Module SC13

Scotland Route

Sectional Appendix
Module 13

December 2006

This page is intentially blank

LIST OF MODULE PAGES AND DATES

Page	Date Last Changed
1	02 December 2006
2	02 December 2006
3	02 December 2006
4	02 December 2006
5	02 December 2006
6	02 December 2006
7	02 December 2006
8	02 December 2006
9	02 December 2006
10	02 December 2006
11	02 December 2006
12	02 December 2006
13	02 December 2006
14	02 December 2006
15	02 December 2006
16	02 December 2006
17	02 December 2006
18	02 December 2006
19	02 December 2006
20	02 December 2006
21	02 December 2006

Page	Date Last Changed
22	02 December 2006
23	02 December 2006
24	02 December 2006
25	02 December 2006
26	02 December 2006
27	02 December 2006
28	02 December 2006
29	02 December 2006
30	02 December 2006
31	02 December 2006
32	02 December 2006
33	02 December 2006
34	02 December 2006
35	02 December 2006
36	02 December 2006
37	02 December 2006
38	02 December 2006
39	02 December 2006
40	02 December 2006
41	02 December 2006
42	02 December 2006

TABLE OF CONTENTS

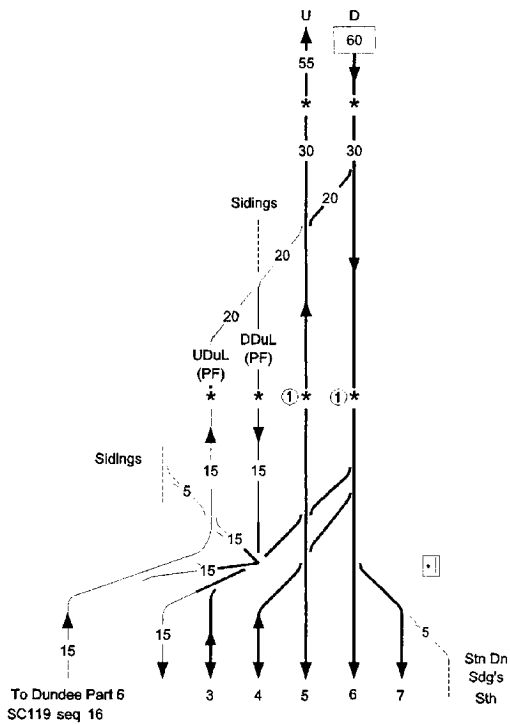
MAPS

MAP 12: PERTH TO INVERNESS

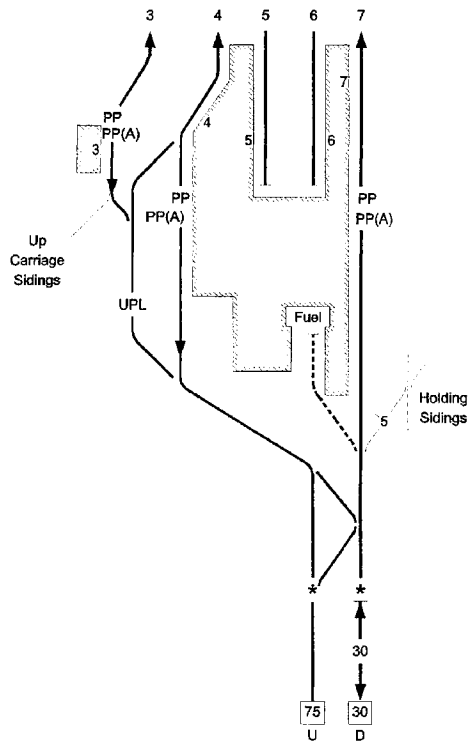
This page is intentially blank

TABLE A DIAGRAM
Table of Contents

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	001	Perth to Inverness	SCM4 SCM5 HGL1	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Down main signal P29	150 50 *		AB Perth SB (P) NRN 092
(Change of ELR SCM4 to SCM5)	150 61		
Down Fast signal P61 and up Fast signal P64 and Down Dundee loop signal P65	151 00 *		UDuL = Up Dundee loop DDuL = Down Dundee loop ① 15mph over all lines and connections between 151m 00ch and 151m 52ch (Inverness lines)
	151 03		
	21 01 ②		② = Dundee lines mileage
Perth SB	151 05		ELR - SCM5 = 150m 61ch to Dundee Loop lines ELR - HGL1 = 150m 61ch to Main lines

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	002	Perth to Inverness	HGL1	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
PERTH	151 25		TCB Perth SB (P) NRN 092 15 mph over all lines and connections between 151m 00ch and 151 52ch On platform lines, PP and PP(A) only for booked movements or during periods of significant service disruption
Up fast signal P174	151 52 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	003	Perth to Inverness	HGL1	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U D 30 75	TCB Perth SB (P) NRN 092 Down line and Up line only from signal P212 (incl) (152m 54ch)
	152 20 *	*	
		75 30 15	
Connection to south end of Perth Yard	152 32	5	Stanley Jn (SJ)
	153 00	T Perth Yard 75	Up line only to signal P212 (excl) (152m 54ch)
	153 16 *	*	
	153 60	T 80	
	154 00 *	*	
	154 72 *	*	
		80	
		85 U D	

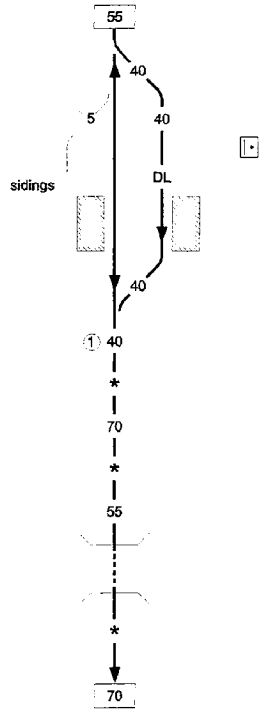
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	004	Perth to Inverness	HGL1 HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U D 80	TCB Perth SB (P) NRN 092
	156 36 *	85 * 85	Down line only as far as Stanley Jn. (Signal SJ14 excl.)
			Stanley Jn SB (SJ)
	158 10 *	* *	Up line only
		75 75	
	158 33 *	* *	
		35 45	
		35	
	158 36 *	*	
(Change of ELR HGL1 to HGL2)	158 38	① 45	① = Total distance 630y
	7 02		
Stanley Jn SB	7 07		TB (SC) Stanley Jn SB (SJ) NRN 094
	7 28 *	*	
		75	
	7 53 *	*	
		80	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	005	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		80	TB Stanley Jn SB (SJ) NRN 094
Charleston LC (UWC)	8 32	T	
Kinclaven LC (UWC)	8 63	T	
Murthly LC (AHBC)	10 15		
	12 39 *	*	
		65	
Kingswood Tunnel (330 yards)	12 78 to 13 13		
	13 20 *	*	
	13 16	T 55	
	13 63 *	*	
		65	
	14 74 *	*	
		55	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	006	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TB Stanley Jn SB (SJ) NRN 094
Dunkeld SB	15 25	T	Dunkeld SB (DK)
DUNKELD and BIRNAM	15 31		DL 990f (301m) (47 SLU's)
	15 45 *		① = Over connection between single line and Up and Down main line, in both directions
	16 45 *		
Inver Tunnel 370 yards	16 55 to 16 72	T	
	17 00 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	007	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	17 42 *	70 *	TB (SC) Dunkeld SB (DK) NRN 094
Inchmagranachan No.2 LC (UWC)	18 36	T	
Inchmagranachan No.3 LC (UWC)	18 57	T	
	19 40	T 80	
Easter Dalguise No.1 LC (UWC)	19 76	T	
Easter Dalguise No.2 LC (UWC)	20 14	T	
	20 23 *	*	
		65	
	20 52 *	*	
Guay LC (UWC)	21 29	T	
		80	
Haugh of Tullymet LC (UWC)	22 67	T	
	23 61	T	
Moulinearn LC (R/G)	25 33		
	27 21 *	*	
		60	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	008	Perth to Inverness	HGL2	Scotland	02/12/06

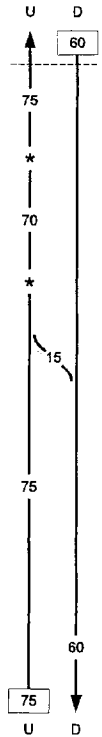
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		60	TB (SC) Dunkeld SB (DK) NRN 094
		40	
PITLOCHRY	28 21		Up loop 870f (265m) (41 SLU's)
		40	Down loop 905f (275m) (43 SLU's)
		5	
Pitlochry SB	28 31	•	Pitlochry SB (PT)
		40	
		①40	① = Over connection between single line and Up loop
Moulin LC (UWC)	28 65	T	
	30 00	T	
	31 57 *	*	
Killiecrankie Tunnel (240 yards)	31 66 to 31 77	30	
	32 06 *	*	
Urrard No.1 LC (UWC)	32 15	T	
	32 20	T	
		65	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	009	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Urrard No 2 LC (UWC)	32 41	T	TB (SC) Pitlochry SB (PT) NRN 094
Auldclune No 3 LC (UWC)	33 27	T	
Kings Island LC (UWC)	34 02	T	
Ballentoul LC (UWC)	34 36	T	
	34 77 *	* 50	
		50	Down Relief Sdg 855f (260m) (40 SLU's)
	35 02 *	*	AB Blair Atholl SB (BA)
Blair Atholl SB and LC (MCB)	35 05		
BLAIR ATHOLL	35 09	Down Relief Sdg 75 65 5	Double intermediate block sections exist on both lines between Blair Atholl SB and Dalwhinnie SB as follows:
	37 00	T 15	DOWN First IBS Blair Atholl SB/ Dalnacardoch 44m 52ch Second IBS Dalnacardoch 44m 52ch/Dalnaspidal 51m 22ch
Pitagowan LC (UWC)	38 30	T	
	38 60	T	
	39 20 *	*	UP First IBS Dalwhinnie SB/ Dalnaspidal 51m 22ch Second IBS Dalnaspidal 51m 22ch/ Dalnacardoch 45m 15ch
	39 60	T 60	
		75	
		U D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	010	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Clunes LC (UWC)	41 25	T	
	41 40	T	
	41 68 *		
	42 40	T	
	42 44 *		
	43 60	T	
Dalnacardoch GF	44 76		
	47 00	T	



NRN

AB Blair Atholl SB (BA) 094

Double intermediate block sections exist on both lines between Blair Atholl SB and Dalwhinnie SB as follows:

DOWN
First IBS Blair Atholl SB/ Dalnacardoch 44m 62ch
Second IBS Dalnacardoch 44m 62ch/ Dalnaspidal 51m 22ch

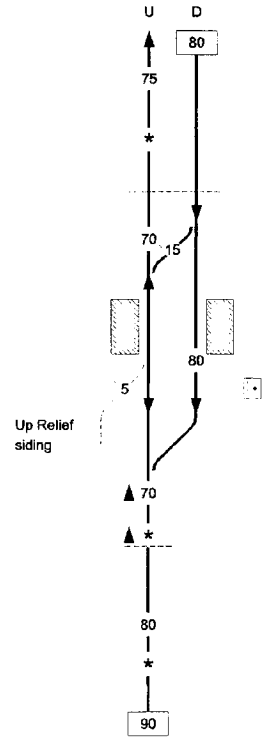
UP
First IBS Dalwhinnie SB/ Dalnaspidal 51m 22ch
Second IBS Dalnaspidal 51m 22ch/ Dalnacardoch 45m 15ch

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	011	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U D 60 75	AB Blair Atholl SB (BA) NRN 094
	48 60	T	Double intermediate block sections exist on both lines between Blair Atholl SB and Dalwhinnie SB as follows: DOWN First IBS Blair Atholl SB/ Dalnacardoch 44m 62ch Second IBS Dalnacardoch 44m 62ch/ Dalnaspidal 51m 22ch UP First IBS Dalwhinnie SB/ Dalnaspidal 51m 22ch Second IBS Dalnaspidal 51m 22ch/ Dalnacardoch 45m 15ch
Red Van LC (UWC)	49 03	T	
	49 60	T	
	49 69 *	*	
Dalnaspidal LC (UWC)	50 60	T	
	51 00	T 70	
	52 40	T	
	53 00 *	*	
	53 60	T 80	
Whitebridge LC (UWC)	54 14	T	
Balsporran LC (UWC)	54 65	T	
		75 U D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	012	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	55 40 T		
	56 40 T		
	57 40 * T		
Ben Alder LC (UWC)	58 30 T		
DALWHINNIE	58 47		
Dalwhinnie SB	58 53		
Distillery Burn LC (UWC)	58 70 * T		
	59 50 *		
	60 40 T		



NRN

AB Blair Atholl SB (BA) 094

Double intermediate block sections exist on both lines between Blair Atholl SB and Dalwhinnie SB as follows:

DOWN
First IBS Blair Atholl SB/ Dalnacardoch 44m 62ch
Second IBS Dalnacardoch 44m 62ch/ Dalnaspidal 51m 22ch

UP
First IBS Dalwhinnie SB/ Dalnaspidal 51m 22ch
Second IBS Dalnaspidal 51m 22ch/ Dalnacardoch 45m 15ch

TB (SC) Dalwhinnie SB (DW)

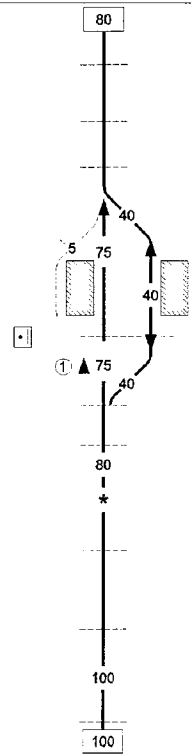
URS 1410f (425m)
(68 SLU's)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	013	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			90	TB (SC) Dalwhinnie SB (DW) NRN 094
Cuaich LC (UWC)	60	41	T	
Inchlea LC (UWC)	62	38	T	
	62	40 *	*	
	62	60	T 70	
	64	76	T	
	66	46 *	*	
	67	00	T 75	
	68	20	T	
	68	22 *	*	
	68	27 *	65 *	
	68	31	T 80	
	68	60	T	
NEWTONMORE	68	62		
Attlaurie LC (UWC)	69	74	T	
			80	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	014	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ballachroan LC (UWC)	70 32	T	
Pitmain No 1 LC (UWC)	70 56	T	
Pitmain No 2 LC (UWC)	70 71	T	
KINGUSSIE	71 43		CL 925f (280m)
Kingussie SB and LC (MCB)	71 50		TCB Kingussie SB (KG)
Macraes LC (UWC)	72 39	T	① = Entering over and leaving Up line at Kingussie
Lynchat LC (UWC)	73 11	T	
	73 17 *		Aviemore SB (AK)
Balavil Burn LC (UWC)	73 72	T	
	74 00	T	
Balavil Gates LC (UWC)	74 05	T	
	74 76	T	
Croftcamoch No 2 LC (UWC)	74 77	T	

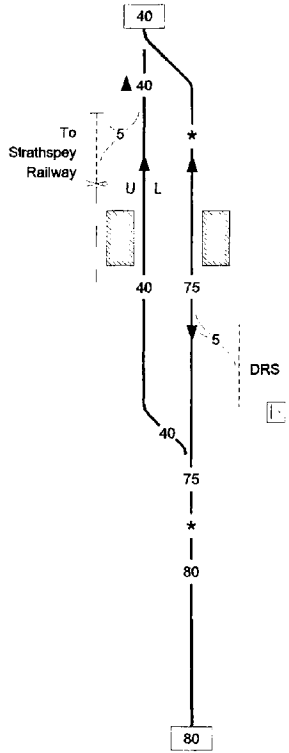


TB (SC) Dalwhinnie SB (DW) NRN 094

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	015	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	76 20 *	100 * 90	TCB Aviemore SB (AK and A) NRN 094
	76 70 *	*	
South Pts	77 23	40	
Kincraig Loop		40 75	CL 1325f (400m) (64 SLU's)
		40	
North Pts	77 55 *	*	
	79 00 T	85	
	80 00 T		
	81 40 T		
	82 09 *	* 75	
	82 29 *	* 65	
Lynwilg No 1 LC (UWC)	82 31 T		
	83 05 *	* 40	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	016	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Aviemore SB (A) NRN 094
	83 15 *		UL - Up Loop
GF		Ⓢ	CL 1660f (505m) (80 SLU's)
AVIEMORE	83 31		
Aviemore	83 51		DRS 1075f (325m) (52 SLU's)
	83 63 *		
	84 40	T	
	86 40	T	
	88 03	T	
	89 00	T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	017	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	89 59 *	80 *	TCB Aviemore SB (AC) NRN 094
South Pts	89 65	60	
	89 73 *	40 *	CL 1240f (375m) (60 SLU's)
		sidings 5	Additional AWS equipment at CARRBRIDGE (Up loop, South end) See General Instructions headed "Automatic Warning System"
		C L 75	
CARRBRIDGE	90 00	40	
			CW Up direction, North end of Up and Down loop
North Pts	90 15	40	
	91 40	T 75	
	92 60	T	
	93 40 *	*	
	93 67	T 65	
	94 60 *	*	
		50	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	018	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		50	TCB Aviemore SB (AS and AT) NRN 094
	95 13 *	*	
South Pts	95 14	40	
		75 40 Slochd loop	CL 1325f (400m) (64 SLU's)
		C L	
		40	
North Pts	95 46		
	97 14 *	*	
	97 60	T 60	
South Pts	98 60	40	
		5	CW Down direction, South end of Up and Down loop
		Tomatin loop C L	
		60	CL 1305f (395m) (63 SLU's)
		40	
		40	
North Pts	99 11 *	*	
		75	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	019	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
South Pts	102 70	75 / 40 / Moy loop CL / 40 / 40	TCB Aviemore SB (AM) NRN 094
			CL 1325f (400m) (64 SLU's)
North Pts	103 23		Inverness SC (I)
		75	
	105 00	T	
	107 00	T	
	108 60	T	
	110 58 *	*	
		70	
	110 73 *	*	
		▼75 ▲70	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	020	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		▼75 ▲70	TCB Inverness SC (I) NRN 094
		Sdg	
Culloden No 1 GF	111 17	Ⓢ 5	
Culloden	111 30	70	
		70	
Culloden No 2 GF	111 32 *	Ⓢ 5 * *	
	113 00	T 80 80	
	116 37 *	* *	
		55	
		55 U D	

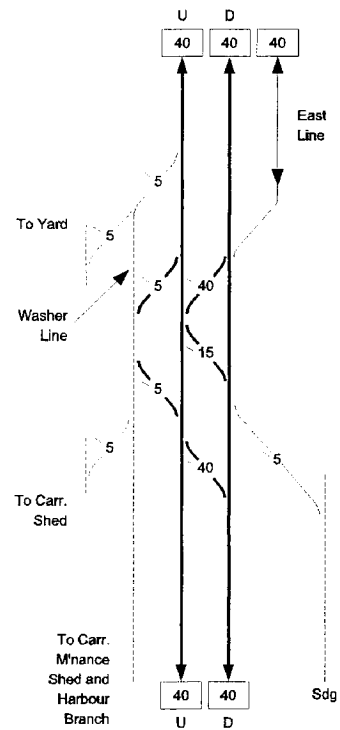
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	021	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U D 55 55 55 55	TCB Inverness SC (I) NRN 094
Cradlehall	116 44		
		55 55 * * 40 40 U D	
	117 32 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	022	Perth to Inverness	HGL2	Scotland	02/12/06

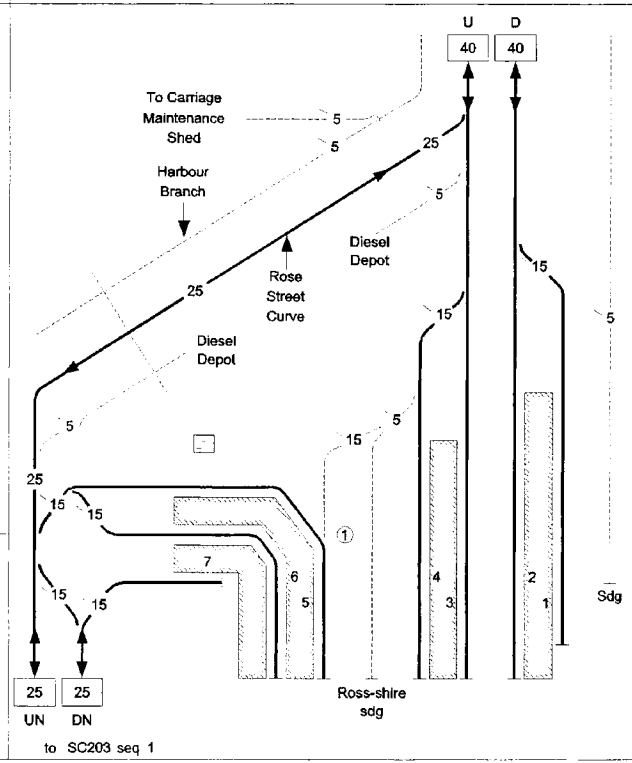
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Raigmore LC (CCTV)	143 09 ①	From Aberdeen SC195 seq 17	TCB Inverness SC (I) NRN 094
	143 33 ① *	U D: 75 70 / 40 40	① = Aberdeen line mileage
		* East Line	
		40 40 40 U D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	023	Perth to Inverness	HGL2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Millbum Jn	143 39 (1) 117 37 (2)		TCB Inverness SC (I) NRN 094 (1) = Aberdeen line mileages (2) = Perth line mileages

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC193	024	Perth to Inverness	HGL2 RSW WCK	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Welsh's Bridge	117 56		
Rose Street LC (CCTV)	117 71		
Inverness TCB and RETB SC (I)	117 77		
	118 01		
	0 18		
	(North lines only)		
INVERNESS	118 03		



TCB Inverness SC (I) NRN 094

ELR - HGL2 to Inverness Stn.
RSW = Rose St. Curve
WCK = Inverness Stn. to North lines

① = Station GF

UN = Up North
DN = Down North

This page is intentially blank

SPECIAL WORKING ARRANGEMENT
Table of Contents

SC193 (PERTH TO INVERNESS)

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.

From	To	Type of Train	Line(s)	Remarks
Strathspey Railway	Aviemore (single line, signal 25/29)	Loco hauled ECS	Connecting line from Strathspey Railway; single	May be propelled; BV; controlled by radio
Millburn Yard	Rose Street	Freight	Up main, Rose Street Curve	Trains not exceeding 210ft (64m) excluding locomotive may be propelled.
Rose Street	Millburn Yard	Freight	Rose Street Curve Up main	Trains not exceeding 210ft (64m) excluding locomotive may be propelled.

Dated: 02/12/06

ROUTE CLEARANCE
Table of Contents

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
SC193	PERTH TO INVERNESS	Y	N	Y	Y	Y	Y	R1	R2 R3	R1 Approach speed to platform 6, (from the top of the ramp), must not exceed **10 mph**. R2 platform 6 at Inverness barred R3 platforms 1-5 at Inverness only

LOCAL INSTRUCTIONS
Table of Contents

SC193 - PERTH TO INVERNESS

PERTH

Washing Plant – The washing plant is fully automatic. The "**WASH**" indication will normally be displayed. Drivers of trains which require to proceed through the washing plant without washing must stop and press the plunger provided on the immediate approach to the plant. This will alter the indicator to display "**NO WASH**".

When trains are worked through the washing plant and the wash equipment is operating, speed must not exceed 2mph until the last vehicle is clear of the plant at the north end.

If the incorrect indication is displayed, or where no indication is exhibited, the driver may proceed at 2mph through the plant and must report the failure to the signaller at the stop board at the north end.

If a failure occurs, where appropriate, the plunger must be operated a second time. If the correct indication is still not exhibited the driver must proceed as above.

Movements must not be propelled on this line which must be used in the Down direction only. All movements must proceed to the north end.

Trains exceeding 600 feet (180m) including locomotive, are prohibited from proceeding through the washing plant unless the "**NO WASH**" indication is selected.

The splitting or stabling of trains on this line is prohibited.

Up Carriage sidings - Drivers of trains departing from the sidings must, immediately prior to moving towards the exit signal, contact the signaller for advice on any ingoing movements using the following terminology :-

Driver - "Driver of 5NXX, preparing to move from the Up Carriage sidings at Perth. Are any incoming movements in progress?"

Signaller, Perth SB- "There are no incoming movements in progress to the Up Carriage sidings"

OR

"Standby driver, there is an incoming movement signalled to the Up Carriage sidings."

Dated: 02/12/06

SC193 - PERTH TO INVERNESS

ERTH To Stanley Jn SB

Dewa's sdgs – Worked as a yard, the connection to the sidings is worked from a ground frame, controlled by Annett's key which is kept in the yard supervisor's office.

New Yard turntable – The following instructions apply:-

1. No traction unit or vehicle must be stabled on the turntable.
2. Under normal working arrangements only traction units or vehicles requiring to be turned must be permitted onto the turntable approach roads.
3. When it is necessary to operate the turntable, staff must use the manual drive. The use of road vehicles to push or pull the turntable is strictly prohibited.
4. When not in use the turntable must be aligned with the approach road with the locking bolts in the "locked" position. Staff must, in all cases, check that the locking bolts are in the "locked" position before allowing a movement onto the turntable.

Wagon shops and NDT shed protection arrangements – Where reference is made in the following instructions to "Designated Person" this means the person responsible for protection inside the Wagon Shops and the NDT Shed, who is identified by an orange armband bearing the letters "DP" in black.

A Designated Person must be appointed to authorise all movements to, from and within the Wagon Shops and the NDT Shed.

All train movements must stop at the stop boards in Nos. 3 and 4 roads.

Before giving authorisation for a movement to pass a stop board the designated person must ensure that the derailers / wheelstops are lowered and must advised the driver or shunter the line to which the movement will proceed, stating whether the line is occupied or clear, give an assurance that staff working in the area have been advised of the movement and remind drivers or shunters to check that any hand points are correctly set.

Movements past a stop board, from or within the Wagon Shops and NDT Shed, must not be made until the designated person has verbally authorised the driver or shunter to proceed. The provisions of the Rule Book, Section J apply.

Dated: 02/12/06

SC193 - PERTH TO INVERNESS

PITLOCHRY

Level crossing – Drivers of locomotives working in the Up Siding must sound the locomotive horn when approaching this level crossing.

When trains come to a stand at Pitlochry station they must, as far as possible, keep clear of the level crossing. During shunting, the vehicles must be so placed that they will not obstruct the crossing.

Dated: 02/12/06

SC193 - PERTH TO INVERNESS

Pitlochry SB To Killiecrankie Tunnel

KILLIECRANKIE PASS – SOUTH END

Drivers of Down trains must sound the locomotive horn after passing the bridge of Tigh-na-Geat, and drivers of Up trains passing the South end of Killiecrankie Viaduct.

Dated: 02/12/06

SC193 - PERTH TO INVERNESS

BLAIR ATHOLL To DALWHINNIE

Rule Book, Module T2 – Protection procedure T2-T must not be used if the location of the work concerned is:-

a) on the Down line between Blaire Atholl section signal and the second Down intermediate block home signal (Dalnaspidal) or

b) On the Up line between Dalwhinnie Up section signal and the second Up intermediate block home signal (Dalnacardoch).

Dalnacardoch ground frame – The ground frame must only be used for the following purposes:-

(i) Single line working.

(ii) Locomotive going to assist a disabled train.

(iii) Engineer's train working.

During single line working, a competent person will be appointed as signaller's agent to act on the instructions of the signaller concerned and operate the ground frame.

In all other cases, the instructions headed 'Ground frames released from signal boxes' in the General Instructions will apply.

Telephones connected to Blair Atholl and Dalwhinnie signal boxes are provided at the ground frame. Release of the ground frame will be given by:-

c) Blair Atholl signal box for trains on the Up line.

d) Dalwhinnie signal box for trains on the Down line.

The facing point lock must always be placed in the normal position in the frame before any movement is made through the crossover.

Dated: 02/12/06

SC193 - PERTH TO INVERNESS

BLAIR ATHOLL

When an Up train is brought to a stand at the Up platform, the driver must immediately advise the signaller that the train is complete with tail lamp attached.

Dated: 02/12/06

SC193 - PERTH TO INVERNESS

DALWHINNIE

When a Down train 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.

Dated: 02/12/06

SC193 - PERTH TO INVERNESS

INVERNESS

Signalling systems - The lines worked by the Track Circuit Block system are referred to as being controlled from Inverness (TCB) signalling centre.

The lines worked by the Radio Electronic Token Block system are referred to as being controlled from Inverness (RETB) signalling centre.

High Speed Trains – 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 vehicles, 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 a suitable adaptor or barrier vehicle may be allowed to enter the siding.

Shunting of passenger trains – When passenger trains are being made up at Inverness and it is necessary to draw any portion from the South platform in order to attach other vehicles or portions, the person in charge of the portion being drawn must be prepared to make use of the hand brake should occasion require it. The locomotive must not be detached in any instance until vehicles are again placed in position.

Propelling passenger trains – When passenger trains are set back to the platform on arriving at Inverness, the person in charge of the movement at the leading end must keep a sharp lookout for any signal from the platform staff and be prepared to apply the automatic brake if necessary.

Millburn Yard – When Millburn Yard is unstaffed, the person in charge of a movement terminating there, on arrival via the Up main line, must ensure that all points within the yard are properly set for the movement to an empty siding.

When Millburn Yard is unstaffed, the person in charge of a movement departing from the yard must ensure that all points are properly set for the movement from the yard to the main line and then advise the signaller at Inverness (TCB) S.C. that the train is ready to depart. The person in charge of the movement must not signal the driver to start the train until the yard exit signal has been cleared.

Viaduct over River Ness – If an Up of Down locomotive hauled passenger train is brought to a stand on the ness Viaduct after sunset or during falling snow through exceptional or unforeseen circumstances, the guard (of guards, if there is more than one) must take steps at once to prevent any passengers attempting to alight from the train.

Washing plant – The Washer Road and the new washing plant may only be used in the Up direction.

At the approach to the wash unit, an illuminated indication is provided for drivers, displaying either :-

'WASH/WAIT'

or WASH/PROCEED',

or 'NO WASH/PROCEED'.

Drivers must obey the illuminated indications displayed.

In normal operation the driver must proceed on the authority of the 'WASH/PROCEED' indication.

The washing plant works automatically, and the driver must proceed until the whole of his train has passed through the system at a speed between 2 and a half and 3 mph. Illuminated trackside speed indicators will display the exact speed at which the train is travelling.

For the benefit of long trains, (such as HSTs), there is an additional speed indicator positioned immediately on the approach to underbridge 349, at the point at which such trains will have passed completely through the wash. (This only functions when the washer is operating).

If 'NO WASH/PROCEED' is displayed', or there is nothing displayed at all, the wash plant is not functioning, and the driver must proceed through at line speed, and report the failure to the Depot Duty Manager by radio at the first opportunity.

Washer line - Movements must not be propelled. The line must be use in the Up direction only and all movements must proceed through to the Millburn Jn end.

The splitting of trains on this line is prohibited.

Dated: 02/12/06

SC193 - PERTH TO INVERNESS

INVERNESS T&RSD

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

Servicing Depot – Movements to and from Depot sidings – The following instructions apply to:-

Traction Maintenance Depot Sidings, Nos. 1 and 2

Cleaning Shed siding

Carriage Maintenance Depot sidings, Nos. 1 and 2

1. When required to make a movement into the Shed of sidings concerned, 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 any persons or obstructions.
3. If after the plunger has been depressed, the Shed doors remain closed and the signal continues to display a stop aspect, the shunter must request the designated person to remove the protection. When this has been done, the shunter, must again depress the plunger on the signal to change it to a proceed aspect. The movement may then proceed as far as the line is clear.
4. 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 7 have been met. A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the train 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. The passing of a red signal will be treated in the same way as a signal passed at danger except in the circumstances detailed in Clause 7.
7. 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 protection has been removed and the stop aspect signal may be passed.

Wagon Shop sidings Nos. 1 – 4 and stores siding

1. When required to make a movement into the Wagon Shop or Stores siding, the driver must stop at the stop board.

2. Movements past a stop board and movements out of the Wagon Shop on sidings 1, 2, 3 and 4 or from the Stores siding must not be made until the designated person has personally given the Shunter or Driver an assurance that it is safe for the movement to commence.

Fuelling Road

The coupling / uncoupling of Class 15X units on this line is prohibited.

Additional instructions for movements to the Traction Maintenance depot and Fuelling Road

Prior to a movement being made to the Traction Maintenance Depot or the Fuelling Road, the person in charge of the movement must obtain the permission of the person in charge at the depot for the movement to be made.

When required to make a movement into the depot or fuelling road, the driver must stop at the stop board located at the entrance to the depot of the Fuelling Road.

Movements beyond the stop board must not be made unless the designated person has personally given the person in charge of the movement permission for the movement to proceed. The designated person must ensure that, in the case of the Fuelling Road, the appropriate rail stop is in the lowered position.

Dated: 02/12/06

SC193 - PERTH TO INVERNESS

:ntire Line Of Route

In the event of one power car of a High Speed Train being inoperative, the train must be assisted by a locomotive between Blair Atholl and Dalwhinnie in either direction and between Aviemore and Inverness in either direction. Such assistance may be provided throughout between Perth and Inverness.

Lineside Telephones – Certain lineside telephones with a PABX dialling facility, (rather than a dedicated line to one signal box), have been provided for the use of Engineer's staff.

These telephones are available for the use of drivers and other staff, if necessary, and so are shown in the Sectional Appendix, Table 'A'.

However, drivers using these telephones must ensure that they dial the controlling signalbox for the appropriate direction of travel, and this information is, accordingly, provided in each telephone cabinet. Should it be necessary to contact anyone other than the controlling signaller, the circumstances must be explained and the exact location of the train must be specially emphasised.

In addition, drivers must quote the mileage of the telephone they are using and not the location name given in the telephone cabinet, as these locations are not identified in the Sectional Appendix, Table A, in conjunction with these :lephones.

:he telephones affected are as follows:-

Mileage (Location)		Between
55m 880yds	(BACHAN)	Blair Atholl and Dalwhinnie
60m 880yds	(CUAICH)	Dalwhinnie and Newtonmore
67 mp		Dalwhinnie and Newtonmore
68m 440yds	(SPEY SOUTH)	Dalwhinnie and Kingussie
68m 680yds	(SPEY VIADUCT N)	Dalwhinnie and Newtonmore
68m 1320yds	(NEWTONMORE)	Dalwhinnie and Kingussie
75m 440yds		Kingussie and Kincraig
80mp	(KINRARA)	Kincraig and Aviemore
88m 70yds		Aviemore and Carrbridge
93m 1520yds		Carrbridge and Slochd
97m 1320yds	(TOMATIN)	Slochd and Tomatin
113mp	CRADLEHALL	Moy and Inverness

Dated: 02/12/06

This page is intentially blank