

# **Module SC12**

## **Scotland Route**

### **Sectional Appendix Module 12**

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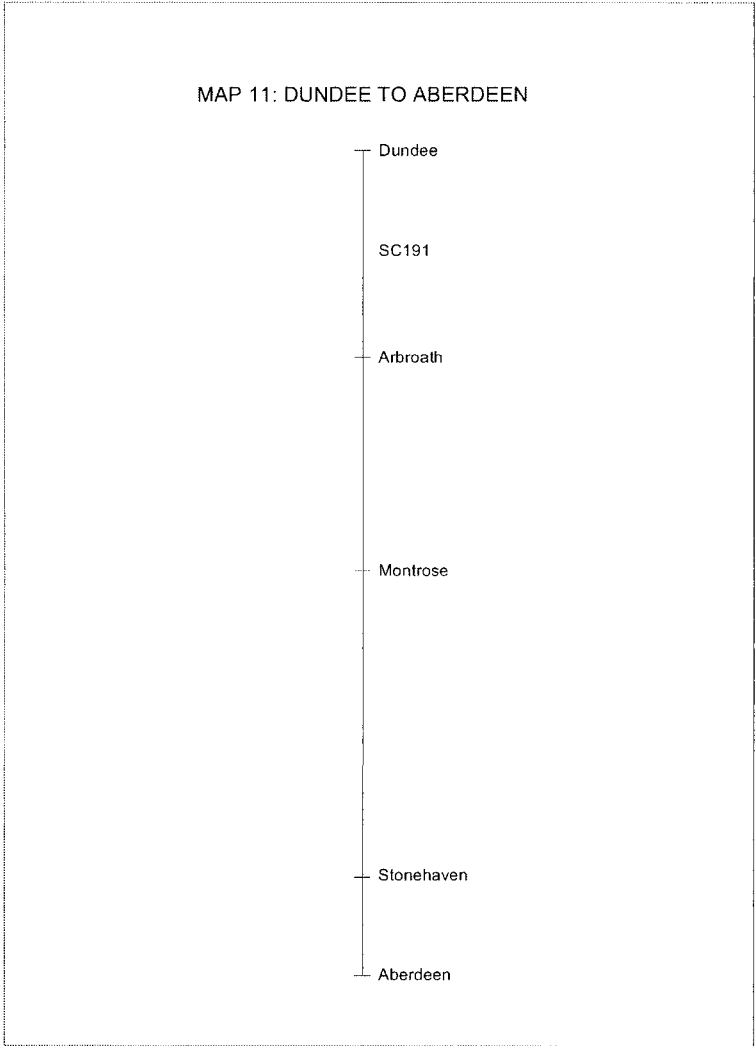
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MAPS



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**EXCEPTIONALLY POOR RAIL ADHESION**  
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**SC191 (DUNDEE TO ABERDEEN)**

Location	Line(s) Affected	Mileage (Between)
Broughty Ferry	Down	2 m 45 ch <i>and</i> 5 m 23 ch
	Up	5 m 23 ch <i>and</i> 2 m 45 ch
Carnoustie	Down	10 m 13 ch <i>and</i> 10 m 33 ch
	Up	10 m 53 ch <i>and</i> 10 m 33 Ch
Portlethen	Down	232 m 50 ch <i>and</i> 232 m 70 ch
	Up	233 m 10 ch <i>and</i> 232 m 70 ch

**Dated: 02/12/06**


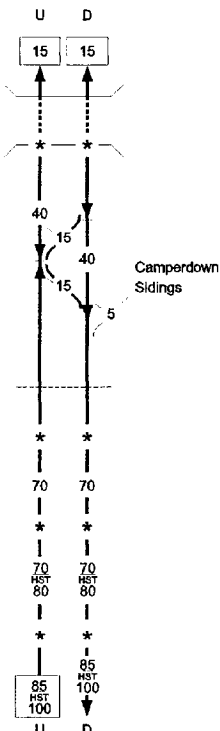


TABLE A DIAGRAM  
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC191	001	Dundee to Aberdeen	ECN2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Dundee Central Jn	0 36 ① 58 69 *	<p>From Fife SC171 seq 26</p> <p>From Perth SC119 seq 22</p> <p>Engrs sdg</p> <p>WRL</p> <p>Loco/DMU sdgs</p> <p>1 2 3 4 DTL ERL</p>	<p>TCB Dundee SC (D) NRN 094</p> <p>WRL = West Reception Line</p> <p>① = Perth lines mileage</p> <p>DTL = Down Through line</p> <p>ERL = East Reception line</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC191	002	Dundee to Aberdeen	ECN2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>DUNDEE</b>	59 14		<p>TCB Dundee SC (D) </p> <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
SC191	003	Dundee to Aberdeen	ECN2 ECN3	Scotland	02/12/06
Location			Running lines & speed restrictions		Signalling & Remarks
		Mileage M Ch			TCB Dundee SC (D) 
		59 28			
		to			
Dock Street Tunnel		59 56 *			
610 yards					
(Change of ELR ECN2 to ECN3)		59 77			
Camperdown Jn.		59 77			
		0 21			
Camperdown LC (CCTV)		0 22			
		0 27 *			
		0 57 *			
		1 22 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC191	004	Dundee to Aberdeen	ECN3	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			TCB	Dundee SC (D)	NRN 094
	2 19 *	85 HST 100			
	2 55 *	85			
	2 59 *	85			
	3 12 *	85 HST 100			
	3 38			Carnoustie SB (CA)	
	3 42			Up line only	
	3 50 *	90 HST 100			
	5 00	90			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC191	005	Dundee to Aberdeen	ECN3	Scotland	02/12/06
Location		Mileage M    Ch	Running lines & speed restrictions		Signalling & Remarks
<b>MONIFIETH</b>			<div>U    </div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC191	006	Dundee to Aberdeen	ECN3	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Camoustie SB & LC (MCB)	10 29			<div>TCB</div> <div>Camoustie SB (CA)</div> <div> </div> <div>DRS 525f (160m) (25 SLU's)</div> <div>AB</div>	
	10 33				
	10 35 *				
Buckiehillock LC (UWC)	11 08	<div>T</div>			
	11 10 *				
Panbride East LC (UWC)	11 35	<div>T</div>			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC191	007	Dundee to Aberdeen	ECN3	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<div style="text-align: center;"> U                  D  ↑              [100]  100         ↓  -----  Easthaven LC (UWC)    11 76    [T]                      -----  Hatton LC (UWC)        12 58    [T]                      -----  Inverpeffer LC (UWC)   13 26    [T]                      -----  Balcathie LC (UWC)    14 54    [T]                      -----  14 78 *                    *           *                 75 HST   75 HST 95       90                 15 11       [T]            15 11       [T]  -----  15 14 *                    *           *                 [65 HST] 75 HST 95       90  ↓           ↓  U                  D </div>		AB                  Camoustie SB (CA) <div style="float: right; text-align: center;">NRN </div>



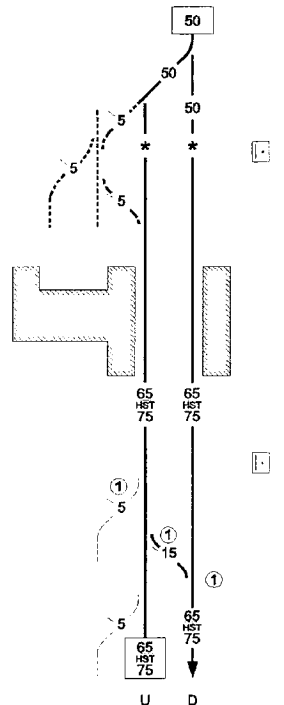

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC191	008	Dundee to Aberdeen	ECN3	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>ARBROATH</b>	15 60 *	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">             U              65              HST              95              *              65              *              20              *              5              *              Up              South              Siding              5              *              Up              North              Siding              60              HST              80              U           </div> <div style="text-align: center;">             D              75              HST              90              *              65              *              20              *              5              *              15              *              15              *              60              HST              80              D           </div> </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">             AB Camoustie SB (CA)             <div style="float: right; text-align: center;">               NRR  <div style="border: 1px solid black; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">                 094               </div> </div> </div>		
	16 36 *				
	16 45				
	16 54 *				
	16 60				
Arbroath SB & LC (MCB)	17 06 *		<div style="border: 1px solid black; padding: 5px; margin-top: 10px;">             Arbroath SB (AH)           </div>		

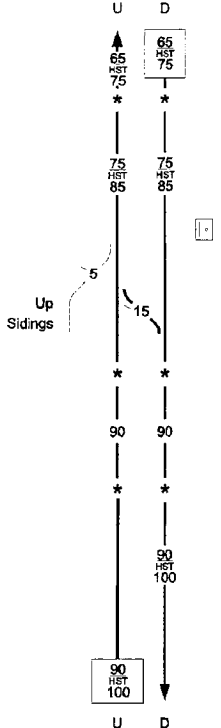
Scotland Route Sectional Appendix Module SC12

LOR	Seq	Line of Route Description		ELR		Route	Last Updated
SC191	009	Dundee to Aberdeen		ECN3	ECN4	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
(Change of ELR ECN3 to ECN4)		17 17				AB Arbroath SB (AH)	
		17 55				DRS 485f (145m) (23 SLU's)  Inverkeilor SB (IK)	
		18 40					
		18 51 *					
		19 32 *					
		20 00 *					
		21 18 *					
		21 60					
		23 03 *					
		23 10					
Inverkeilor SB							

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC191	010	Dundee to Aberdeen	ECN4	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Boddin LC (UWC)			U	D	AB Inverkeilor SB (IK) <div>NRN 094</div>
			↑	80	
		23 39 *	80	*	
			*	*	
			80 HST 90	80 HST 90	
		24 00 *	*	*	
25 44	T				
26 40	T		70 HST 90	70 HST 90	
27 30	T				
28 42 *			*	*	
Usan SB	28 48	T	50	50	TB Usan SB (US)  CW Up 28m 51ch
			50	50	

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
SC191	011	Dundee to Aberdeen	ECN4	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Montrose South SB		30 37 *			TB Usan SB (US) 
<b>MONTROSE</b>		30 55			AB Montrose South SB (MS)
Montrose North SB		30 68			Montrose North SB (MN)
Hillside GF		32 62			① = Connections OOU

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC191	012	Dundee to Aberdeen	ECN4 ECN5	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
(Change of ELR ECN4 to ECN5)	33 26 * 203 11		<div> <div>AB</div> <div>Montrose North SB (MN)</div> <div>NRN 094</div> </div>		
Craigie SB	205 15		<div> <div>Craigie SB (CO)</div> </div>		
	206 42 *		<div> <div>URS 865f (260m) (42 SLU's)</div> </div>		
	208 00				
	208 20 *				

LOR	Seq	Line of Route Description	ELR	Route	Last Updated
SC191	013	Dundee to Aberdeen	ECN5	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Back Settlement LC (R/G-X)		209 65		AB Craigie SB (CO)	
Laurencekirk SB		210 62		URS 1135f (340m) (55 SLU's) <div>Laurencekirk SB (LK)</div>	
		213 60		<div>DRS 945f (285m) (45 SLU's)</div>	
		214 17 *			

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LOR	Seq.	Line of Route Description	ELR		Route	Last Updated	
SC191	014	Dundee to Aberdeen	ECN5		Scotland	02/12/06	
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Carmont SB & LC (MCB)			<div>U D</div> <div><div>85 HST 95</div><div>85 HST 95</div><div>*</div><div>75 HST 85</div><div>75</div><div>*</div><div>65 HST 80</div><div>65 HST 80</div><div>15</div><div>*</div><div>65 HST 75</div><div>65 HST 75</div><div>70 HST 85</div><div>70 HST 85</div><div>U D</div></div>			<div>AB</div> <div>Laurencekirk SB (LK)</div> <div>NRN 094</div>	
		216 40				<div>Carmont SB (CM)</div>	
		217 63 *					
		219 32 *					
		219 39					
		220 51 *					
		222 20					
		224 23 *					

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC191	015	Dundee to Aberdeen	ECN5	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
<b>STONEHAVEN</b>  Stonehaven SB	224 74		<div>AB</div> <div>Carmont SB (CM)</div> <div>NRN 094</div>		
	224 75		DRS 1285f (390m) (62 SLU's)		
	225 00		Stonehaven SB (SV)		
	227 13 *		URS 735f (225m) (35 SLU's)		
	228 00				
	228 12 *				
	228 35 *				



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC191	016	Dundee to Aberdeen	ECN5	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
		229 77 *			<div>AB</div> <div>Stonehaven SB (SV)</div> <div>NRN 094</div>
		230 38 *			
		230 58 *			
		230 59			
Newtonhill SB		230 59			<div>TCB</div> <div>Newtonhill SB (NH)</div> <div>AB Applies on the up line only</div> <div>DRS 885f (270m) (43 SLU's)</div> <div>URS 1050f (320m) (50 SLU's)</div>
PORTLETHEN		232 70			

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC191	017	Dundee to Aberdeen		ECN5	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Gaimrobin LC (UWC)		233 00	<div> <div>U</div> <div>80 HST 100</div> <div>↑</div> </div> <div> <div>D</div> <div>80 HST 100</div> <div>↓</div> </div>		<div> <div>TCB</div> <div>Newtonhill SB (NH)</div> <div>NRN 094</div> </div> <div>Down line only</div>	
		234 16 *	<div> <div>*</div> <div>80 HST 90</div> </div> <div> <div>*</div> <div>80 HST 90</div> </div>			
		234 64	<div> <div>↑</div> <div>↓</div> </div>			
		234 75 *	<div> <div>*</div> <div>80 HST 90</div> </div> <div> <div>*</div> <div>80 HST 90</div> </div>			
		236 25	<div> <div>↑</div> <div>↓</div> </div>			
Up line Signal A56		238 60	<div> <div>65</div> <div>U</div> </div> <div> <div>65</div> <div>D</div> </div>		<div>AB</div> <div>Up line only from signal A56</div>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC191	018	Dundee to Aberdeen	ECN5	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Craiginches		239 55 *		<div>TCB</div> <div>Aberdeen SB (A)</div> <div> <div>NRN</div> <div>094</div> </div>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
SC191	019	Dundee to Aberdeen	ECN5 AN11	Scotland	02/12/06		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
Ferryhill Jn	240 40	240 60 *			TCB	Aberdeen SB (A)	NRN 094
Aberdeen SB	240 63						
<b>ABERDEEN</b>	241 06						
(Change of ELR ECN5 to AN11)	241 08 0 00	0 20 *			10 mph over Platforms 3, 4 and 5 lines from the bottom of ramp to the buffer stops (inbound)	On platform lines, PP(A) only for booked movements or during periods of significant service disruption	
SC195 seq 1							

**SPECIAL WORKING ARRANGEMENT**  
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**SC191 (DUNDEE TO ABERDEEN)**

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 'Restrictions' column.

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.

Trains may work in the wrong direction over the portion(s) of line shown below.

From	To	Type of Train	Line(s)	Remarks
Dundee	Camperdown Jn	Freight	Down	May be assisted in rear.
Montrose South	Montrose North	Freight	Down	May be propelled
Montrose South	Montrose North	Freight ECS	Up	May be propelled in the wrong direction.
Montrose North	Montrose South	Freight ECS	Up	May be propelled.
Montrose North	Hillside GF	Freight	Up	May be propelled in the wrong direction.

**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
SC191	DUNDEE TO ABERDEEN	Y	N	Y	Y	Y	Y	R1	Y	R1 platforms 3 - 7 only at Aberdeen ECS may additionally use 1 and 2 bay lines



## LOCAL INSTRUCTIONS

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## **SC191 - DUNDEE TO ABERDEEN**

### **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 Engineers 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**

## **SC191 - DUNDEE TO ABERDEEN**

### **Camperdown Jn.**

When the Depot is open, before wagons are placed in, moved, or uplifted from the APCM sidings, the person in charge of the movement must obtain the permission of the staff on duty at this Depot. When the Depot is closed, the person in charge of the movement must open the gates and observe the provisions of Rule Book, Module SS2.

**Dated: 02/12/06**

## **SC191 - DUNDEE TO ABERDEEN**

### **BALMOSSIE**

'5' and '6' car marker boards applicable to Down trains are provided at Balmossie and Golf Street. In each case the marker boards are situated in advance of the Down platform and drivers of 5 and 6 car stopping trains must bring their train to a stand with the leading cab opposite the appropriate marker board.

**Dated: 02/12/06**

## **SC191 - DUNDEE TO ABERDEEN**

### **GOLF ST**

'5' and '6' car marker boards applicable to Down trains are provided at Balmossie and Golf Street. In each case the marker boards are situated in advance of the Down platform and drivers of 5 and 6 car stopping trains must bring their train to a stand with the leading cab opposite the appropriate marker board.

**Dated: 02/12/06**

## SC191 - DUNDEE TO ABERDEEN

### Arbroath

**Arbroath station** - When a passenger train is divided into two portions in the Up platform and the first portion proceeds on its journey, the station supervisor or person in charge at Arbroath station must inform the signaller at Arbroath box immediately the first portion passes the Up section signal.

When a Down train terminating at Arbroath or a Down through train which has been delayed beyond its booked time is brought to a stand at the Down platform, the driver must immediately advise the signaller that the train is complete with tail lamp attached.

**Down goods sdg** - When a train requires to propel from the Down main line to the Down goods sidings, the person in charge of the movement must intimate verbally or by hand signal to the signaller at Arbroath signal box when all is ready for the movement to be made.

**Dated: 02/12/06**

## SC191 - DUNDEE TO ABERDEEN

### Inverkeilor SB To Usan SB

**JB 261 (25m 570y) and UB 264 (Buckie Den Viaduct)** - The Up and Down cess walkways are closed and access on foot is prohibited. If, in emergency, a driver requires to alight on either of these bridges, **EXTREME CAUTION MUST BE EXERCISED**.

**Dated: 02/12/06**

## SC191 - DUNDEE TO ABERDEEN

### Usan SB

**Down section signal** - When a train is brought to a stand at the Down section signal, the driver must immediately inform the signaller (the Rule Book, Module S4, Section 2 is modified accordingly).

**Failure of signalling equipment** - If a failure between Usan and Montrose South requires the introduction of modified working arrangements, the driver will be instructed by the signaller to pass the Down section signal at danger and draw forward to the box. The driver must not proceed beyond the box until the written order has been received from the signaller (the Sectional Appendix, General Instructions headed "**SCOTLAND REGION TOKENLESS BLOCK REGULATIONS - INSTRUCTIONS TO TRAINCREW AND OTHERS CONCERNED**", are modified accordingly).

**Dated: 02/12/06**

## SC191 - DUNDEE TO ABERDEEN

### Montrose South SB

**Up section signal** - When a train is brought to a stand at the Up section signal, the driver must immediately inform the signaller (the Rule Book, Module S4, Section 2 is modified accordingly).

**Failure of signalling equipment** - If a failure between Montrose South and Usan requires the introduction of modified working arrangements, the driver will be instructed by the signaller to pass the Up section signal at danger and draw forward to the box. The driver must not proceed beyond the box until the written order has been received from the signaller (the Sectional Appendix, General Instructions headed "**SCOTLAND REGION TOKENLESS BLOCK REGULATIONS - INSTRUCTIONS TO TRAINCREW AND OTHERS CONCERNED**", are modified accordingly).

**Dated: 02/12/06**

## SC191 - DUNDEE TO ABERDEEN

### Montrose North SB To Craigh SB

**Hillside sdg** - The ground frame controlling the connection from the Up line to the siding is released by an Annett's key, which is kept in Montrose North signal box. After work at the siding has been completed the train must return to Montrose North and the Annett's key must be given to the signaller. Trains do not shut in.

**Dated: 02/12/06**

## **SC191 - DUNDEE TO ABERDEEN**

### **Craigie SB To Laurencekirk SB**

**UB 274 (Marykirk Viaduct, 205m 1660y to 205m 1710y)** - The Up and Down cess walkways and the internal inspection walkway are closed and access on foot is prohibited. If, in emergency, a driver requires to alight at this location, **EXTREME CAUTION MUST BE EXERCISED.**

**Dated: 02/12/06**

## **SC191 - DUNDEE TO ABERDEEN**

### **STONEHAVEN To Newtonhill SB**

**Underbridge No. 335 (Muchalls Viaduct)** - The Up and Down cess walkways are closed and access on foot is prohibited. If, in emergency, a driver requires to alight at this location, **EXTREME CAUTION MUST BE EXERCISED.**

**Dated: 02/12/06**

## **SC191 - DUNDEE TO ABERDEEN**

### **Craiginchies**

**APCM depot** - Before wagons are placed in, moved or uplifted from the APCM sidings, the person in charge of the movement must obtain the permission of the shift foreman at the depot.

**Dated: 02/12/06**

## **SC191 - DUNDEE TO ABERDEEN**

### **ABERDEEN To STONEHAVEN**

**Assistance of High Speed Trains** - In the event of an Up High Speed Train requiring to depart from Aberdeen with only one power car operational, during a period of severe weather when sea water is being sprayed on the lines between Aberdeen and Stonehaven the following arrangements must be carried out.

A locomotive must be attached to the front of the High Speed Train and assist the train from Aberdeen to Stonehaven.

The station supervisor at Aberdeen must arrange for the emergency coupling at the leading end of the High Speed Train to be made ready and, together with an AME supervisor, must supervise the coupling of the assisting locomotive to the train. The station supervisor must also arrange for the staff involved to travel with the train to Stonehaven and, on arrival at Stonehaven, to uncouple the assisting locomotive from the High Speed Train and return the emergency coupling to the guard's / luggage compartment of the train.

**Dated: 02/12/06**

## SC191 - DUNDEE TO ABERDEEN

### ABERDEEN

**Working of trains to and from Guild St Yard** - When it is necessary for a train to be rounded on the Goods line or Up main line after having been drawn from the Yard or before being propelled into the Yard, the locomotive must not be uncoupled from the train until sufficient hand brakes have been applied and the driver is satisfied that the train has been properly secured. In no such circumstances must the automatic brake be relied upon to hold the train on the gradient.

The person in charge must inform the signaller when he takes up, and again when he leaves, duty.

The permission of the person in charge will be obtained before a train is permitted to enter the Yard.

Such permission must not be given unless the person in charge is satisfied that all is in order and that no conflicting movement has been authorised.

When no staff are on duty at the yard and a train requires to enter the yard, the signaller will inform the driver 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 observe the provisions of the Rule Book, Module SS2.

**Shunting by gravitation** - The movement of vehicles by gravitation from the Up main line to the yard is prohibited.

The movement of the vehicles by gravity on any of the through platform lines or bay platform lines, including Nos. 1 and 2 sidings, is prohibited.

**Platform markers** - The following instructions apply to multiple unit trains only.

Yellow painted markers are provided on platforms 3,4,5 and 6 (South end). Drivers of arriving trains proceeding towards the buffer stops in platforms 3,4 and 5 must bring their train to a stand with the cab droplight window adjacent to the appropriate yellow marker.

Drivers in platform 4 must position their train using the marker in platform 5 as necessary. If a train is already occupying platform 5 line, the driver of the arriving train must bring the train to a stand with the cab droplight window in line with the cab of the train on the adjacent line.

Drivers of Down trains arriving in platform 6 (South) must, as far as is reasonably practicable, bring their train to a stand with the cab adjacent to the yellow platform marker.

**Barrow Crossing** - Permission of the signaller must be obtained before the crossing is used, using the telephones provided. On no account should any signal post telephone be used for this purpose. The signaller must be informed when the crossing is again clear.

**High Speed Train depot** - High Speed Trains requiring to fuel must be brought to a stand with the centre of the leading driving cab in line with the 'H' stopping marker.

No movement may proceed into the Inspection Shed unless authority has first been obtained from the M&EE supervisor or person in charge and the relevant red stop lights at the shed entrance are extinguished. Before vehicles are uncoupled to stand without a locomotive attached, the hand brakes must be applied as necessary or the vehicles concerned secured by scotches.

**Propelling movements from Ferryhill line to Station** - Drivers of propelling movements to other than Clayhills sidings or 'ST Depot must not proceed past signal A27 unless the 'P' indication is exhibited.

**Clayhills sidings** - During the period repairs or maintenance work is being carried out to vehicles standing in No.4 or 5 siding, the siding concerned must be considered to be a siding set apart for the purpose of carrying out repairs and the instructions contained in the Rule Book, Module T10, must be observed.

A High Speed Train or High Speed Train traction unit and / or vehicles 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.

**Dated: 02/12/06**

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