

# **Module SC14**

## **Scotland Route**

### **Sectional Appendix Module 14**

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## LIST OF MODULE PAGES AND DATES

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1	02 December 2006
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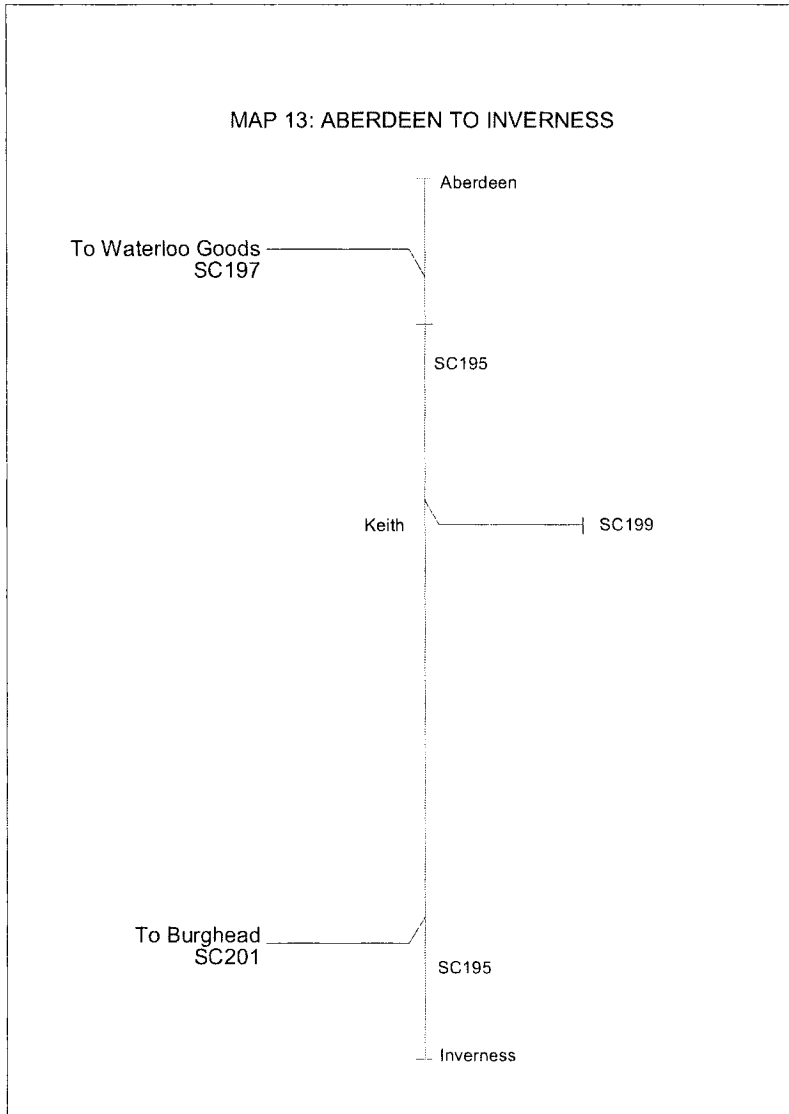
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## MAPS

MAP 13: ABERDEEN TO INVERNESS



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## EXCEPTIONALLY POOR RAIL ADHESION

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SC195- ABERDEEN TO INVERNESS	6

**SC195 (ABERDEEN TO INVERNESS)**

Location	Line(s) Affected	Mileage (Between)			
Inverurie	Down	16 m	52 ch <i>and</i>	16 m	72 ch
	Up	17 m	12 ch <i>and</i>	16 m	72 ch

**Dated: 02/12/06**



## **TABLE A DIAGRAM**

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SC195- ABERDEEN TO INVERNESS	8
SC197- KITTYBREWSTER GF TO WATERLOO GOODS (GOODS LINE)	27
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SC201- ALVES GF TO BURGHEAD (GOODS LINE) (OOU)	29

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	001	Aberdeen to Inverness	ECN5 AN11	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Ferryhill Jn	240 40 240 60 *		<div>TCB</div> <div>Aberdeen SB (A)</div> <div>NRN 094</div>		
Aberdeen SB	240 63		<p>10 mph over Platforms 3, 4 and 5 lines from the bottom of ramp to the buffer stops (Inbound)</p> <p>On platform lines, PP(A) only for booked movements or during periods of significant service disruption</p>		
<b>ABERDEEN</b>	241 06				
(Change of ELR ECN5 to AN11)	241 08 0 00 0 20 *				

Scotland Route Sectional Appendix Module SC14

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	002	Aberdeen to Inverness	AN11	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Schoolhill Tunnel 250 Yds		0 32			<div>TCB</div> <div>Aberdeen SB (A)</div> <div>NRN 094</div>
		to 0 43			
Hutcheon St. Tunnel 280 Yds		0 54			<div>Dyce SB (DY)</div>
		to 0 67			
Kittybrewster GF		1 59			<div>Dyce SB (DY)</div>
		1 60 *			

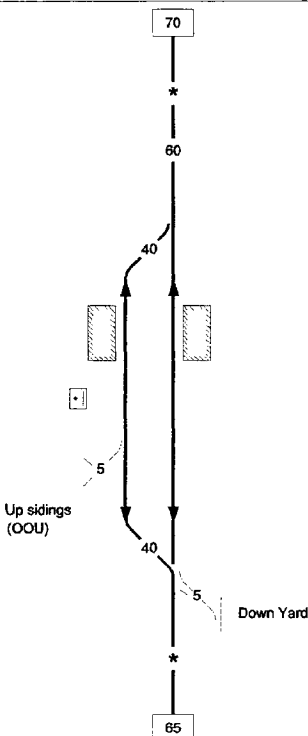
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	003	Aberdeen to Inverness	AN11	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Dyce SB  <b>DYCE</b>			<div>55</div> <div>*</div> <div>65</div> <div>*</div> <div>55</div> <div>*</div> <div>40</div> <div>PP(A)</div> <div>PP(A)</div> <div>40</div> <div>65</div>	<div>TCB</div> <div>Dyce SB (DY)</div> <div>NRN 094</div>	
		2 09 *			
		4 00	T		
		4 06 *			
		4 08 *			
		6 11		TB (SC)	
		6 20		CL 1410f (430m) (67 SLU's) PP(A) - detaching, for booked movements only.	
		7 40	T		

Scotland Route Sectional Appendix Module SC14

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	004	Aberdeen to Inverness	AN11	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Pitmedden LC (R/G)	8 20		<div><div>65</div><div></div><div>*</div><div></div><div>70</div></div>		<div>TB (SC)</div> <div>Dyce SB (DY)</div> <div><div>NRN</div><div>094</div></div>
	9 40 *				
Kirkton of Kinellar LC (UWC)	11 29	<div>T</div>	<div><div></div><div></div><div></div><div>*</div><div></div><div>60</div></div>		
	12 36 *				
Boat of Kintore LC (AHBC)	12 78 *		<div><div>*</div><div></div><div></div><div>60</div><div>70</div><div></div></div>		
	13 40 *				
				<div><div></div><div>*</div><div></div><div>70</div></div>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	005	Aberdeen to Inverness	AN11	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
		<div>70</div>		<div> <div>TB (SC)</div> <div>Dyce SB (DY)</div> <div> <div>NRN</div> <div>094</div> </div> </div>	
Cairnhall LC (UWC)	14 22	<div>T</div>			
Fullerton LC (UWC)	14 46	<div>T</div>			
Port Elphinstone GF	15 16	<div>5</div> <div></div>			
	15 54 *	<div>*</div>			
	15 63 *	<div>60</div> <div>*</div>			
		<div>70</div>			

Scotland Route Sectional Appendix Module SC14

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC195	006	Aberdeen to Inverness		AN11	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
INVERURIE  Inverurie SB		16 57 *			<div>TB (SC) Dyce SB (DY)</div> <div>NRN 094</div>	
		16 72			<div>T</div>	
		16 79			<div>Inverurie SB (IE)</div>	
		17 09 *			<div>CL 1430f (435m) (68 SLU's)</div>	

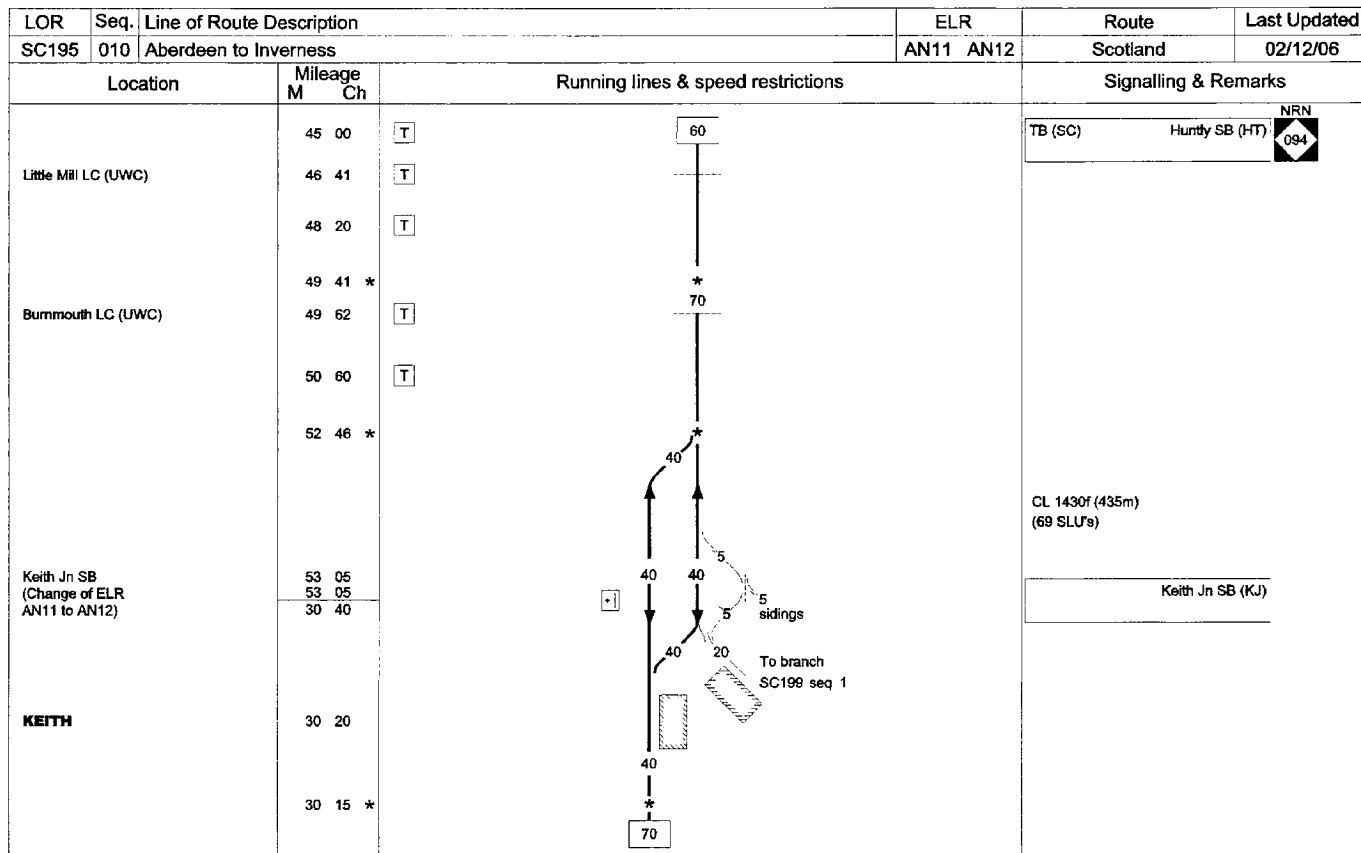
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	007	Aberdeen to Inverness	AN11	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Oyne LC (AHBC)		65	<div> <div>TB (SC)</div> <div>Inverurie SB (IE)</div> <div> <div>NRN</div> <div>094</div> </div> </div>		
	18 58 *	*			
		60			
	18 59 *	*			
	18 60	T			
	19 66 *	*			
		60			
	19 68 *	*			
	22 40	T			
	24 11 *	*			
	24 51	70			




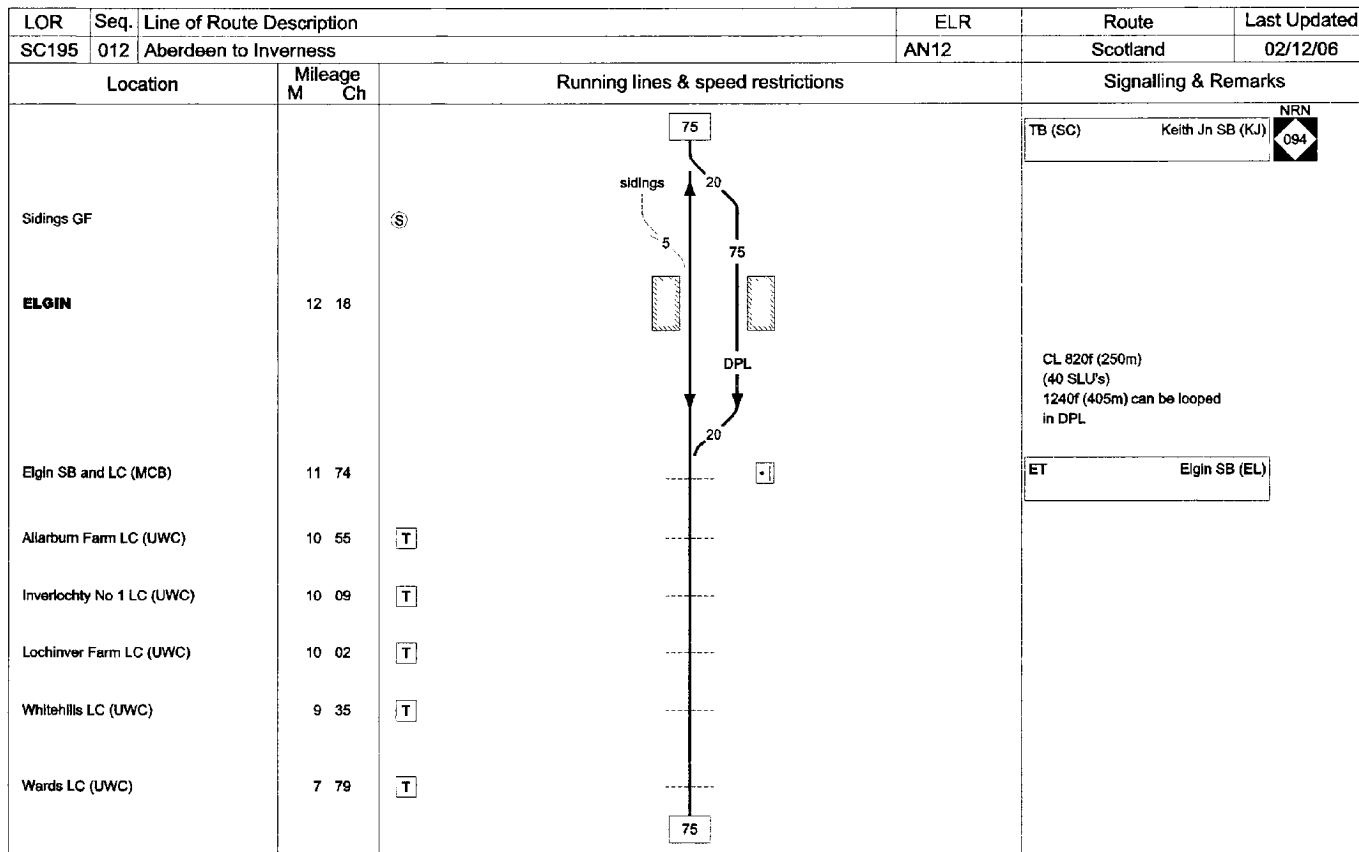
Scotland Route Sectional Appendix Module SC14

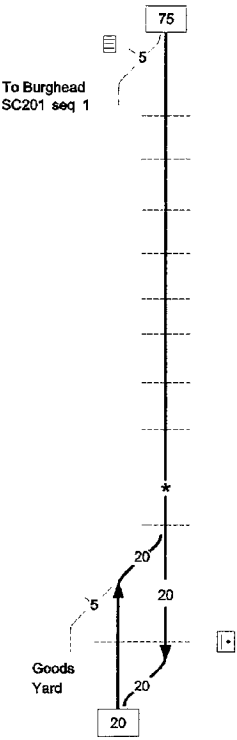
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	008	Aberdeen to Inverness	AN11	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Buchanstone LC (UWC)		25 37	<div><div>T</div><div>70</div></div>		<div>TB (SC)</div> <div>Inverurie SB (IE)</div> <div><div>NRN</div><div>094</div></div>
Lamington Farm LC (UWC)		25 57	<div><div>T</div><div></div></div>		<div>DRS 1470f (445m) (70 SLUs)</div>
		25 69 *	<div><div></div><div></div></div>		
		26 13 *	<div><div></div><div></div></div>		
Drakewell Farm LC (UWC)		26 55	<div><div>T</div><div>70</div></div>		
			<div><div></div><div>40</div><div>DRS</div></div>		
		27 33 *	<div><div></div><div></div><div>5</div></div>		
<b>INSCH</b>		27 42	<div><div></div><div>60</div><div></div></div>		
Insch SB and LC (MCB)		27 47	<div><div></div><div>60</div><div></div></div>		
			<div><div></div><div></div><div>40</div></div>		
Shevock LC (UWC)		28 64	<div><div>T</div><div></div><div>40</div></div>		
		31 00	<div><div>T</div><div></div><div></div></div>		
Kennethmont Station LC (UWC)		32 61	<div><div>T</div><div></div><div></div></div>		
Kennethmont SB		32 71	<div><div></div><div></div><div>5</div></div>		
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	009	Aberdeen to Inverness	AN11	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
		33 00	<div>60</div>		<div> <div>TB (SC)</div> <div>Kennethmont SB (KN)</div> <div> <div>NRN</div> <div>094</div> </div> </div>
Leith Hall LC (UWC)		33 11	<div>T</div>		
Candy Farm LC (UWC)		34 40	<div>T</div>		
Toll of Culls LC (UWC)		34 74	<div>T</div>		
Gartly LC (AHBC)		35 67			
		37 60	<div>T</div>		
Huntly SB		40 40	<div> <div> <div>•</div> </div> </div>		<div>Huntly SB (HT)</div>
<b>HUNTLY</b>		40 67	<div> <div> <div>Up sidings and Goods sidings</div> <div>5</div> <div>40</div> <div>40</div> <div>40</div> </div> </div>		<div>CL 1495f (455m)</div> <div>(72 SLU's)</div>
		43 20	<div>T</div> <div>60</div>		



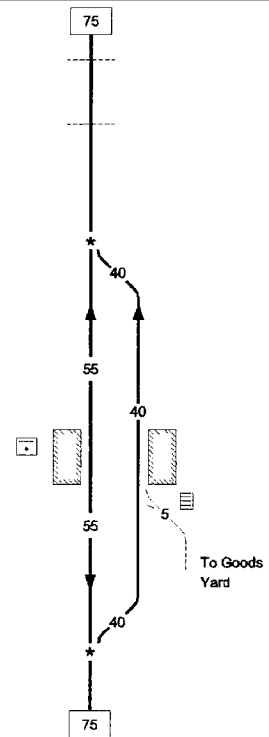
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	011	Aberdeen to Inverness	AN12	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Bridgend LC (UWC)	29 22	T	70	TB (SC)	Keith Jn SB (KJ)
	28 38 *		*		
Mildearie No 2 LC (UWC)	28 20	T	60	AOCR = Automatic Open Crossing Remotely monitored	
Bush No 1 LC (UWC)	27 29	T	60		
Rosarie LC (AOCR)	27 20		*		
	26 49 *		*		
	25 76		70		
	25 20		70		
Tam LC (UWC)	24 72 *	T	*		
	21 60		60		
	21 32 *		*		
	19 69		75		
Deanshilloch LC (UWC)	18 40	T			
	15 40				



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	013	Aberdeen to Inverness	AN12	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Alves GF		6 42	⑤		<div>ET</div> <div>Elgin SB (EL)</div> <div>NRN 094</div> <p>Alves GF is controlled by section token The subsidiary token instrument is controlled from Elgin SB and Forres SB</p> <p>① - Crossing Attendant provided by Sewage Works</p> <p>CL 655f (195m) (32 SLU's)</p> <div>Forres SB (FS)</div>
Newton of Struthers LC (UWC)		3 64	T		
Kinloss LC (AHBC)		2 75			
Seapark No 2 LC (UWC)		2 51	T		
Springfield No 1 LC (UWC)		1 07	T		
Bogton Nursery LC (UWC)		0 71	T		
Bogton Sewage Works LC (UWC) ①		0 56			
Christies Nursery LC (UWC)		0 42	T		
Mosset Park LC (UWC)		0 28	T		
		0 25 *			
Waterford LC (RC)		0 23			
Forres SB and LC (MCB)		0 16			

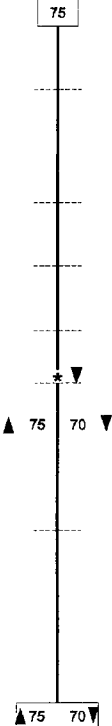

Scotland Route Sectional Appendix Module SC14

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
SC195	014	Aberdeen to Inverness		AN12 AN13		Scotland	02/12/06
Location		Mileage M Ch		Running lines & speed restrictions		Signalling & Remarks	
<b>FORRES</b> (Change of ELR AN12 to AN13)		0 00		<div style="text-align: center;"> <div>20</div> <div style="border: 1px solid black; width: 20px; height: 20px; margin: 0 auto;"></div> <div style="text-align: center;">*</div> <div style="text-align: center;">75</div> <div style="text-align: center;">① 30</div> <div style="text-align: center;">② 75</div> <div style="text-align: center;">*</div> <div style="text-align: center;">75</div> </div>		<div style="display: flex; justify-content: space-between;"> <div>ET</div> <div>Forres SB (FS)</div> <div style="border: 1px solid black; padding: 2px;"> <div style="text-align: center;">NRN</div> <div style="text-align: center;">094</div> </div> </div> <div style="margin-top: 20px;"> <p>① = applies to any vehicle or locomotive RA7 or above (over Findhorn viaduct)</p> <p>② = applies to all other vehicles or locomotives</p> </div>	
		0 00					
		119 26					
		119 46	*				
		119 73	*				
Longley LC (UWC)		121 60	T				
Brodie LC (AHBC)		122 61					
Ellands No 3 LC (UWC)		124 23	T				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	015	Aberdeen to Inverness	AN13	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Easterton LC (UWC)	125 22			<div>ET</div> <div>Fores SB (FS)</div> <div>NRN 094</div>	
Drumduan No 2 LC (UWC)	126 61				
Naim East	128 63 *				
<b>NAIRN</b>	128 72			<div>TCB</div> <div>Naim SB (NA)</div>	
Sdg GF				<div>CL 1380f (420m)</div> <div>(66 SLU's)</div>	
Naim West	129 04 *				



Scotland Route Sectional Appendix Module SC14


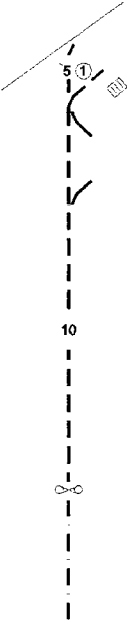
LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
SC195	016	Aberdeen to Inverness			AN13	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Easter Glackton LC (UWC)		132 51	T				TCB Inverness (TCB) SC (I) 
Balspardon LC (UWC)		134 20	T				
Milton of Gollanfield LC (UWC)		135 26	T				
Dalcross LC (AHBC)		137 17					
Lower Cullemie LC (UWC)		140 00 *	T				
Allianfean LC (AHBC)		140 55					

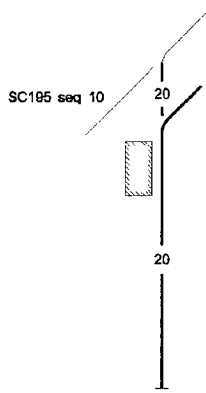
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	017	Aberdeen to Inverness	AN13 HGL2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Raigmore LC (CCTV)	143 09	<p>From Perth SC193 seq 22 U D</p> <p>75 70</p> <p>40 40</p> <p>40 40 40</p> <p>U D</p> <p>East Line</p> <p>*</p>	<div>TCB Inverness (TCB) SC (I)</div> <div>NRN 094</div>		
	143 33 *		<p>ELR - HGL2 applies to Perth lines.</p>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC195	018	Aberdeen to Inverness	HGL2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Millburn Jn		<div> <div>143 39 ①</div> <div>117 37 ②</div> </div>			<div> <div>TCB</div> <div>Inverness (TCB) SC (I)</div> <div>NRN 094</div> </div> <p>① = Aberdeen line mileages ② = Perth line mileages</p>

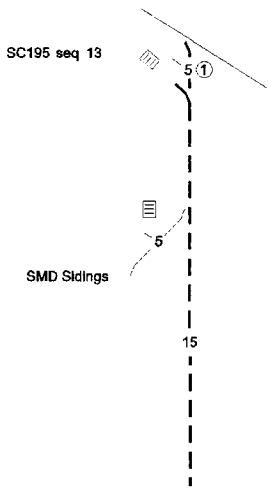
LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
SC195	019	Aberdeen to Inverness	HGL2	RSW	WCK	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Welsh's Bridge		117 56				<div>TCB Inverness (TCB) SC (I)</div> <div>NRN 094</div>	
Rose Street LC (CCTV)		117 71				<div>ELR - HGL2 to Inverness Stn. RSW = Rose St. Curve WCK = Inverness Stn. to North lines</div>	
Inverness TCB and RETB SC (I)		117 77					
		118 01				<div>① = Station GF</div>	
		0 18 (North lines only)					
<b>INVERNESS</b>		118 03	<div>UN DN</div> <div>Ross-shire sdg</div>			<div>UN = Up North DN = Down North</div>	

Scotland Route Sectional Appendix Module SC14

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC197	001	Kittybrewster GF to Waterloo Goods (Goods Line)		WRO	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Kittybrewster GF See Local Instructions		1 59	⑤	SC195 seq 2	<div>TCB Dyce SB (DY) </div> <p>① = Thro' GF points</p> <p>YARD WORKING applies but only one train must be permitted on this line at a time.</p>	
Network Rail Boundary		0 03				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC199	001	Keith Branch	DFN	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Keith Jn		53 06	 <p>SC195 seq 10</p> <p>20</p> <p>20</p>	<div> <div>OT(S)</div> <div>Keith Jn SB (KJ)</div> <div>NRN 094</div> </div> <p>The train staff custodian is the signaller at Keith Jn SB</p> <p>AWS not provided</p>	
<b>KEITH</b>		53 08			
Notice Board		53 13			
End of Line		53 36			

Scotland Route Sectional Appendix Module SC14

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC201	001	Alves GF to Burghead (Goods Line) (OOU)		BGD	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Alves GF		0 02			<div> OT(S) Elgin SB (EL) <div>NRN 094</div> </div> <p>① = Through connection</p> <p>Alves GF is controlled by the section token The train staff is kept in a hut at Alves GF The subsidiary token instrument is controlled from Elgin SB and Forres SB</p>	
Roseisle GF		2 09				
Burghead		4 39				

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**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
SC195	ABERDEEN TO INVERNESS	Y	N	Y	Y	Y	Y	R1	R2	R1 Approach speed to platform 6, (from the top of the ramp), must not exceed <b>10 mph</b> R2 platforms 1 - 5 only at Inverness
SC199	KEITH BRANCH	Y	N	Y	Y	Y	Y	Y	Y	

## LOCAL INSTRUCTIONS

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<b>SC197- KITTYBREWSTER GF TO WATERLOO GOODS (GOODS LINE)</b>	
ENTIRE LINE OF ROUTE	38

## SC195 - ABERDEEN TO INVERNESS

### DYCE To INVERURIE

**Port Elphinstone sdgs** - The connection leading from the single line to the sidings at Port Elphinstone is worked from a ground frame electrically controlled from Inverurie signal box. Trains will not be shut in. When a fully-fitted block train of LPG tanks is being worked from Port Elphinstone to Inverurie, the brake van, where provided, may be marshalled next to the locomotive.

If Working by Pilotman, in accordance with the Rule Book, Module P2, Section 2.5, is introduced, the pilotman must ensure that the ground frame points are correctly set for the single line and thereafter secure these points by clip, padlock and scotch. The pilotman must do this by accompanying the first train to travel through the section and the train must be stopped short of the ground frame connection. The pilotman must retain the padlock key in his possession.

**Dated: 02/12/06**

## SC195 - ABERDEEN TO INVERNESS

### HUNTLY

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

**Shunting moves on Up single line** - The driver must bring his train to a stand at the Up section signal and request a shunting key from the signaller. The driver must remain in telephone contact with the signaller while a shunting key is withdrawn at the signal box, unless otherwise directed by the signaller. When the signaller has obtained a shunting key at the box he will instruct the driver to pass the Up section signal at danger and draw forward to the box. The driver must not proceed beyond the box until he has obtained the shunting key from the signaller - (the Sectional Appendix, General Instructions headed, " **SCOTLAND REGION TOKENLESS BLOCK REGULATIONS - INSTRUCTIONS TO TRAINCREW AND OTHERS CONCERNED**", are modified accordingly).

When shunting is complete the driver must return the shunting key to the signaller at the box, who will then verbally authorise the driver to make the necessary movement to, again, bring his train to a stand within the appropriate section signal. The driver must contact the signaller by telephone to confirm that the train is at a stand within the section signal, and will not be moved again without the signaller's authority, or unless the signal is cleared.

**Failure of signalling equipment** - If a failure between Huntly and Kennethmont requires the introduction of modified working arrangements, the driver will be instructed by the signaller to pass the Up section signal, main or loop, 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**

## SC195 - ABERDEEN TO INVERNESS

### KEITH

Drivers of Up trains calling at Keith village station must sound the horn if, after station work is completed, either of the Up home signals are not cleared.

**Dated: 02/12/06**

## SC195 - ABERDEEN TO INVERNESS

### ELGIN To FORRES

**Alves ground frame** - The connection leading from the Elgin / Forres single line to the Burghead branch is worked from a ground frame controlled by the Elgin / Forres section key token.

An intermediate key token instrument is provided in a hut at the ground frame and when it is necessary to allow a train to enter or leave the Burghead branch line, the instrument must be operated in accordance with the instructions exhibited in the hut.

**Dated: 02/12/06**

## SC195 - ABERDEEN TO INVERNESS

### ELGIN

**Elgin Down section signals** - Drivers of trains requiring to proceed into the Elgin / Forres section are permitted, on clearance of the Down main line or Down loop line section signal, to proceed without being in possession of the section token. Drivers must, however, bring their train to a stand at a point opposite Elgin box and must not proceed further until the section token has been received from the signaller.

The Rule Book, Module TW6, Section 3 is modified accordingly.

**Elgin yard** - Prior to entering the yard, the person in charge of the movement must walk forward to ascertain if the crane is working. If it is ascertained that the crane is working, then the person in charge of the movement must receive an assurance from the crane operator that no crane movements will take place while the train is entering or leaving the yard, or shunting is taking place within the yard. The person in charge of the movement must advise the crane operator when all movements have been completed.

**Failure of token equipment** - If a failure between Elgin and Forres requires the introduction of modified working arrangements, the driver will be authorised 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 "**ELECTRIC TOKEN BLOCK REGULATIONS - INSTRUCTIONS TO TRAINCREW AND OTHERS CONCERNED**", are modified accordingly).

**Dated: 02/12/06**

## SC195 - ABERDEEN 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 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 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 a movement in 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 or 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 (or 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 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 **3 m.p.h.** until the last vehicle is clear of the plant at the Millburn Jn. end.

In the event of the incorrect indication being displayed, or where no indication is exhibited, the driver may proceed at **3 m.p.h.** through the plant and must report the failure to the signaller at signal I708 or, if the last vehicle is not clear of the plant, at the first suitable opportunity.

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

**Washer line** - Movements must not be propelled. The line must be used 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.

### 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 or 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 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, then 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 the fuelling road, the driver must stop at the stop board located at the entrance to the depot or 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**

**SC197 - KITTYBREWSTER GF TO WATERLOO GOODS (GOODS LINE)****Entire Line Of Route**

The propelling of trains is prohibited.

**WATERLOO GOODS**

**Croxton and Garry** - Because of restricted clearance, no locomotive must proceed beyond the Stop Board at the entrance to the Loading bay.

The following method of working must be adhered to for the placing/attaching of tank wagons to ensure that the locomotive remains on the Kittybrewster side of the Stop board :-

<b>No. of tank wagons to be placed/attached</b>	<b>No. of barrier wagons required at leading end of the movement entering loading bay</b>
1	2
2	1
3 (or more)	Nil

All staff must exercise care not to go between the railway line and the supporting stanchions of the overhead gantry while any movement is taking place, or about to take place, in, or into, the Loading Bay.

**Dated: 02/12/06**