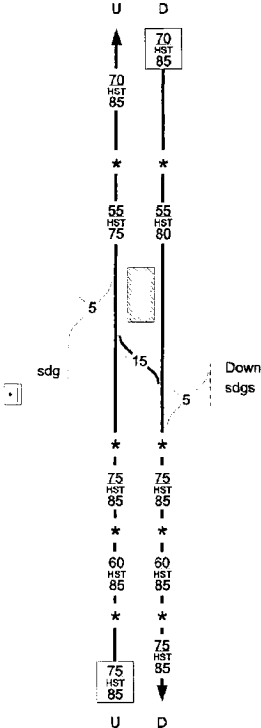
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	019	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
MARKINCH		<div> <div>U</div> <div>75 HST 80</div> <div>32 13 *</div> <div>32 25 *</div> <div>32 71 *</div> <div>33 00 *</div> <div>33 20</div> <div>35 65 *</div> <div>75</div> <div>U</div> </div> <div> <div>D</div> <div>75 HST 80</div> <div>* 60 *</div> <div>75 HST 80</div> <div>* *</div> <div>60 HST 80</div> <div>60 HST 80</div> <div>* *</div> <div>75 HST 80</div> <div>15</div> <div>75 HST 80</div> <div>15</div> <div>75 HST 80</div> <div>D</div> </div>	<div>TCB</div> <div>Edinburgh SC (ER)</div> <div>NRN 068</div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	020	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Heatherinch LC (UWC)	36 00 *	<div> <div>U</div> <div>75 HST 80</div> <div>*</div> <div>75 HST 80</div> </div>	<div> <div>TCB</div> <div>Edinburgh SC (EB)</div> <div> <div>NRN</div> <div>068</div> </div> </div>		
	36 62 *	<div> <div>*</div> <div>75 HST 85</div> </div>			
	38 71	<div> <div>T</div> </div>			
	38 79 *	<div> <div>50</div> <div>*</div> </div>			
LADYBANK	39 04	<div> <div>75 HST 85</div> <div>U</div> </div>			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	021	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Ladybank Jn	39 09 *		<div>TCB</div> <div>Edinburgh SC (EB)</div> <div>NRN 068</div>		
CE Sdgs GF	39 30	(S)	<div>DGL 1395f (420m) (66 SLU's)</div> <div>DRS 1325f (400m) (63 SLU's)</div>		
	39 45 *				
	39 66 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	022	Edinburgh Waverley to Dundee (via Kirkcaldy)	ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> U ↑ 85 ----- 40 22 T 40 46 * 41 42 T 41 69 * 42 19 * 42 26 44 20 * 60 HST 75 ↓ U </div> <div style="text-align: center;"> D 70 ↓ 85 ----- * 85 ----- * 85 HST 100 * 85 HST 100 * 55 HST 75 ↓ D </div> </div>		<div style="border: 1px solid black; padding: 5px;"> TCB Edinburgh SC (EB) </div> <div style="text-align: right;"> NRN  </div>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	023	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
CUPAR				TCB	Edinburgh SC (EB)
		44 40 *			
		44 48 *			
		44 50			
		44 58			
Cupar SB		44 79 *		AB	Cupar SB (CP)
		48 60 *			
		49 37			
		49 62 *			
Seggiehill LC (UWC)					

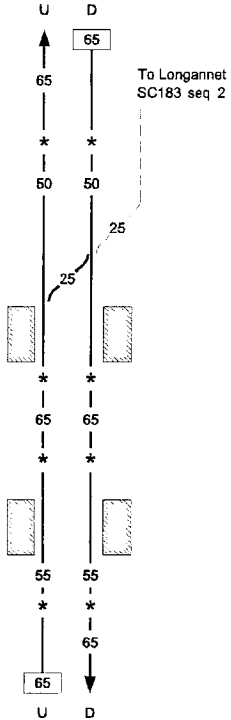
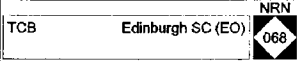
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	024	Edinburgh Waverley to Dundee (via Kirkcaldy)	ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
LEUCHARS				AB Cupar SB (CP) 	
		50 50 *			
		50 68			
		51 01			
		51 10 *			
		52 27 *			
Leuchars SB		52 28 *		Leuchars SB (LE)	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	025	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
St Fort GF	52 51 *		<div>AB Leuchars SB (LE) </div>		
	53 08 *		<div>St Fort Up Intermediate Block Section between Tay Bridge South SB and 54m 12ch</div>		
	53 77 *				
	54 00				
	55 33 *		<div>DRS 1705f (575m) (81 SLU's)</div>		
Tay Bridge South SB	56 31 *		<div>TCB Tay Bridge South SB (TS)</div>		
	56 38		<div>Dundee SC (D)</div>		
Tay Bridge 2m 360y	57 60 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	026	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Dundee Central Jn		58 17 *	<div><div>From Perth SC119 seq 22</div><div><div><div>U</div><div>D</div></div><div><div>20 HST 25</div><div>20 HST 25</div></div><div>25</div><div>25</div><div>Engrs 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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC171	027	Edinburgh Waverley to Dundee (Via Kirkcaldy)	ECN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
DUNDEE		59 14			<div>TCB Dundee SC (D) NRN 094</div> <p>DTL = Down Through line</p> <p>On platform lines 1 and 4 in both directions, PP only during periods of significant service disruption ; PP(A) only for booked movements or during periods of significant service disruption</p> <p>UTL = Up Through line</p>
		59 15 *			
Dundee SC		59 17			

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC173	001	Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath)		CWH1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Inverkeithing Central Jn		13 21			<div>TCB</div> <div>Edinburgh SC (EV)</div> <div>NRN 068</div>	
Inverkeithing North Jn		13 57 *			GL 1325f (400m) (63 SLU's)	
ROSYTH		14 52				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC173	002	Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath)	CWH1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Charlestown Jn DUNFERMLINE TOWN DUNFERMLINE QUEEN MARGARET		16 20 *			
		16 45			
		16 68			
		17 00 *			
		17 50 *			
		18 36			
		18 45 *			

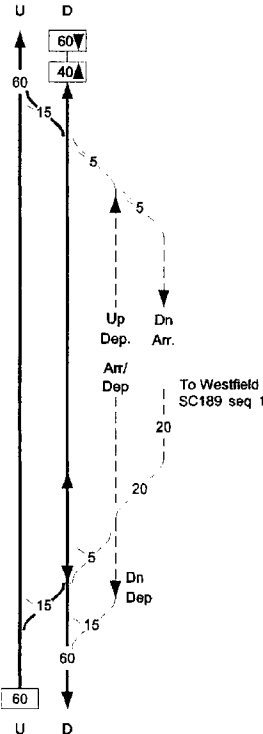
Scotland Route Sectional Appendix Module SC11

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC173	003	Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath)	CWH1	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Townhill Jn	18 56		<div>TCB</div> <div>Edinburgh SC (EO)</div> <div>NRN 068</div>		
Halbeath LC (CCTV)	19 12		<p>CW Down 18m 56ch</p> <p>UGL 1365f (415m) (65 SLU's)</p> <p>No1 DGL 1285f (390m) (61 SLU's)</p> <p>No2 DGL 1285f (390m) (61 SLU's)</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC173	004	Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath)	CWH1 CWH2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
COWDENBEATH (Change of ELR CWH1 to CWH2)		22 42			TCB Edinburgh SC (EC)
		22 76			
		22 76			
		0 00 *			
		0 05 *			
		0 32 *			

Scotland Route Sectional Appendix Module SC11

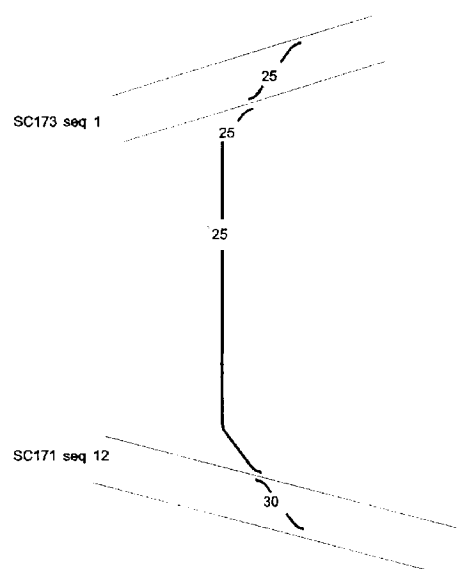

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC173	005	Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath)	CWH2 CWH3	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>TCB</div> <div>Edinburgh SC (EC)</div> <div>NRN 068</div>
		<div>0 50 *</div> <div>0 70</div> <div>27 00</div> <div>27 05 *</div> <div>27 67</div> <div>29 37</div> <div>30 00</div>			<div>Edinburgh SC (ET)</div>
(Change of ELR CWH2 to CWH3)					
LOCHGELLY					
Glencraig GF					
CARDENDEN					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC173	006	Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath)	CWH3	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Clunybridge		32 16			
Thornton Yard		33 28			
Redford Jn		33 45			
		34 05			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC173	007	Inverkeithing Central Jn to Thornton North Jn (Via Cowdenbeath)	CWH3 TNW	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
(Change of ELR CWH3 to TNW) Thornton West Jn		① 34 62 ② 0 70			TCB Edinburgh SC (ET)
GLENROTHES WITH THORNTON		① 34 72 ② 0 59			NOTE change of direction between Thornton West and Thornton South
Thornton North Jn		0 00	To Thornton South Jn SC178 seq 1		

① = Through In

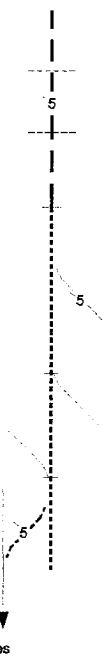
Scotland Route Sectional Appendix Module SC11

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC176	001	Inverkeithing North Jn to Inverkeithing East Jn (Inverkeithing Curve)		IGE	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Inverkeithing North Jn		0 33			TCB Edinburgh SC (EV) 	
Inverkeithing East Jn		0 00				

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC177	001	Thornton North Jn to Methil Power Station (Goods Line)	MTL1	MTL2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Thornton North Jn		0 11			<div>OT</div> <div>Edinburgh SC (ET)</div> <div>NIRN</div> <div>068</div>	
Double Dykes LC (Open)		0 59 *			See Local Instructions	
Cameron Bridge GF		3 51				
(Change of ELR MTL1 to MTL2)		4 65 7 34				
Kirkland East Notice Board		6 48	<div>①</div> <div>①</div> <div>To Methil Power Station</div>		<div>YARD WORKING</div> <div>① = points secured at both ends for loop line only</div>	

Scotland Route Sectional Appendix Module SC11

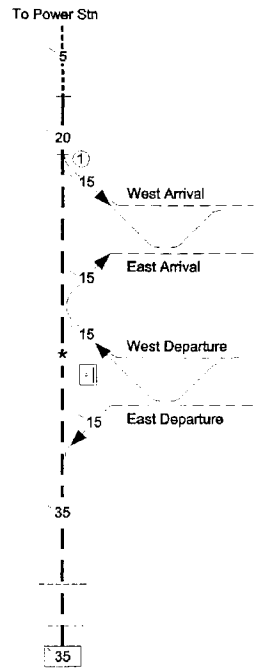

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC178	001	Thornton South Jn to Thornton West Jn		CWH3	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Thornton South Jn		35 38	<p>SC171 seq 17</p>		<p>TCB Edinburgh SC (ET)</p> <p>NRN 068</p> <p>NOTE change of direction between Thornton West and Thornton North</p>	
GLENROTHES WITH THORNTON		34 72				
Thornton West Jn		34 62				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC179	001	Auchmuty to Markinch Down Sidings GF (Goods Line) (OOU)	AMY2 AMY1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Auchmuty		1 07			<div> OT(S) Edinburgh SC (ER) <div> NRN 068 </div> </div> <p>Train staff custodian is the person in charge at Thornton Yard.</p>
Prestonhall LC (TMO)		0 59			
Balbirnie LC (TMO)		0 37			
(Change of ELR AMY2 to AMY1) Notice Board		0 00 3 59			
Haigs Sdg GF		3 70			
Markinch Down Sdgs GF		4 16	SC171 seq 19 Fife Lines		

Scotland Route Sectional Appendix Module SC11

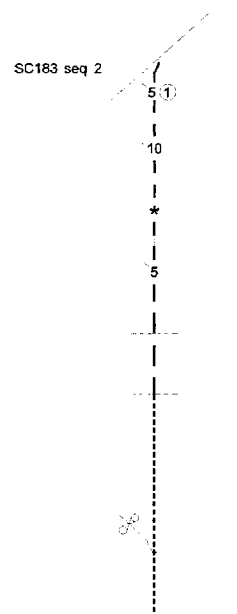

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC181	001	Ladybank Jn to Hilton Jn		CDC1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Ladybank Jn		0 03			TCB Edinburgh SC (EB)	
Anniesmuir LC (UWC)		0 19			① = Through jn. CL 1410f (430m) (67 SLU's) DRS 1325f (400m) (63 SLU's)	
		2 00				
		4 00				
		6 35				
		6 42 *				
		6 50				
		6 68 *				
		10 00				

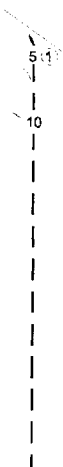

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC181	002	Ladybank Jn to Hilton Jn	CDC1 CDC2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Clayton LC (UWC)		10 20 *	<div><div>55</div><div>*</div><div>50</div><div>*</div><div>55</div><div>20</div><div>20</div><div>20</div><div>20</div><div>20</div></div>		TCB Edinburgh SC (EB) <div>NRN 092</div>
		10 30 *			
		12 00 <div>T</div>			
		13 41 <div>T</div>			
(Change of ELR CDC1 to CDC2)		14 10 44 18			
Eastfield LC (UWC)		44 55 <div>T</div>			
Hilton Jn		45 37			
		45 66			
			SC119 seq 15		

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC183	001	Kincardine Power Stn to Charlestown Jn (Goods Line)		KNE1	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Kincardine Notice Board		4 04			 YARD WORKING OT(S) Longannet SB (LG) Also applies to West Arrival Line. ① = Hand Points	
Longannet SB		5 62 *				
Culross LC (UWC)		8 60 T				
Valleyfield Colliery LC (UWC)		9 60 T			TCB Edinburgh SC (EO)	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC183	002	Kincardine Power Stn to Charlestown Jn (Goods Line)	KNE1 KNE2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Change of ELR KNE1 to KNE2) Elbowend GF	14 14				
Charlestown Jn	15 39				

Scotland Route Sectional Appendix Module SC11

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC185	001	Elbowend Jn to Crombie RNAD (Goods Line) (OOU)	CRN	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Elbowend GF (See Local Instructions)		14 14		<div>OT(S) Edinburgh SC </div> <div>Train staff kept in Elbow end GF.</div> <div>① = Through gf points</div>	
		13 64 * 0 00		YARD WORKING	
Merryhill LC (TMO) (See Local Instructions)		1 37			
Charlestown Foundry LC (TMO)		1 64			
Crombie RNAD		2 04			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC187	001	Glencraig GF to Bowhill (Goods Line) (OOU)	BWL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Glencraig GF		0 00	SC173 seq 5 	OT(S) Edinburgh SC 	
Network Rail Boundary		0 42		Train Staff kept in Glencraig GF ① = Through gf points	

Scotland Route Sectional Appendix Module SC11

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC189	001	Westfield to Redford Jn (Goods Line)	CRE	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Westfield Notice Board			To Westfield		<div><div>NRN</div><div>068</div></div> <p>YARD WORKING applies between the end of the line and Westfield Notice Board.</p> <div>OT(S)Edinburgh SC (ET)</div>
		28 77	5		
		32 19 *	* 10		
		32 35 *	* 20		
Redford Jn		33 04 33 28	Arrival/ Departure		
			20		
			5		
		33 45	SC173 seq 6 15 Down Departure		

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SC171 (EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY))

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 by the letters 'BV'.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW3, Section 12. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

From	To	Type of Train	Line(s)	Remarks
North Goods Loop Sig EH514	Haymarket Platform 1	Loco hauled ECS	Up North	May be propelled. BV

Dated: 02/12/06

SC173 (INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH))

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 by the letters 'BV'.

Trains may be assisted in rear between the places listed below in accordance with the Rule Book, Module TW3, Section 12. The assisting locomotive must be coupled to the train. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where indicated.

From	To	Type of Train	Line(s)	Remarks
Inverkeithing North Jn	Inverkeithing East Jn	Engineers	Single	May be propelled. BV
Inverkeithing East Jn	Inverkeithing North Jn	Engineers	Single	May be propelled. BV
Thornton Yard	Townhill	Freight	Up	May be assisted in rear.

Dated: 02/12/06

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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
SC171	EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)	Y	N	Y	Y	Y	Y	Y	Y	
SC173	INVERKEITHING CENTRAL JN. TO THORNTON NORTH JN. (VIA COWDENBEATH)	Y	N	Y	Y	Y	Y	Y	Y	
SC178	THORNTON SOUTH JN TO THORNTON WEST JN	Y	N	Y	Y	Y	Y	Y	Y	
SC181	LADYBANK JN. TO HILTON JN.	Y	N	Y	Y	Y	Y	Y	Y	

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SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

EDINBURGH WAVERLEY

Electrical Isolation of Overhead Line Equipment on platform 7 line – When platform 7 line at Waverley station requires to be isolated, this must be in accordance with the instructions contained in RT/E/S/29987 (Local Isolation and Earthing of 25 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-operation 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 horns during the 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 E.846 or Down North line signal E.848 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

SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

EDINBURGH WAVERLEY 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

SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

Haymarket East Jn To Haymarket Central Jn

HAYMARKET T&RSD

Telephone – Traincrew of traction units leaving the depot, in addition to informing the signaller the traction unit number, destination and train to be worked, must remain at the telephone until advised by the signaller that the traction unit may proceed.

Shed sidings – Movements to and from Sheds (signals) – The following instructions apply to:-

Shed roads 1, 2 and 5 to 10 (East end)

Shed roads 1 and 5 to 8 (West end)

Where reference is made in the following instructions to "designated person", this means the person responsible for protection on the group of sidings concerned, who is identified by an orange armband bearing the letters "DP" in black.

Movements entering depot (east end)

Drivers of trains entering the depot and proceeding towards the Back Road, Shed road 1 to 10 (east end), or the Fuel line must not proceed beyond the appropriate board worded "STOP, AWAIT INSTRUCTIONS", (situated opposite the Amenity Block), without the authority of the shunter.

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 lookout 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 protections. 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. A movement out of a Shed must not be started unless the exit signal concerned at the Shed door 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 except 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.

Shed sidings – Movements to and from sheds (notice boards) – The following instructions apply to:-

Shed roads 3 and 4

Fueling road (east end)

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

1. When required to make a movement in to the Shed or Fuelling road, 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 shunters or driver an assurance that it is safe for the movement to commence.

Depot chargeman's office – local panel

The signaller at Edinburgh SC will request a release for movements proceeding to the Carriage sidings or the depot. The chargeman must not operate the appropriate slot key switch to the OFF position unless he is satisfied that it is safe to do so and permission has not been given for a conflicting movement to be made.

Should it not be possible to operate the slow twitch when required, or give permission for an incoming movement to be made, the chargeman must advise the signaller at Edinburgh SC of the circumstances.

In the event of a failure of the appropriate slot key switch, verbal permission may be given by the chargeman to the signaller at Edinburgh SC for the movement to proceed, provided the above conditions apply.

A record must be maintained of failures of equipment, and any other exceptional circumstances.

Dated: 02/12/06

SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

Forth Bridge

Two-way working over the Forth Bridge during Engineering Operations or other exceptional circumstances –

When two-way working is to be brought into use in exceptional circumstances, the signaller at Edinburgh signalling centre will inform the person in charge of the circumstances, the line on which two-way working is to be introduced, and obtain his agreement before two-way working is introduced.

The person in charge must not give his agreement until he has first informed all persons on the bridge, that two-way working is to be brought into operation and the line on which it will take place.

The person in charge must also inform any person going on to the bridge of the circumstances during the time two-way working is in force, and advise all persons when normal working is to be resumed.

The signaller at Edinburgh signalling centre will inform the person in charge before normal working is resumed.

In connection with engineering operations or in other exceptional circumstances, the Down or Up line over the bridge will be closed as required, and trains worked over the opposite line, in either direction.

If two-way working is introduced at times not specified in the printed Weekly Operating Notice, or, is extended beyond the time specified in the Weekly Operating Notice, the signaller at Edinburgh signalling centre will advise drivers of trains proceeding over the bridge that two-way working is in operation and over which line.

Drivers must thereafter work to the instructions of the signaller.

When two-way working is to be brought in to use in exceptional circumstances, the signaller at Edinburgh signalling centre will inform the person in charge of the Forth Bridge of the circumstances, the line on which two-way working is to be introduced and obtain his agreement before two-way working is introduced.

The person in charge must not give his agreement until he has first informed all persons on the bridge that two-way working is to be brought into operation and the line on which it will take place.

The person in charge must also inform any person going on to the bridge of the circumstances during the time two-way working is in force and advise all persons when normal working is to be resumed.

The signaller at Edinburgh signalling centre will inform the person in charge before normal working is resumed.

Temporary speed restrictions – A temporary speed restriction will be imposed for right direction movements when the adjoining line is under possession and traffic is being worked over one line only, in both directions.

- a) For all pre-planned work as detailed in the Weekly Operating Notice, a temporary speed restriction of 20mph will be imposed. The provisions on the Rule Book, Module SP, Part B, 3 will not apply and the following special arrangements will be introduced:-

- (i) At the commencement of the temporary speed restriction, the existing differential permanent speed restriction sign on the approach to the bridge will be altered to become a reflectorised, circular temporary speed restriction speed indicator exhibiting "20" in black numerals on a blue background within a white border. No advance warning indication, nor associated AWS track equipment, will be provided.

- (ii) To indicate the termination of the temporary speed restriction, a reflectorised, rectangular temporary speed restriction termination indicator will be located on the reverse side of the existing permanent speed restriction sign for wrong direction working. This will exhibit a "T" in black lettering on a blue background within a white border.

- (iii) A temporary speed restriction imposed in accordance with this arrangement must not be eased or withdrawn earlier than shown in the Weekly Operating Notice. If a restriction shown in the Weekly Operating Notice is not imposed, the necessary indicators ((i) and (ii) above) must be exhibited unless a Special Notice cancelling the restriction has been issued a least 24 hours before the time shown for it to start.

- (iv) During this period, should a driver observe any indication other than detailed above, or no indication where one would be expected, he must tell the signaller immediately, stopping specially if necessary. The signaller must arrange for the appropriate indication to be exhibited and, until this has been done, he must arrange for each driver affected to be informed.

- (v) Drivers may accelerate as soon as the front of the train has passed the termination indicator described in (ii) above.

- (vi) The Forth Bridge Project Manager is responsible for ensuring that the special signs detailed above are exhibited and, when normal working is resumed, that the special signs are restored to "normal".

- b) In the event of unplanned work, or where a restriction more severe than 20mph has been imposed, the provisions of the Rule Book, Section U (Part i) must be applied and all associated warning boards, AWS track equipment and indications provided.

Floodlighting – The bridge can be illuminated by floodlights and drivers should be prepared for the floodlights to be switched on, and off, when approaching, or crossing, the bridge.

Dated: 02/12/06

SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

Tay Bridge South SB

St Fort Fuel sidings – Trains conveying tanks destined for the sidings must be brought to a stand opposite the siding connection. The person in charge of the movement must then proceed to the sidings while the train is drawn forward clear of the siding connection.

The tail lamp must be removed before an inwards movement passes the security gates. Railway hand lamps must not be taken beyond the security gates and the firm's person in charge will supply hand lamps as necessary.

The person in charge of the movement must ensure that the siding to which the train is to run is clear throughout and the security gates giving access to the siding are open. The person in charge of the movement must then operate the ground frame for the inwards movement before he operates the switch provided at the ground frame to illuminate the 'SET BACK' indicator positioned on the Leuchars side of the siding connection. When the inwards movement has passed clear of the siding connection, the person in charge of the movement must operate the switch to extinguish the indicator. Should the person in charge of the movement observe anything abnormal during the inwards movement, he must immediately operate the switch to extinguish the indicator and advise the signaller accordingly.

The illumination of the 'SET BACK' indicator is the driver's authority to enter the sidings. Should the indicator be extinguished during the inwards movement, the driver must immediately bring the train to a stand. The Rule Book Section J is modified accordingly.

St Fort Up I.B. home signal – Should it be necessary to comply with the provisions of the Rule Book, Module S5, Part B, 2, the instructions relative to passing a semi-automatic signal at danger must be complied with.

Dated: 02/12/06

SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

Tay Bridge

Where the engineer takes possession of the line on the bridge and an engineer's train requires to work within the possession, a double line possession must be taken.

Movement restrictions - In normal working, only the following locomotive types are permitted onto the bridge - Class 37, 47, 60, 66 and 67.

In normal working, only the following freight / engineering vehicles are permitted onto the bridge - TTA, ZFV, ZXH, ZOA, YCV, ZBV, ZCV, ZJV and STUMEC.

MU / HST trains are unrestricted in normal working.

Double - heading is prohibited. Train failures on the bridge require either a barrier wagon of a minimum of 60 feet in length or recovery must be from the rear of the failed train where this will not result in locomotives being coupled together. This instruction does not apply to an HST which fails on the bridge.

Note - Network Rail Operations Control will impose further, additional, movement restrictions during high or severe wind conditions.

Dated: 02/12/06

SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

DUNDEE

East reception line – The stabling of vehicles in the headshunt of the East reception line beyond the connection with the loco release line is prohibited. Vehicles capable of movement under their own power must not be left unattended in the headshunt.

Sprinter Multiple Units – Coupling/uncoupling operations involving these units in the Dock platform lines 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 on the approach to the buffer stops. A detaching movement involving more than two units must only be carried out between the two units nearest the buffer stop end of the train, provided this is done on straight track. No restriction applies to the number of sets to be attached to or detached from the unit in the Dock platform next to the buffer end.

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

Bridge Engineer's motorised trolley – The machine must not be relied upon to actuate Track circuits. When the machine requires to pass over lines outwith the possession of the Engineer, the signaller must, provided the route is clear, operate individual point switches to hold the points in the required position before giving permission for the movement to commence. The points must be held in the required position until the signaller is satisfied the machine has passed clear.

Dated: 02/12/06

SC171 - EDINBURGH WAVERLEY TO DUNDEE (VIA KIRKCALDY)

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

SC173 - INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH)

Thornton Yard

Train working – When a train requires to proceed to the yard from the Arrival / Departure line, the person in charge of the movement must, before the train passes beyond the stop board, ascertain over which line the train will run and ensure that the hand worked facing points are correctly set.

When the yard is unstaffed, the driver of a train requiring to enter the yard on the Arrival/Departure line will be advised of the circumstances before the appropriate signal is cleared, or permission is given, for the train to proceed. Under such circumstances, the person in charge of the movement must carry out the duties of shunters as shown in the Rule Book, Module SS2, before giving the driver authority to pass the stop board at the entrance to the yard.

Dated: 02/12/06

SC173 - INVERKEITHING CENTRAL JN TO THORNTON NORTH JN (VIA COWDENBEATH)

GLENROTHES WITH THORNTON

Terminating trains must, after completion of station duties, proceed forward to come within signal ET.556 (South Curve) or signal ET.558 (North Curve) before forming a subsequent departing service.

Dated: 02/12/06

SC175 - ROSYTH DOCKYARD TO INVERKEITHING SOUTH JN (GOODS LINE)

Entire Line Of Route

Train staff – The train staff custodian is the person in charge at Inverkeithing station.

The driver of a train proceeding to the Rosyth branch must advise the signaller at Edinburgh SC when he has received the train staff from the person in charge at Inverkeithing station. The driver must retain possession of the train staff at Rosyth Dockyard.

Rosyth Dockyard

Murray Road level crossing – Drivers must stop short of this level crossing and not proceed over it until authorised to do so by the MOD handsignaller.

Movements within the Dockyard – Each incoming movement will be met at Murray Road level crossing by a member of the Dockyard staff who will be in overall control within the Dockyard area. The Rule Book, Module SS2, is modified accordingly.

The instructions of the member of the Dockyard staff must be obeyed by trains within the Dockyard area and the rail person in charge of the movement must exhibit the necessary handsignals to the driver.

If, during shunting, it is necessary for a movement to enter No.5 siding, such movement must not proceed beyond the notice board on the approach to the weighbridge.

Between Limpetness and Inverkeithing South Jn

Navel Base sdgs – When the sidings are being served, no vehicle(s) must be left on the single line between Limpetness and the ground frame at the Limpetness end of the sidings.

On return to Inverkeithing, the train staff must, again, be delivered to the person in charge at Inverkeithing station.

The person in charge at Inverkeithing station must advise the signaller at Edinburgh SC when a train from the branch has arrived at Inverkeithing complete with tail lamp attached and the train staff is in his possession.

Dated: 02/12/06

SC177 - THORNTON NORTH JN TO METHIL POWER STATION (GOODS LINE)

Thornton North Jn To Kirkland East Notice Board

Trains proceeding towards Methil Power Station, not requiring to work in Cameron Bridge sidings, must be brought to a stand at the notice board at the ground frame points and must not proceed until the points have been visually inspected and confirmed to be in the correct position. Should the points be in other than the correct position, provided the points can be operated and secured for movements along the single line, the train may proceed. If it is not possible to secure the points, the train must not be moved. The driver must advise Network Rail Production Control of the circumstances and await further instructions.

The driver of a train requiring to work at Cameron Bridge sidings must obtain the ground frame padlock key from the person in charge at Thornton yard or from the Trainmaster at Motherwell depot. On arrival at Cameron Bridge, the driver must hand the key to the person in charge of the movement who must, on completion of work at Cameron Bridge, secure the ground frame by padlock and return the key to the driver. The driver must return the key to the person from whom it was obtained.

Trains entering the Cameron Bridge sidings must be brought to a stand at the notice board worded PRIVATE LOCOMOTIVES OPERATE BEYOND THIS POINT. The person in charge of the movement must then walk forward and receive assurance from the firm's representative that the private locomotive will not move until shunting is completed and the train is clear of the notice board worded NO PRIVATE LOCOMOTIVES BEYOND THIS POINT.

Methil Power Station

Only one rail movement is permitted within the power station at any one time.

The power station gates will remain closed to rail traffic at all times. An arriving English, Welsh and Scottish Railway train must be brought to a stand at the STOP board situated on the approach to the gates and the person in charge of the movement must contact the Scottish Power Control Room (Telephone 234) by telephone. The opening of the gates indicates that any internal movement within the power station has ceased and the pilot locomotive has been set aside.

If the English, Welsh and Scottish Railway locomotive fails, the person in charge of the movement must advise the Scottish Power Control Room who will arrange for the gates to be closed and, if necessary, the resumption of internal shunting by the pilot locomotive. The assisting English, Welsh and Scottish Railway locomotive must, on arrival at the gates, contact the Scottish Power Control Room as above.

When the English, Welsh and Scottish Railway train is ready to depart, the person in charge of the movement must again contact the Scottish Power Control Room for instructions at the STOP board situated within the power station.

A minimum of half of all the vehicle handbrakes must be applied on stabled vehicles, subject to the requirements of the Rule Book, Module SS2. Vehicle handbrakes must be applied at the Arrival Gates end of the train which is at the lower end of the gradient.

If the telephone at the STOP board has failed, the person in charge of the movement must contact the English, Welsh and Scottish Railway Control via NRN radio, who in turn will advise the Scottish Power Control Room at Methil.

Dated: 02/12/06

SC181 - LADYBANK JN TO HILTON JN

Anniemuir LC (UWC)

Persons in charge of shunting movements within the Branch siding, or in charge of rounding movements within the loop, must exercise great care when in the vicinity of the level crossing to avoid hindering any user who may be using the crossing.

Dated: 02/12/06

SC183 - KINCARDINE POWER STN TO CHARLESTOWN JN (GOODS LINE)

Kincardine Notice Board

Drivers must contact the signaller at Longannet box by radio to advise of their departure from Kincardine.

Dated: 02/12/06

SC183 - KINCARDINE POWER STN TO CHARLESTOWN JN (GOODS LINE)

Longannet SB

West arrival line – Trains requiring to proceed from Kincardine to Scottish Power, Longannet via the West Arrival line must be brought to a stand short of the hand operated connection Down main to West Arrival line, and the points must be set by the person in charge of the movement in the required position before proceeding.

One Train Working Regulations – The One Train Working Regulations on Single lines where a Train Staff is provided between Longannet and Kincardine, also apply on the West Arrival line. The Train Staff must be retained by the driver for all movements between Kincardine and Scottish Power, Longannet until all traffic has ceased for the day.

Layout and signalling arrangements – Scottish Power, Longannet – The application of the signal worked from the Scottish Power control room is as follows:-

Hopper entrance signals

NO.	ASPECT	APPLICATION
S1N	Red (Normal)	Stop at this signal
S1S	Yellow	Proceed forward with caution at ½ m.p.h.

Emergency stop signals

S2N		
S3N		
S4N	Red	Stop immediately even though not at signal
S5N		
S6N		
	Yellow (Normal)	Proceed forward with caution at ½ m.p.h.
S2S		
S3S		
S4S	Flashing Red	Reverse slowly
S5S		
S6S		

One way spring points are situated in the following lines:-

North hopper approach line, trailing end of facing connection form East Arrival line, normal line for West Arrival line.

South hopper approach line, trailing end of facing connection form West Arrival line, normal line for East Arrival line.

Working arrangements

- On the hopper approach lines between the inlet signals and signal S1N or S1S, drivers must proceed on the tail-light-ahead working principle at a maximum speed of approximately **5 m.p.h.** and between signal S1N and S1S and until the whole of the train is clear of the last lineside unit at ½ m.p.h.
 - The person in charge of the movement must not alight from or rejoin the train unless it is safely clear of the discharge house, the lineside doorclosing gear and latching apparatus.
 - The person in charge of the movement **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 train is clear of the discharge house. Should any damage have been sustained, Railtrack Production Control must be advised by the most expedient means.
- A visual and audible warning system is provided for each track and is timed to operate for a short period of time immediately prior to the appropriate signals S2 to S6 being cleared. This system will give warning when a train which has stopped in the hopper area is about to move again.
- The C&W examiner will inform the person in charge of the movement of the train concerned the position of any cripples on the train and the defective vehicles must be placed in the adjacent cripple siding if the defect cannot be remedied on site. If the length of the train is such that cripples in the front portion of the train cannot be detached in the adjacent cripple siding, such vehicle(s) must be detached in the opposite cripple siding.

4. Drivers must exercise great caution when working on the East Arrival, West Arrival and West Departure lines and be prepared to stop clear of the level crossings.
5. (a) If the hopper entrance signals S1N or S1S fail, the driver will be authorised by the Coal Handling Plant Controller to pass the appropriate entrance signal at danger provided all other signals on that line are working normally.
- (b) If two or more signals are not working normally, discharging will not take place on that line and the driver will be authorised by the Coal Handling Plant Controller to pass the necessary signals at danger to enable the train to proceed forward to the appropriate ground position light signal controlled from Longannet box from where the train will be signalled to the opposite line for discharge.
- (c) If two or more signals fail during a discharging movement, all signals will be replaced to red and an EW&S supervisor will attend to supervise subsequent train movements. The supervisor in attendance must arrange for the person in charge of the movement to handsignal the movement from the discharge plant. The Coal Discharge Plant Operator must be advised by the supervisor in attendance when the discharging movement will restart who must also request the Coal Discharge Plant Operator to ensure that the person in charge of the movement is kept aware of train movement requirements. The supervisor in attendance must assist with relaying handsignals until discharging is complete.
6. Wrong direction and propelling movements are prohibited except that a light locomotive may travel in the wrong direction in order to assist a failed train.
7. If a failed train requires assistance, the person in charge of the movement must advise the Coal Handling Plant Controller of the circumstances and place three detonators on the line, 300 metres (approximately 300 yards) in advance of the failed train. The provisions of the Rule Book, Module M2, Section 5 must, thereafter, be observed and assistance provided at the front of the failed train.
8. If the apparatus affecting the "CRIPPLES / NO CRIPPLES" indication fails, the wagon examiner must inform the signaller at Longannet box whether there are cripples or not.
9. When an MGR train is stalled at Longannet with the locomotive immobilised, a minimum of 6 wagon handbrakes must be applied in addition to the application of both handbrakes on the locomotive.

Dated: 02/12/06

SC185 - ELBOWEND JN TO CROMBIE RNAD (GOODS LINE) (OOU)

Merryhill LC (TMO)

The provisions of the Rule Book, Module TW8, Section 10 are modified as follows:-

The gates of this level crossing are not locked and keys are not provided.

No warning boards or distant signals are provided in conjunction with this crossing, and drivers must regulate the speed of their trains in sufficient time to stop at the stop board.

The gates will normally be closed against the railway. If, on approaching the level crossing, the gates are closed across the roadway the driver must bring his train to a stand at the stop board and sound the horn before proceeding over the crossing.

Dated: 02/12/06

SC185 - ELBOWEND JN TO CROMBIE RNAD (GOODS LINE) (OOU)

Crombie RNAD

Royal Naval Armaments Depot – On the west side of the Morton Burn bridge, a boundary fence with gate is erected across the branch line at a point 250 yards from the entrance to the branch. The gate is kept closed against the railway except when it has to be opened for the passage of trains going to or from Crombie depot. The gate is in charge of an Admiralty policeman who, on hearing a signal on the locomotive horn, will open the gate.

The boundary gate is not provided with a gate lamp. During darkness, drivers must bring their trains to a stand at the entrance to the branch to enable the person in charge of the movement to walk forward and satisfy himself that the Admiralty policeman has opened the gate. If the gate is open for the movement, the person in charge of the movement must handsignal the driver forward.

Traffic requirements will be as instructed by the Admiralty official in charge. If not official is at hand, the driver must sound the locomotive horn.

Dated: 02/12/06

SC189 - WESTFIELD TO REDFORD JN (GOODS LINE)

Westfield Notice Board To Redford Jn

To facilitate the loading of slurry on the single line (at 31 miles 470 yards), the provisions of the Rule Book, Module T3 must be observed so far as they can be applied prior to the train entering the branch at Redford Junction, subject to the undernoted modifications / exemptions.

The PICOP must accompany the train while it is on the branch. Authority is granted for the train to enter the possession for the purpose of loading on the single line (Section 11.2 is modified accordingly).

No marker boards are required in connection with this arrangement (Section 10.1 is exempt).

The train, after rounding at Westfield, must be brought to a stand on the single line at the loading point with the three wagons next to the locomotive adjacent to the loading point. Up to three wagons at a time will be loaded by mechanical shovel. Wagons must only be loaded when they are at a stand.

All movements associated with loading of the train must be controlled by handsignals between the person in charge of the movement and driver, in accordance with the Rule Book, Module SS2, Section 4.2.

After loading is complete, the PICOP must also ensure that the mechanical shovel is clear of the line, outwith the boundary fence/gate, and that the boundary fence/gate is reinstated (Section 14 is modified accordingly).

Dated: 02/12/06

SC189 - WESTFIELD TO REDFORD JN (GOODS LINE)

Entire Line Of Route

Westfield Opencast Rapid Loading Siding

The loading of trains at Westfield will be undertaken from a concrete loading pad by mechanical shovel tractors and up to six wagons at a time can be accommodated during loading.

Approximately 60 metres on the loading pad side of the weighbridge is a structure which spans the loading line and upon which a moveable spreader bar arrangement is mounted for the purpose of ensuring an even level of coal is maintained in each wagon after loading. The spreader bar will only be brought into use during the loading of CANOPIED MGR WAGONS. The normal position of the spreader bar is in the raised position and when lowered, an associated double sided notice board, facing toward both Thornton and the loading pad will be displayed indicating "STOP".

Operation of the spreader bar is under control of the Spreader Bar Operator who is responsible for lowering and raising as required.

Drivers of arriving trains must stop at the weighbridge and not proceed toward the loading pad unless the spreader bar is in the raised position and the "STOP" board is in the horizontal position and no longer visible. If the "STOP" board is displayed or becomes imperfectly displayed, drivers must not permit their locomotive to pass beneath the spreader bar until it has been confirmed the spreader bar is in the fully raised position and locked.

Radio equipment supplied by British Coal will be used to control movement of trains during loading and drivers of trains arriving at Westfield, having previously obtained the radio handset at Thornton yard, will require to stop at the weighbridge where an initial test transmission with the Disposal Point Operator should be made and which must be preceded by the words "DRIVER TO DISPOSAL POINT OPERATOR" and which will be acknowledged. STRICT RADIO DISCIPLINE MUST BE MAINTAINED.

The Disposal Point Operator will be responsible for all aspects of train loading and movements on behalf of British Coal.

Trains will then run forward on the loading line and drivers will be requested to stop by the Disposal Point Operator when the last six wagons are in position on the loading pad. The locomotive will then be uncoupled and run round utilising the single line.

Movement of the train over the loading pad will require the Disposal Point Operator to instruct the driver to STOP or START as required and will not require to be acknowledged by the driver.

The Disposal Point Operator will advise the driver when movement may commence from the loading pad.

When a train comprising CANOPIED MGR WAGONS is being loaded, the spreader bar must be brought into use and at such point during the loading process when the locomotive has passed beyond the spreader bar, the person in charge of the movement must indicate to the driver to STOP when the train is in such a position when the spreader bar is between the locomotive and the leading edge of the first wagon. The person in charge of the movement must then advise the Spreader Bar Operator to lower the spreader bar before the train is again allowed to move forward.

When the train is required to stop for lowering of the spreader bar behind the locomotive, the driver must advise the Disposal Point Operator "STOPPING TO ENGAGE SPREADER BAR" and subsequently advise the Disposal Point Operator when the train will again move forward.

If a train comprising CANOPIED MGR WAGONS requires to set back to the loading pad during loading, the person in charge of the movement must, before the driver is instructed to commence such a movement, ensure the Spreader Bar Operator is advised to raise the spreader bar to avoid contact with the locomotive and subsequently when the spreader bar must again be lowered for forward movement of the train.

The radio system transmits a constant bleep tone every few seconds between voice transmissions and is an indication that the system is functioning. Should it become apparent that the radio equipment has ceased to function and cannot be restored, conventional communications between the person in charge of the movement and the driver must be observed for movement of the train.

On completion of loading, the Disposal Point Operator will advise the driver to draw forward over the weighbridge for gross weighing and when this has been satisfactorily concluded, the driver may proceed to Thornton yard where the radio handset should be given up.

Dated: 02/12/06