

Module SC15

Scotland Route

Sectional Appendix Module 15

(

(

This page is intentionally blank

(

(

LIST OF MODULE PAGES AND DATES

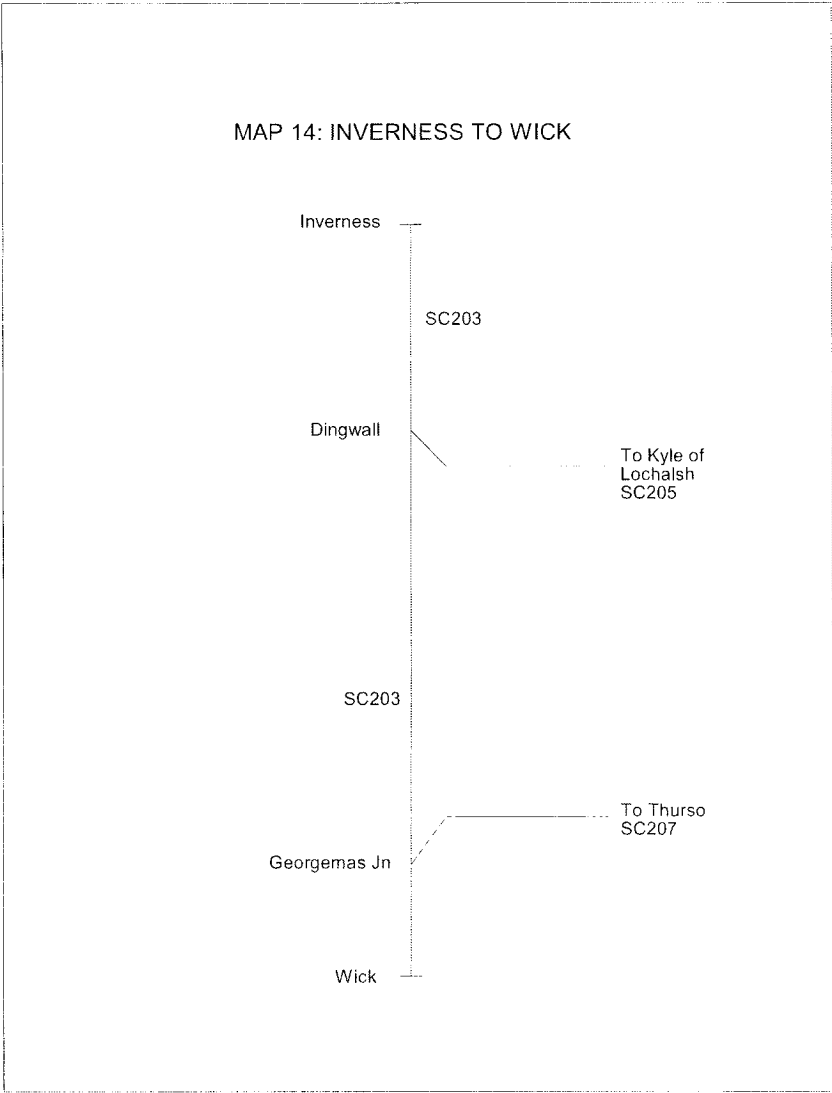
| Page | Date Last Changed |
|-------------|--------------------------|
| 1 | 02 December 2006 |
| 2 | 02 December 2006 |
| 3 | 02 December 2006 |
| 4 | 02 December 2006 |
| 5 | 02 December 2006 |
| 6 | 02 December 2006 |
| 7 | 02 December 2006 |
| 8 | 02 December 2006 |
| 9 | 02 December 2006 |
| 10 | 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 |
| 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 |

| Page | Date Last Changed |
|-------------|--------------------------|
| 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 |
| 43 | 02 December 2006 |
| 44 | 02 December 2006 |
| 45 | 02 December 2006 |
| 46 | 02 December 2006 |
| 47 | 02 December 2006 |
| 48 | 02 December 2006 |
| 49 | 02 December 2006 |
| 50 | 02 December 2006 |
| 51 | 02 December 2006 |
| 52 | 02 December 2006 |
| 53 | 02 December 2006 |
| 54 | 02 December 2006 |
| 55 | 02 December 2006 |
| 56 | 02 December 2006 |
| 57 | 02 December 2006 |
| 58 | 02 December 2006 |
| 59 | 02 December 2006 |
| 60 | 02 December 2006 |
| 61 | 02 December 2006 |
| 62 | 02 December 2006 |
| 63 | 02 December 2006 |
| 64 | 02 December 2006 |
| 65 | 02 December 2006 |
| 66 | 02 December 2006 |

TABLE OF CONTENTS

| | |
|-----------------------------|-------------|
| | <u>Page</u> |
| Maps | 3 |
| Table A Diagrams | 5 |
| Special Working Arrangement | 49 |
| Route Clearance | 51 |
| Local Instructions | 53 |

MAPS



This page is intentionally blank

TABLE A DIAGRAM
Table of Contents

| | <u>Page</u> |
|-------------------------------------|-------------|
| SC203- INVERNESS TO WICK | 6 |
| SC205- DINGWALL TO KYLE OF LOCHALSH | 37 |
| SC207- GEORGEMAS JN TO THURSO | 47 |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------------|------|---------------------------|------------------------------------|---|--------------|
| SC203 | 001 | Inverness to Wick | 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 SC (I) </div> | |
| Rose Street LC (CCTV) | | 117 71 | | ELR - HGL2 to Inverness Stn. RSW = Rose St. Curve WCK = Inverness Stn. to North lines | |
| Inverness TCB and RETB SC (I) | | 117 77 | | ① = Station GF | |
| (North lines only) | | 118 01 0 18 | | | |
| INVERNESS | | 118 03 | | | |

Scotland Route Sectional Appendix Module SC15

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------------|------|---------------------------|--|--|--|
| SC203 | 002 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Signal 1430 | | | <p>15X TRAINS ONLY</p> <p>UN DN</p> <p>25 25</p> <p>25</p> <p>25</p> <p>0 41 *</p> <p>0 46 *</p> <p>0 47</p> <p>0 60 *</p> <p>50</p> | <p>OTHER THAN 15X TRAINS</p> <p>UN DN</p> <p>25 25</p> <p>25</p> <p>50</p> <p>20</p> <p>50</p> | <p>TCB Inverness SC (I)</p> <p>UN = Up North DN = Down North</p> <p>Lines between the top of the page and Clachnaharry Down Stop Signal (Down direction)/Signal 1430 (Up direction) are controlled by Inverness (TCB) SC (I)</p> <p>RETB 102</p> <p>RETB controlled by Inverness (RETB) SC applies between Clachnaharry Down Stop Signal (Down direction)/Signal 1430 (Up direction) and the end of the page</p> |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Clachnaharry Down Stop Signal | | 1 12 | | | |
| | | 1 45 * | | | |
| Clachnaharry Canal Bridge | | 1 46 | | | |
| | | 1 50 * | | | |
| | | | <p>10</p> <p>65</p> | <p>10</p> <p>65</p> | |

8

Scotland Route Sectional Appendix Module SC15

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------|------|---------------------------|---|---|---------------------------|
| SC203 | 004 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 102 Inverness SC (I) |
| | | | <div>75</div> <div>8 75 *</div> <div>9 29 T</div> <div>9 36 *</div> <div>10 12</div> <div>10 61 *</div> <div>11 00 *</div> <div>11 10 T</div> <div>75</div> | <div>65</div> <div>*</div> <div>55</div> <div>*</div> <div>65</div> | |
| Beauly Ferry LC (UWC) | | | | | |
| BEAULY | | | | | |
| Wellhouse LC (UWC) | | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|-----------------|------------------------------------|-----------------------|---|--------------|
| SC203 | 005 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Sdgs GF's MUIR OF ORD TEP Chapleton LC (UWC) Keepers House LC (UWC) Riverford LC (UWC) | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 102 Inverness SC (I) 1530f (466m) (73 SLU's) RETB 105 RETB 102 ① = 15mph through loop points, in both directions, and over loop lines | |
| | | | | | |
| | 13 04 | | | | |
| | 13 53 | | | | |
| | 15 54 | | | | |
| | 16 14 | | | | |

Scotland Route Sectional Appendix Module SC15

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------------|------|---------------------------|------------------------------------|-----------------------|--|
| SC203 | 006 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| | | | | | <p>RETB 102 Inverness SC (I)</p> <p>① = 15 mph through loop points, in both directions, and over loop lines</p> <p>DRS 1075f (325m) (52 SLU's)</p> <p>CL 1345f (410m) (65 SLU's)</p> <p>② Permissive arrangements in RETB territory. PP(A) - detaching, for booked movements only See Local Instructions for conditions under which trains may detach</p> <p>Plungers are provided at the Down "Points Set" indicators for operating the junction points under the instructions of the signaller at Inverness (RETB) SC. A duplicate plunger, for the Down line only, is additionally provided on the Down platform under the overbridge</p> |
| Maryburgh LC (UWC) | | 16 53 * | | | |
| Kildun No 1 LC (UWC) | | 17 02 * | | | |
| Pitglassie South LC (UWC) | | 17 15 T | | | |
| Pitglassie Field LC (UWC) | | 17 51 T | | | |
| Pitglassie North LC (UWC) | | 18 10 T | | | |
| | | 18 23 T | | | |
| | | 18 29 T | | | |
| Sdg GF | | | | | |
| DINGWALL TEP | | 18 58 T | | | |
| | | 18 76 * | | | |

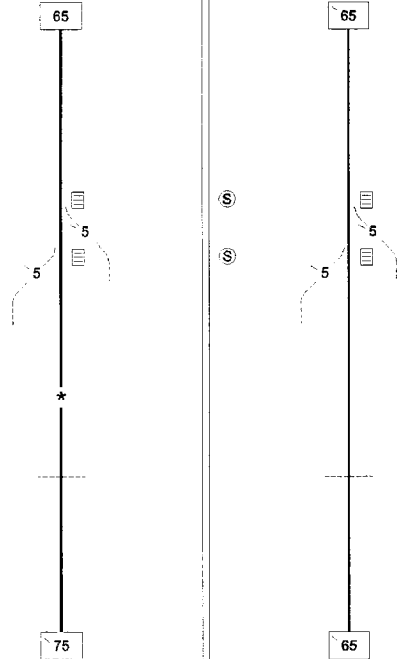
| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------------|------|---------------------------|------------------------------------|-----------------------|---------------------------|
| SC203 | 007 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Dingwall Canal North LC (UWC) | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 102 Inverness SC (I) |
| | | | | | |
| Foulis LC (R/G) | | 19 03 | T | T | |
| | | 20 00 * | | | |
| | | 22 18 * | | | |
| | | 22 75 * | | | |
| | | 22 76 | | | |
| | | 22 77 * | | | |

Scotland Route Sectional Appendix Module SC15

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------------------|-----------------|------------------------------------|-----------------------|---------------------------|--------------|
| SC203 | 008 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 102 Inverness SC (I) | |
| Ballachladdich Farm LC (UWC) | 23 15 | | | | |
| | 23 54 * | | | | |
| Evanton TEP | 25 00 | | | | |
| | 27 73 * | | | | |
| | 28 33 * | | | | |
| ALNESS | 28 70 | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------|------|---------------------------|------------------------------------|-----------------------|---|
| SC203 | 009 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| | | | 70 | 65 | RETB 102 Inverness SC (I) |
| | | 28 73 * | * | | |
| Belleport LC (UWC) | | 29 28 | T | T | |
| | | | 75 | | |
| | | 30 50 * | * | * | |
| | | | 60 | 55 | |
| South end loop points | | 31 16 * | ① * | ① * | ① = 15 mph through loop points, in both directions, and over loop lines |
| Sdg GF | | | (S) 5 | (S) 5 | |
| INVERGORDON TEP | | 31 37 | T | T | CL 1305f (395m) (63 SLU's) |
| North end loop points | | 31 50 * | ① * | ① * | |
| | | | 65 | 65 | |

Scotland Route Sectional Appendix Module SC15

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------------|-----------------|------------------------------------|-----------------------|---|--------------|
| SC203 | 010 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 102 Inverness SC (I) | |
| Distillery No 1 GF | 31 76 | (S) | (S) |  | |
| Distillery No 2 GF | 32 07 | (S) | (S) | | |
| | 32 15 | * | * | | |
| Invergordon Distillery LC ① | 32 20 | | | | |
| | | | | ① = Crossing Attendant provided by Distillery | |
| | | | | RETB 101 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------|------|---------------------------|------------------------------------|-----------------------|---------------------------|
| SC203 | 011 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Ballintraid LC (UWC) | | 33 50 | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 101 Inverness SC (I) |
| | | | | | |
| Delny LC (AOCL) | | 34 79 | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| | | | | | |

Scotland Route Sectional Appendix Module SC15

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------|------|---------------------------|------------------------------------|-----------------------|---------------------------|
| SC203 | 012 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Nigg LC (AHBC) | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 101 Inverness SC (I) |
| | | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------|------|---------------------------|------------------------------------|-----------------------|--|
| SC203 | 013 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| | | | | | <p>RETB 101 Inverness SC (I)</p> <p>① Permissive arrangements in RETB territory. PP(A) - detaching, for booked movements only See Local Instructions for conditions under which trains may detach</p> <p>② = 15mph through loop points, in both directions, and over loop lines</p> <p>CL 840f (255m) (40 SLU's)</p> <p>RETB 112</p> <p>RETB 113</p> |
| Fearn GF | | 40 43 * | | | |
| FEARN TEP | | 40 45 * | | | |
| | | 40 46 | (S) [] 5 | (S) [] 5 | |
| | | 40 60 | (T) [] sdg | (T) [] sdg | |
| Hilton Mills LC (UWC) | | 42 61 | (T) [] | (T) [] | |
| Balkeith South LC (UWC) | | 43 17 | (T) [] | (T) [] | |
| South end loop points | | 44 12 * | ② * | ② * | |
| TAIN TEP | | 44 23 | (T) [] PP(A) ① sdg | (T) [] PP(A) ① sdg | |
| Sdg GF | | 44 36 * | (S) [] ② * | (S) [] ② * | |
| North end loop points | | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------|------|---------------------------|---|---|--------------------------------|
| SC203 | 014 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 113 Inverness SC (I) |
| | | | <div style="border: 1px solid black; width: 40px; margin: auto; padding: 2px;">60</div> <div style="position: relative; height: 100px;"> ↓ </div> <div style="display: flex; justify-content: space-between;"> 44 60 * * </div> <div style="display: flex; align-items: center;"> 48 46 <div style="margin-left: 10px; border: 1px solid black; padding: 2px;">T</div> </div> <div style="display: flex; align-items: center;"> 49 20 <div style="margin-left: 10px; border: 1px solid black; padding: 2px;">T</div> </div> <div style="display: flex; align-items: center;"> 51 40 <div style="margin-left: 10px; border: 1px solid black; padding: 2px;">T</div> </div> <div style="position: relative; height: 100px;"> ↓ </div> <div style="display: flex; justify-content: space-between;"> 52 72 * * ↓ * </div> <div style="position: relative; height: 100px;"> ↓ </div> <div style="display: flex; justify-content: space-between;"> 54 03 * * ↓ * </div> <div style="position: relative; height: 100px;"> ↓ </div> <div style="display: flex; justify-content: space-between;"> 55 26 60 </div> <div style="display: flex; align-items: center;"> Midfearn LC (UWC) <div style="margin-left: 10px; border: 1px solid black; padding: 2px;">T</div> </div> <div style="display: flex; align-items: center;"> 55 32 <div style="margin-left: 10px; border: 1px solid black; padding: 2px;">T</div> </div> <div style="display: flex; align-items: center;"> 55 43 * </div> <div style="position: relative; height: 100px;"> ↓ </div> <div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; width: 40px; margin: auto; padding: 2px;">60</div> </div> | <div style="border: 1px solid black; width: 40px; margin: auto; padding: 2px;">60</div> <div style="position: relative; height: 100px;"> ↓ </div> <div style="display: flex; align-items: center;"> T </div> <div style="display: flex; align-items: center;"> T </div> <div style="display: flex; align-items: center;"> T </div> <div style="position: relative; height: 100px;"> ↓ </div> <div style="display: flex; justify-content: space-between;"> * * ↓ * </div> <div style="position: relative; height: 100px;"> ↓ </div> <div style="display: flex; justify-content: space-between;"> 50 * ↓ * </div> <div style="position: relative; height: 100px;"> ↓ </div> <div style="display: flex; justify-content: space-between;"> 60 </div> <div style="display: flex; align-items: center;"> T </div> <div style="display: flex; align-items: center;"> T </div> <div style="position: relative; height: 100px;"> ↓ </div> <div style="display: flex; justify-content: space-between;"> * </div> <div style="position: relative; height: 100px;"> ↓ </div> <div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; width: 40px; margin: auto; padding: 2px;">50</div> </div> | |

20

Scotland Route Sectional Appendix Module SC15



| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------|------|---------------------------|------------------------------------|----------------------------|---------------------------|
| SC203 | 016 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 113 Inverness SC (I) |
| Balnahinch No 4 LC (UWC) | | 59 78 | <div>T</div> <div>70</div> | <div>T</div> <div>60</div> | |
| Culrain Smithy LC (UWC) | | 60 63 | <div>T</div> | <div>T</div> | |
| CULRAIN | | 60 74 * | <div>*</div> | <div>*</div> | |
| | | | <div>20</div> <div></div> | <div>20</div> <div></div> | |
| | | 61 00 | | | |
| INVERSHIN | | 61 10 * | <div>*</div> | <div>*</div> | |
| | | | <div>45</div> <div></div> | <div>40</div> <div></div> | |
| | | 61 34 | | | |
| | | 63 05 * | <div>*</div> | <div>*</div> | |
| | | | <div>35</div> <div></div> | <div>30</div> <div></div> | |
| | | 63 23 * | <div>*</div> | <div>*</div> | |
| | | | <div>45</div> | <div>40</div> | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------|----------------------|---------------------------|------------------------------------|-----------------------|--|
| SC203 | 017 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Sdg GF | LAIRG TEP | 64 19 * | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | <div>RETB 113</div> <div>Inverness SC (I)</div> |
| | | | | | |
| | | 66 78 | | | <p>① = 15 mph through loop points, in both directions, and over loop lines</p> <p>CL 990f (302m) (48 SLU's)</p> <p>A plunger is provided on the Up "Points Set" indicator post for shunting movements to the Up loop and when operated activates the LC light sequence</p> |
| | | 67 11 | | | |
| | | 68 00 * | | | |
| | | 68 54 | | | |
| Tomich No 1 LC (UWC) | Tomich No 2 LC (UWC) | 68 64 | | | <div>RETB 126</div> |
| | | 70 00 * | | | |
| Acheilidh No 2 LC (ABCL) | | 72 63 | | | |
| | | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------------|------|---------------------------|------------------------------------|-----------------------|---|
| SC203 | 018 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| | | | 70 | 60 | RETB 126 Inverness SC (I) |
| Rossall No 2 LC (UWC) | 74 | 36 | T | T | |
| Rovie LC (AOCL) | 76 | 35 | ▲25 10 ▼ | ▲25 10 ▼ | ① = 15 mph through loop points, in both directions, and over loop lines |
| ROGART TEP | 77 | 01 | T | T | RETB 112 |
| Rogart LC (open) | 77 | 08 | ▲10 STOP ▼ | ▲10 STOP ▼ | CL 1095f (330m) (53 SLU's) |
| West Kinnauld No 2 LC (UWC) | 77 | 36 | T | T | |
| West Kinnauld No 3 LC (UWC) | 77 | 53 | T | T | |
| Kinnauld East No 1 LC (UWC) | 78 | 01 | T | T | |
| Kinnauld East No 2 LC (UWC) | 78 | 25 | T | T | |
| Morvich No 1 LC (UWC) | 78 | 38 | T | T | |
| Morvich No 3 LC (UWC) | 78 | 62 | T | T | |
| | | | 70 | 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------|------|---------------------------|---|---|--|
| SC203 | 019 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | <div>RETB 112 Inverness SC (I)</div> <p>① = Applies on the approach to Morvich No. 4 LC. Drivers may accelerate as soon as the front of the train is on the LC</p> |
| Morvich No 4 LC (UWC) | | 78 71 | <div> <div>70</div> <div>① 35▼</div> <div>▲ ① 40</div> </div> | <div> <div>60</div> <div>① 35▼</div> <div>▲ ① 40</div> </div> | |
| Morvich No 6 LC (UWC) | | 79 03 | | | |
| Morvich No 7 LC (UWC) | | 79 22 | | | |
| Morvich No 8 LC (UWC) | | 79 62 | | | |
| | | 80 20 * | * | * | |
| | | | 60 | | |
| | | 80 65 * | * | * | |
| | | | 55 | 45 | |
| | | 81 47 * | * | * | |
| | | | 70 | | |
| | | 82 08 * | * ▼ | | |
| Badden LC (UWC) | | 82 30 | | | |
| | | | ▲ 70 60 ▼ | | |
| | | 82 43 * | ▲ * | | |
| | | | 60 | 60 | |

| LOR | Seq. | Line of Route Description | | ELR | Route | Last Updated |
|------------------------|------|---------------------------|------------------------------------|-----------------------|---------------------------|--------------|
| SC203 | 020 | Inverness to Wick | | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 112 Inverness SC (I) | |
| | | | 60 | 60 | | |
| | | | 55 ▼ | 30 55 ▼ | | |
| Kirkton LC (AOCL) | | 82 44 | ▲ 55 | ▲ 30 55 | | |
| | | 82 45 * | * ▼ | | | |
| | | | ▲ 60 70 ▼ | | | |
| | | 83 00 * | ▲ * | | | |
| Culmally No 2 LC (UWC) | | 83 17 T | | T | | |
| Culmally No 3 LC (UWC) | | 83 34 T | 70 | T | | |
| Drummule LC (UWC) | | 83 73 T | | T | | |
| | | 84 13 * | * | * | | |
| GOLSPIE | | 84 30 | 45 | 40 | | |
| | | 84 51 * | * | * | | |
| Dunrobin LC (UWC) | | 86 19 T | | T | | |
| | | | 70 | 60 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------------|------|---------------------------|---|---|---------------------------|
| SC203 | 021 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| | | | 70 | 60 | RETB 112 Inverness SC (I) |
| DUNROBIN | | 86 22 |  |  | |
| Mellaig No 1 LC (UWC) | | 86 64 | T | T | |
| | | 87 71 * | * | * | |
| | | | 60 | 45 | |
| | | 88 23 * | * | * | |
| Strathsteven LC (UWC) | | 88 27 | T | T | |
| | | | 70 | 60 | |
| Doll LC (UWC) | | 89 02 | T | T | |
| | | 89 13 * | * | * | |
| MacBeaths LC (UWC) | | 89 24 | ▲ 70 30 ▼ | ▲ 60 30 ▼ | |
| | | 89 25 * | * | * | |
| Inver Brora No 1 LC (UWC) | | 89 34 | T | T | |
| | | | 70 | 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------------|------|---------------------------|------------------------------------|-----------------------|---|
| SC203 | 022 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| | | | | | <p>RETB 112 Inverness SC (I)</p> <p>A plunger is provided under the stop board at the Rogart end of the platform for shunting movements to the single line which, when operated, inhibits the LC lights sequence</p> <p>CL 1220f (330m) (59 SLU's)</p> <p>① = 15 mph through loop points, in both directions, and over loop lines</p> |
| Inver Brora No 2 LC (UWC) | | 89 68 | T | T | |
| | | 89 75 * | | | |
| Brora LC (AOCL) | | 90 31 | | | |
| BRORA TEP | | 90 48 | T | T | |
| Sdg GF | | S | S | S | |
| Melvors LC (UWC) | | 90 71 | T | T | |
| East Brora Muir No 1 LC (UWC) | | 91 00 | T | T | |
| East Brora Muir No 2 LC (UWC) | | 91 11 | T | T | |
| Dalchalm LC (AOCL) | | 91 30 | | | |
| Greenhill LC (UWC) | | 92 05 | T | T | |
| Clynmilton East LC (UWC) | | 92 40 | T | T | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------------|---------|---------------------------|------------------------------------|------------------------------------|---------------------------|
| SC203 | 023 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Kintradwell No 1 LC (UWC) | 93 00 | T | 15X TRAINS ONLY ▲ 55 60 ▼ | OTHER THAN 15X TRAINS ▲ 55 60 ▼ | RETB 112 Inverness SC (I) |
| | 93 14 * | | ▲ * | * ▼ | |
| Kintradwell No 2 LC (UWC) | 93 27 | T | | 55 | |
| | 93 36 * | | 60 ▲ * | ▲ * | |
| Old Castle LC (UWC) | 93 63 | T | | ▲ 45 55 ▼ | |
| | 94 36 * | | * 55 | * ▼ | |
| Lothbeg LC (UWC) | 94 53 * | | ▲ * | 45 | |
| | 95 03 | T | | | |
| Culgower No 1 LC (UWC) | 97 22 | T | ▲ 65 55 ▼ | | |
| | 97 78 * | | * | | |
| Portgower No 1 LC (UWC) | 99 33 | T | | | |
| | | | 45 | 45 | |


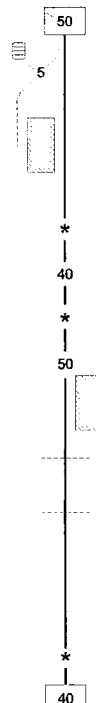
| LOR | Seq | Line of Route Description | ELR | Route | Last Updated |
|----------------------------|-----------------|------------------------------------|-----------------------|--|--------------|
| SC203 | 024 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 112 Inverness SC (I) CL 840f (255m) (40 SLU's) ① = 15 mph through loop points, in both directions, and over loop lines ② Differential permanent speed restriction. Lower speed applies to all trains except Class 15X trains. Rule Book, Module SP, Section 2.4 is modified accordingly | |
| Portgower Station LC (UWC) | 99 73 | | | | |
| HELMSDALE TEP | 101 40 | | | | |
| Sdg GF | | | | | |
| Bual No 1 LC (UWC) | 101 62 | | | | |
| Bual No 2 LC (UWC) | 101 75 | | | | |
| Marrel LC (ABCL) | 102 38 | | | | |
| | 103 25 * | | | | |
| | 103 54 * | | | | |
| | 105 68 * | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------|------|---------------------------|------------------------------------|-----------------------|---------------------------|
| SC203 | 025 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| | | | 50 | 40 | RETB 112 Inverness SC (I) |
| | | 106 31 * | *▼ | ▲* | |
| | | | 65 | | |
| | | 107 74 * | *▼ | ▲50 40▼ | |
| | | 108 38 | — | — | |
| | | | 55 | | |
| | | 110 47 * | *▼ | *▼ | |
| | | | ▲55 45▼ | ▲50 45▼ | |
| | | 110 68 * | * | | |
| | | | 50 | | |
| | | 111 03 | STOP▼ | STOP▼ | |
| | | | ▲STOP | ▲STOP | |
| | | 111 05 | — | — | |
| | | | — | — | |
| | | 111 74 | — | — | |
| | | | — | — | |
| | | 113 20 * | * | ▲* | |
| | | | — | — | |
| | | 114 74 | — | — | |
| | | | 55 | ▲40 45▼ | |

| LOR | Seq. | Line of Route Description | | ELR | Route | Last Updated |
|--------------------|------|---------------------------|------------------------------------|-----------------------|---------------------------|--------------|
| SC203 | 026 | Inverness to Wick | | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| KINBRACE | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 112 Inverness SC (I) | |
| | | 115 62 * | 55 * 50 | 40 45 * 40 | | |
| | | 116 23 * | * 55 | * 50 40 | | |
| | | 118 08 * | * 55 | * 50 | | |
| | | 118 20 | 55 50 | 50 | RETB 111 | |
| | | 118 24 * | * 55 | 50 | | |
| | | 118 25 | 55 20 | 10 20 | | |
| | | 118 26 * | * 50 65 | 20 40 | | |
| Kinbrace LC (AOCL) | | 118 52 * | * 55 | 50 | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------|------|---------------------------|---|----------|---|
| SC203 | 027 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Lochside LC (UWC) | | 121 00 | <div>15X TRAINS ONLY</div> <div><div>55</div><div>T</div></div> | | <div>RETB 111</div> <div>Inverness SC (I)</div> |
| | | 123 40 * | | | |
| | | 123 71 * | | | |
| | | 125 24 * | | | |
| Sdg GF | | | <div><div>45</div><div>(S)</div><div><div>CE Sdg</div><div>5</div><div>10</div><div>10</div><div>10</div></div></div> | | |
| Forsinard LC (AOCL) | | 125 67 | | | |
| FORSINARD TEP | | 125 69 | <div><div>10</div><div>T</div></div> | | |
| | | 126 48 * | | | |
| | | 127 35 * | | | |
| | | 131 72 * | <div><div>50</div><div>60</div><div>70</div></div> | | |
| | | | <div><div>OTHER THAN 15X TRAINS</div><div><div>50</div><div>T</div></div></div> | | |
| | | | <div><div>45</div><div>(S)</div><div><div>CE Sdg</div><div>5</div><div>10</div><div>10</div><div>10</div></div></div> | | |
| | | | <div><div>50</div><div>T</div></div> | | |
| | | | <div><div>50</div></div> | | <div>Plungers are provided at the Helmsdale end of the Down platform under the Down speed restriction board and at the exit from the CE siding for shunting movements and when operated activate the LC lights sequence</div> <div>CL 820f (250m) (40 SLU's)</div> <div>① = 15 mph through loop points, in both directions, and over loop lines</div> |

Scotland Route Sectional Appendix Module SC15

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------------|--------|---------------------------|---|---|--------------------------------------|
| SC203 | 028 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 111 Inverness SC (I) |
| Altnabreac GF | 133 73 | S |  |  | For engineers motor trolleys only |
| ALTNABREAC | 133 76 | | | | |
| | 142 67 | * | | * | |
| | 142 71 | * | | 40 | |
| SCOTSCALDER | 143 02 | | | 50 | |
| Tongside No 1 LC (UWC) | 143 30 | T | | T | |
| Tongside No 2 LC (UWC) | 143 71 | T | | T | |
| | 144 72 | * | * | * | |
| | 145 37 | * | | * | |
| | | | 50 | 40 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------------------|------|---------------------------|------------------------------------|-----------------------|--|
| SC203 | 029 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | <div>RETB 111 Inverness SC (I)</div> <p>① = 15 mph through loop points, in both directions, and over loop lines</p> <p>② Permissive arrangements in RETB territory. PP(C) Up / Down platform - detaching only. See Local Instructions for conditions under which trains may detach</p> <p>CL 800f (240m) (39 SLU's) URS 655f (195m)</p> <p>Plungers are provided on the Up/Down line platform for operating the branch junction points under the instructions of the signaller at Inverness (RETB) SC</p> <p>③ = gf controlled loop points</p> |
| | | | | | |
| | | | 50 | 40 | |
| | | 145 40 * | | * | |
| | | | | 30 50 | |
| Halkirk LC (AOCL) | | 145 59 | | 30 50 | |
| | | | | 50 | |
| Halkirk TEP (Down direction only) | | 146 53 | T | T | |
| | | | | | |
| South end loop points | | 147 09 * | ① * | ① * | |
| | | | | | |
| Up South GF | | | S | S | |
| | | | | | |
| | | | 5 | 5 | |
| | | | | | |
| | | | 15 | 15 | |
| | | | To Thurso SC207 seq 1 | To Thurso SC207 seq 1 | |
| | | | | | |
| GEORGEMAS JN TEP | | 147 20 | T | T | |
| | | | | | |
| | | | URS | URS | |
| | | | | | |
| Up North GF | | | S | S | |
| | | | | | |
| | | | 5 | 5 | |
| | | | | | |
| | | | PP(C) ② | PP(C) ② | |
| | | | | | |
| Georgemas No 1 GF | | | | | |
| | | | | | |
| North end loop points | | 147 34 * | ① * ③ | ① * ③ | |
| | | | | | |
| | | | 60 | 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------------|----------|---------------------------|------------------------------------|--------------------------|---------------------------|
| SC203 | 030 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 111 Inverness SC (I) |
| Bower TEP (Up direction only) | 147 56 | T | 60 | 60 | |
| Sibster Moss LC (UWC) | 147 58 | T | | | |
| | 148 05 * | | * | | |
| East Clayock LC (UWC) | 148 54 | T | | | |
| | | | 70 | | |
| Gelshfield Gates LC (UWC) | 149 00 | T | | | |
| Gelshfield LC (UWC) | 149 28 | T | | | |
| Loch View Farm LC (UWC) | 149 48 | T | | | |
| | 150 20 * | | * | | |
| | 150 40 * | | 60 | * | |
| | | | | 50 | |
| | 151 74 * | | | * | |
| Watten LC (AOCL) | 153 68 | | 30 ▼ ▲ 55 | 20 ▼ 30 ▲ 30 55 | |
| | | | 60 | 60 | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------|------|---------------------------|------------------------------------|-----------------------|---------------------------|
| SC203 | 031 | Inverness to Wick | WCK | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 111 Inverness SC (I) |
| | | | 60 | 60 | |
| East Watten LC (UWC) | 154 | 61 | T | T | |
| Bilbster LC (UWC) | 156 | 26 | T | T | |
| | 156 | 50 * | * | | |
| | 159 | 13 * | * | | |
| | 159 | 16 * | * | | |
| | 160 | 58 * | 75 | | |
| | | | ▲ 45 75 ▼ | ▲ 45 60 ▼ | |
| | | | 5 | 5 | |
| | | | 5 15 | 5 15 | |
| WICK TEP | 161 | 35 | T | T | |

Scotland Route Sectional Appendix Module SC15

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------------|------|------------------------------|------------------------------------|-----------------------|--|
| SC205 | 001 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | <div>RETB 102</div> <div>Invermess SC (I)</div> <p>① = 15 mph through loop points, in both directions, and over loop lines</p> |
| Dingwall | | 0 19 | | | |
| Dingwall Canal North LC (UWC) | | 0 25 | | | |
| Dingwall No 1 LC (AOCL) | | 0 57 | | | |
| Dingwall Middle LC (AOCL) | | 0 67 | | | |
| Dingwall No 2 LC (AOCL) | | 1 05 | | | |

| LOR | Seq. | Line of Route Description | | | ELR | Route | Last Updated |
|------------------|------|------------------------------|------------------------------------|--|-----------------------|---------------------------|--------------|
| SC205 | 002 | Dingwall to Kyle of Lochalsh | | | KYL | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | | Signalling & Remarks | |
| Foderty TEP | | | 15X TRAINS ONLY | | OTHER THAN 15X TRAINS | RETB 102 Inverness SC (I) | |
| | | 1 05 * | 40 ↓ * | | 40 ↓ * | RETB 105 | |
| | | 2 17 * | ↓ | | ↓ | | |
| | | 2 31 T | ↓ ↓ | | ↓ ↓ | | |
| | | 2 41 * | ↓ | | ↓ | | |
| | | 2 53 * | 45 ↓ | | 20 ↓ | | |
| Keppoch LC (UWC) | | 3 09 * | ↓ | | ↓ | | |
| | | 3 64 T | ↓ | | 35 ↓ | | |
| | | 4 29 * | ↓ * | | ↓ * | | |
| | | | 40 | | 40 | | |

Scotland Route Sectional Appendix Module SC15

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------|-----------------|------------------------------------|-----------------------|---------------------------|--------------|
| SC205 | 003 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 02/12/06 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Achtemeed LC (AOCL) | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 105 Inverness SC (I) | |
| | 4 55 | | | | |
| | 5 30 * | | | | |
| | 6 26 * | | | | |
| | 6 71 * | | | | |
| | 6 76 * | | | | |
| | 7 30 * | | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------------|---------|---------------------------|------------------------------------|-----------------------|---|
| SC205 | 004 | Dingwall to Kyle Lochalsh | KYL | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| Rogie LC (UWC) | 8 08 | | | | RETB 105 Inverness SC (I) |
| Killin Farm No 2 LC (UWC) | 10 32 * | | | | |
| Killin Farm No 3 LC (UWC) | 11 23 | | | | |
| Sdg GF | 11 40 | | | | ① = 15 mph through loop points, in both directions, and over loop lines |
| GARVE TEP | 11 65 | | | | CL 800f (240m) (39 SLU's) |
| Garve LC (AOCL) | 11 72 | | | | A plunger is provided at the Up direction board worded "Shunting Press Plunger Obtain White Light and Whistle Before Proceeding" which, when operated, activates the LC lights sequence |
| Gorstan LC (UWC) | 11 74 * | | | | |
| | 12 72 | | | | |

Scotland Route Sectional Appendix Module SC15

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------------|------|---------------------------|------------------------------------|-----------------------|---------------------------|
| SC205 | 005 | Dingwall to Kyle Lochalsh | KYL | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 105 Inverness SC (I) |
| | | | 45 | 35 | |
| | | 13 42 * | | * | |
| Corriemoillie No 1 LC (UWC) | | 14 03 [T] | | | |
| | | | 45 | 40 | |
| Lochluichart Station LC (UWC) | | 17 11 [T] | | | |
| LOCHLUICHART | | 17 20 | | | |
| | | 19 78 * | | * | |
| | | 20 16 * | | 30 | |
| | | 20 31 * | | * | |
| | | 20 61 * | | 20 | |
| | | | 45 | 30 | |
| | | | | 20 | |
| | | | | 30 | |
| | | | | 40 | |

| LOR | Seq. | Line of Route Description | | ELR | Route | Last Updated |
|--------------------|------|---------------------------|------------------------------------|-----------------------|---------------------------|--------------|
| SC205 | 006 | Dingwall to Kyle Lochalsh | | KYL | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| ACHANALT | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 105 Inverness SC (I) | |
| | | 21 22 * | 45 * 40 * | 40 * | | |
| | | 21 30 * | 20 * | 20 * | | |
| | | 21 34 | | | | |
| | | 21 38 * | 40 * | 40 * | | |
| | | 21 43 * | 40 * | 40 | | |
| | | 22 31 | 45 T | T | | |
| | | 23 18 | T | T | | |
| | | 25 76 * | * | * | | |
| | | 26 44 * | 40 | 35 40 | | |
| Strath LC (UWC) | | | | | | |
| Rose Bank LC (UWC) | | | | | | |

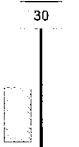
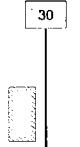
















Scotland Route Sectional Appendix Module SC15

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------|------|------------------------------|------------------------------------|-----------------------|--|
| SC205 | 007 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | |
| Quarry Burn LC (UWC) | | 27 20 | | | RETB 105 Inverness SC (I) |
| East end loop points | | 27 50 * | | | ① = 15mph through loop points, in both directions, and over loop lines |
| Sdg GF | | | | | CL 1010f (305m) (49 SLU's) |
| ACHNASHEEN TEP | | 27 72 | | | RETB 104 |
| West end loop points | | 27 77 * | | | |
| Craig LC (UWC) | | 38 03 | | | RETB 108 |
| ACHNASHELLACH | | 40 24 * | | | |
| | | 40 34 | | | |
| | | 40 67 * | | | |

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------|------|------------------------------|------------------------------------|-----------------------|---|
| SC205 | 008 | Dingwall to Kyle of Lochalsh | KYL | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | <div>RET B 108</div> <div>Inverness SC (I)</div> <p>① = 15 mph through loop points, in both directions, and over loop lines</p> <p>CL 780f (235m) (38 SLU's)</p> <p>Drivers must sound the locomotive horn CONTINUOUSLY from the Stop Board until over the crossing. Plungers are provided for shunting movements to the Up loop on the speed restriction board at the approach to the facing points for the Up loop and for a Down direction movement on the Up line on the Stop Board at the approach to the crossing which, when operated, activate the LC lights sequence</p> |
| | | | | | |
| Balnacra LC (AOCL) | | 41 71 * | | | |
| | | 42 12 | | | |
| Balnacra No 2 LC (UWC) | | 42 44 * | | | |
| | | 42 58 | T | T | |
| Coulags No 1 LC (UWC) | | 43 32 | T | T | |
| Blackwood No 1 LC (UWC) | | 44 35 | T | T | |
| Blackwood No 2 LC (UWC) | | 44 67 | T | T | |
| Sdg GF | | | | | |
| STRATHCARRON TEP | | | | | |
| | | 45 74 | T | T | |
| Strathcarron LC (AOCL) | | 45 77 | | | |
| West end loop points | | 46 01 * | | | |

Scotland Route Sectional Appendix Module SC15

| LOR | Seq. | Line of Route Description | ELR | | Route | Last Updated |
|--------------------|------|---------------------------|------------------------------------|-----------------------|---------------------------|--------------|
| SC205 | 009 | Dingwall to Kyle Lochalsh | KYL | | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | | |
| Auchintee LC (UWC) | | 46 15 | <div>40</div> | <div>40</div> | RETB 108 Invermess SC (I) | |
| | | 46 20 * | <div>*</div> | <div>*</div> | | |
| | | | <div>35</div> | <div>35</div> | | |
| ATTADALE | | 48 22 | <div></div> | <div></div> | | |
| | | 48 62 * | <div>*</div> | <div>*</div> | | |
| | | | <div>25</div> | <div>25</div> | | |
| STROME FERRY | | 53 15 | <div></div> | <div></div> | | |
| | | 53 26 * | <div>*</div> | <div>*</div> | | |
| | | | <div>30</div> | <div>30</div> | | |
| DUNCRAIG | | 57 09 | <div></div> | <div></div> | | |
| | | | <div>30</div> | <div>30</div> | | |

| LOR | Seq. | Line of Route Description | | ELR | Route | Last Updated |
|-----------------------------|------|------------------------------|---|---|---------------------------|--------------|
| SC205 | 010 | Dingwall to Kyle of Lochalsh | | KYL | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| | | | 15X TRAINS ONLY | OTHER THAN 15X TRAINS | RETB 108 Inverness SC (I) | |
| PLOCKTON | | 58 22 |  |  | | |
| Duirinish Station LC (UWC) | | 59 56 |  |  | | |
| DUIRINISH | | 59 58 |  |  | | |
| GF | | |  |  | | |
| GF | | |  |  | | |
| | | |  |  | | |
| | | |  |  | | |
| GF | | |  |  | | |
| KYLE OF LOCHALSH TEP | | 63 64 |  |  | | |

Scotland Route Sectional Appendix Module SC15

| LOR | Seq | Line of Route Description | ELR | Route | Last Updated |
|------------------------|-----|---------------------------|------------------------------------|----------|--|
| SC207 | 001 | Georgemas Jn to Thurso | TSO | Scotland | 02/12/06 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Georgemas Jn | | 0 00 | | | <div>RETB 111 Inverness SC (I)</div> <p>Plungers are provided on the Up/Down platform for operating the branch junction points under the instructions of the signaller at Inverness (RETB) SC</p> <p>① = Through jn points</p> <p>See Local Instructions for conditions under which a second train may be admitted to the Up/Down platform line when occupied.</p> <p>See Local Instructions for definition of a "Long Section" as applying in both directions between Georgemas Jn and Thurso</p> |
| Hoy LC (AOCL) | | 0 72 | | | |
| Gunn LC (UWC) | | 1 05 | T | T | |
| | | 1 17 * | * | | |
| Blackhilllock LC (UWC) | | 1 44 | T | T | |
| Sordale No 1 LC (UWC) | | 1 59 | T | T | |
| | | 4 04 * | * | | |
| | | 4 25 * | * | | |
| Sdg GF | | | (S) | (S) | |
| Stn GF | | | (S) | (S) | |
| THURSO TEP | | 6 50 | T | T | |

This page is intentionally blank

SPECIAL WORKING ARRANGEMENT

Table of Contents

SC203- INVERNESS TO WICK

Page
50

SC203 (INVERNESS TO WICK)

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 |
|---------------|---------------|---------------|-------------------------------|---|
| 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

| | <u>Page</u> |
|---|--------------------|
| TABLE D1 - ROUTE CLEARANCE OF DIESEL MULTIPLE UNIT TRAINS | 52 |

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 |
|---------------|------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|--|
| SC203 | INVERNESS TO WICK | Y | N | Y | Y | Y | Y | R1 | N | R1 Approach speed to platform 6, (from the top of the ramp), must not exceed 10 mph . |
| SC205 | DINGWALL TO KYLE OF LOCHALSH | Y | N | Y | Y | Y | Y | R1 | N | R1 Lochluichart platform - 25mph Strome ferry platform - 15mph Duncraig platform - 25mph |
| SC207 | GEORGEMAS JN. TO THURSO | Y | N | Y | Y | Y | Y | R1 | N | R1 Thurso platform - walking pace only |

LOCAL INSTRUCTIONS

Table of Contents

Page

SC203- INVERNESS TO WICK

| | |
|-----------------------------------|----|
| INVERNESS TO CLUNES TEP | 54 |
| INVERNESS | 55 |
| BEAULY | 56 |
| DINGWALL TEP | 57 |
| DINGWALL TEP TO ALNESS | 58 |
| TAIN TEP | 58 |
| LAIRG TEP | 59 |
| HALKIRK TEP (DOWN DIRECTION ONLY) | 59 |
| GEORGEMAS JN TEP TO WICK TEP | 59 |
| GEORGEMAS JN TEP | 60 |
| BOWER TEP (UP DIRECTION ONLY) | 62 |
| WICK TEP | 62 |
| ENTIRE LINE OF ROUTE | 62 |

SC205- DINGWALL TO KYLE OF LOCHALSH

| | |
|--|----|
| STRATHCARRON TEP TO KYLE OF LOCHALSH TEP | 63 |
| KYLE OF LOCHALSH TEP | 63 |
| ENTIRE LINE OF ROUTE | 63 |

SC207- GEORGEMAS JN TO THURSO

| | |
|----------------------------|----|
| GEORGEMAS JN TO THURSO TEP | 64 |
| THURSO TEP | 64 |
| ENTIRE LINE OF ROUTE | 65 |

SC203 - INVERNESS TO WICK

INVERNESS To Clunes TEP

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.

Authority for trains from Inverness to proceed on the North line - Provided the driver has received the appropriate token, the authority to proceed towards Clunes will be the clearing of the North line Down direction signal I429 or I427, as appropriate, followed by the clearing of Clachnaharry Down signal, or permission to pass one or both of these signals at danger.

Receiving/returning RETB tokens - A driver may enter the RETB system and obtain a token to proceed from Inverness towards Clunes at any place up to, or at, Down direction signal I429 or I427, as appropriate, but this procedure must be carried out when the train is at a stand. A driver proceeding to Inverness from the North line may surrender his token at any time after coming within the protection of Up direction North line signal I430, but this procedure must be carried out when the train is at a stand.

Failure of token issuing/receiving apparatus - The supply of special authority cards for the working of trains from Inverness to Clunes during a failure of token equipment is kept in a lockfast box at the notice board denoting the commencement of Radio Token Working. However, a traction unit will not be allowed to proceed to the North line (for the purpose of completing an authority card) unless radio contact is available between the driver and the signaller at Inverness (RETB) SC.

Engineer's Possession - When the driver of an engineer's train or machine requiring to leave a possession between Clunes and Inverness has received verbal permission to pass the Station Limits board towards Inverness, he must inform the signaller at Inverness (RETB) SC when the whole of his train is within the protection of Up direction signal I430.

Examination of line between Inverness and Clachnaharry - If a driver is instructed to report the state of the line between Inverness and Clachnaharry, the signaller at Inverness (RETB) SC will give him instructions regarding the point at which the driver must report, and whether he must use a telephone or radio for this purpose.

Shunting on North line - Permission to pass I427 or I429 for shunting purposes on the North single line gives the driver authority to proceed only as far as the notice board denoting the commencement of Radio Token Working.

Single line block section - The Up direction single line block section between Clunes and Inverness is defined as the line between the Up stop board at Clunes and the notice board denoting the end of Radio Token Working at Inverness.

The Down direction single line block section between Inverness and Clunes is defined as the line between the notice board denoting the commencement of Radio Token Working at Inverness and the Down stop board at Clunes.

Dated: 02/12/06

SC203 - INVERNESS TO WICK

INVERNESS

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.

If an incorrect indication is 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.

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.

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

SC203 - INVERNESS TO WICK

BEAULY

The single platform is 16 yards long and special instructions are issued by ScotRail for ScotRail trains requiring to stop at this station. Trains, other than those covered by the ScotRail instructions, are prohibited from stopping, except in an emergency, or with prior authority received from the Network Rail Regional Operations Safety Manager.

Dated: 02/12/06

SC203 - INVERNESS TO WICK DINGWALL TEP

Shunting at North end - When requesting a 'Shunt' token, the driver and signaller must come to a clear understanding as to whether shunting is to be carried out on the main line to Invergordon or the branch line to Garve.

Junction and North end loop points - The hydraulic spring-controlled North end crossing loop points are train operated in accordance with the standard arrangements for RETB crossing loops. The junction points are power operated clamp points, and are plunger operated for Down direction movements and track circuit operated for Up direction movements.

Two pairs of plungers are provided at the North end of the station, one pair in association with the Down line 'Points Set' indicator, and one pair in association with the Up loop 'Points Set' indicator. These plungers must be operated only under the instructions of the signaller at Inverness (RETB) SC. Pressing the left-hand plunger of a pair of plungers sets the junction points for the Kyle branch. Pressing the right-hand plunger of a pair of plungers sets the points for the main line towards Evanton.

The illumination of the appropriate 'Points Set' indicator together with the correct route indication - 'B' for the branch or 'M' for the main line - after the operation of a plunger, prove that the junction points are correctly set and locked for the route chosen. Only the pair of plungers at the 'Points Set' indicator at which the train is standing can be used.

Additionally, a duplicate set of two plungers for the Down line 'Points Set' indicator, is provided under the station overbridge on the Down platform, operation as above. These duplicate plungers can only be used when a train is standing on the Down line either at these plungers, or at the Down line 'Points Set' indicator.

- a) **Down direction trains** - When the driver of a Down direction train has been issued with a token and is ready to proceed, the signaller at Inverness (RETB) SC will instruct him to press the appropriate plunger. After this has been done the driver must inform the signaller whether the 'Points Set' indication, and the correct route indication, have illuminated. On confirmation of this, the signaller will give the driver verbal permission to proceed past the combined stop board and 'Points Set' indicator, provided that these indications remain illuminated.

If either of these indications fail to illuminate when a plunger is operated, or if the indications illuminate but extinguish before the train can proceed past the 'Points Set' indicator, then the driver must communicate with the signaller and act in accordance with his instructions.

- b) **Up direction trains** - If the driver of an Up train on the main or branch line finds that the 'Points Set' indicator on the approach to Dingwall is not illuminated he must immediately inform the signaller at Inverness (RETB) SC who will instruct him to unlock the lockfast box beside the indicator post and report the indications displayed inside. The driver must then act in accordance with the instructions of the signaller, and must not proceed past the indicator without the verbal permission of the signaller. Clause 6.2 of instruction 6 of the Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned, is modified accordingly. When such verbal permission is given, the driver must not proceed until he has relocked the box and confirmed to the signaller that this has been done.
- c) **Failure of North end loop points** - When, because of failure of the 'Points Set' indicator to illuminate, the driver of an Up direction train is instructed by the signaller at Inverness (RETB) SC to manually operate the North end loop points, he must operate the points to the required position and clamp and scotch them in that position. An assurance must be given to the signaller at Inverness (RETB) SC when this has been done.

The driver must not pass the 'Points Set' indicator unless the signaller at Inverness (RETB) SC has given permission to do so and the lockfast box at the 'Points Set' indicator has been relocked. When the train has passed clear of the points, the clamp and scotch must be removed, returned to the receptacle provided and an assurance to this effect given to the signaller at Inverness (RETB) SC when this has been done.

- d) **Override switch for junction points** - The override switch for the junction points is located in the lockfast box adjacent to these points. This override switch normally lies in the central position. Switching it to the left sets the points for the main line. Switching it to the right sets the points for the Kyle branch. When operated to a position, the switch will remain in this position until it is again operated. This switch must only be operated under the instructions of the signaller at Inverness (RETB) SC. If instructed by the signaller to operate this switch, the driver, or other person concerned, must carry out the following procedure :-
 - (i) If the points are already in the correct position for the route required, the driver, or person concerned, must operate the switch for the other route, check that the points have moved to the other route, and then operate the switch to the route required and check that the points have moved to the route required.
 - (ii) If the points are not already in the correct position for the route required, the driver, or person concerned, must operate the switch for the route required and check that the points have moved to this position. He must then operate the switch for the other route, check that the points have moved to this position, and then operate the switch for the required route again, and check that the points are in the correct position for the route required.

If the override switch fails to move the points to the required position, the driver, or person concerned, must report this to the signaller, who will send for the person appointed to manually operate the junction points. The driver must not pass the 'Points Set' indicator until he receives the verbal permission of the signaller.

If the points have been operated to the required position the driver must confirm this to the signaller. The driver of a Down direction train must operate the appropriate plunger again, when so instructed by the signaller, and must then follow the appropriate instructions under the heading 'Down direction trains'.

The driver of an Up direction train must report to the signaller whether the 'Points Set' indicator is now illuminated, and must then act on the instructions of the signaller. He must not pass the 'Points Set' indicator without the verbal permission of the signaller. When such permission is given, before proceeding, the driver must relock the lockfast box beside the indicator post and confirm to the signaller that this has been done.

When the driver of an Up or Down direction train has proceeded over the junction points after the operation of the override switch, and the train is clear of both the loop points and the junction points, he must return the override switch to the central position, relock the box and confirm to the signaller when this has been done.

- e) **Engineers' machines** - An engineer's machine which cannot be relied upon to actuate track circuits must not proceed over the junction points to / from Fodderty until the override switch has been operated under the instructions of the signaller at Inverness (RETB) SC.

Drivers of Down direction machines will be instructed to operate the override switch before operating the appropriate plunger.

Drivers of Up direction machines must stop at the 'Points Set' indicator on the approach to Dingwall, even if it is illuminated and act under the instructions of the signaller.

The override switch must be operated in accordance with the previous instructions under the heading **Override switch for junction points**.

Engineering possessions - If an engineering possession is required between the two single-sided Station Limits boards between Dingwall and Fodderty, the engineer must be in possession of both the Dingwall / Fodderty 'Engineering' token and also the Dingwall 'Shunt' token. Before the signaller issues the 'Shunt' token, the engineer must set the junction points for the branch under the instructions of the signaller, and in accordance with the instructions under the heading **Override switch for junction points**. When the 'Shunt' token is returned, the engineer must confirm to the signaller that the override switch has been returned to the central position, and the box relocked.

CE siding - If a train or engineer's machine requires to depart from the CE siding and proceed over the junction points towards Evanton or Fodderty, the driver must not proceed past the Down loop stop board until he has operated the appropriate plunger under the instructions of the signaller at Inverness (RETB) SC.

RETB Working by Pilotman - When RETB Working by Pilotman is in operation, a Network Rail Production Department Supervisor must be appointed at Dingwall to control all movements within Station Limits. The Network Rail area operations supervisor must conduct all trains arriving from Garve or Invergordon from the appropriate Station Limits board and must be present when any shunting at Dingwall takes place and when trains for Garve or Invergordon depart. The Network Rail area operations supervisor may also act as Pilotman between Muir of Ord and Dingwall.

Splitting of trains - Before uncoupling is carried out, the radio number of the rear train must be entered in the system. A train must not be split unless each portion has at least one radio in working order.

Dated: 02/12/06

SC203 - INVERNESS TO WICK

DINGWALL TEP To ALNESS

Foulis level crossing - A special speed restriction of 5mph in the Up and Down direction applies between 22 miles 1660 yards and 22 miles 1680 yards, on the approach to the crossing, applicable **only to Engineer's Self-Propelled On-Track machines**. This restriction is associated with problems with the operation of the crossing controls for these vehicles and is **not signed** on the ground.

Dated: 02/12/06

SC203 - INVERNESS TO WICK

TAIN TEP

Splitting of trains - Before uncoupling is carried out, the radio number of the rear train must be entered in the system. A train must not be split unless each portion has at least one radio in working order.

Dated: 02/12/06

SC203 - INVERNESS TO WICK

LAIRG TEP

Drivers of Up direction freight trains exceeding 50SLU must immediately advise the signaller on arrival at Lairg Up loop stop board if there is a likelihood that a token exchange will not be carried out immediately for whatever reason eg. Rear cab token exchange.

In this event, the signaller will instruct the driver, after applying the appropriate RETB safeguards, to draw forward beyond the stop board **ONLY AS FAR AS IS NECESSARY TO ENABLE THE REAR OF THE TRAIN TO CLEAR THE LEVEL CROSSING AT THE NORTH END OF THE LOOP.**

The driver must advise the signaller when the train is again at a stand and give the signaller an assurance that no further movement will be made until a token exchange has been carried out. Thereafter, the driver must co-operate with the signaller in the appropriate token exchange.

Dated: 02/12/06

SC203 - INVERNESS TO WICK

Halkirk TEP (Down direction only)

Drivers are exempt from carrying out the 'loop clear' procedure after passing Halkirk.

Dated: 02/12/06

SC203 - INVERNESS TO WICK

GEORGE MAS JN TEP To WICK TEP

Single line block section - The Down direction single line block section is defined as the line between the stop board at Georgemas Jn and the designated line buffer stop at Wick.

Dated: 02/12/06

SC203 - INVERNESS TO WICK

GEORGEMAS JN TEP

CE siding - This siding must only be used by engineer's machines.

When a movement requires to be made to or from this siding, the person in charge of the movement must advise the signaller what is required.

A scotch block is provided at the exit from the siding and the person in charge must ensure that it is removed before a movement from the siding commences, and is replaced after a machine has been stabled.

CE siding loop - Vehicles must not be stabled on this loop.

Thurso branch junction points - the points are power operated clamp locks, plunger operated for movements in the facing direction from Georgemas and actuated by track circuit for movements from the Forsinard and Thurso directions.

Plungers, for the operation of the points under the instructions of the signaller at Inverness (RETB) SC, are provided at the south end of Georgemas Up / Down platform opposite a stop board which must not be passed unless the correct indication is received. The plungers are labelled "M" and "B" for the Up (main) single line and branch line respectively. Pressing the appropriate plunger will illuminate a route indicator, indication "M" or "B" as appropriate, at the junction "Points Set" indicator. After the operation of a plunger, the appropriate route indication, together with the junction "Points Set" indicator illuminated, proves that the junction points are correctly set and locked for the route chosen.

- a) **Movement from Georgemas** - When the driver of an Up direction train has come to a stand at the stop board adjacent to the platform, the signaller must be advised and his permission obtained to operate the appropriate plunger. On receipt of this authority, the driver must press the appropriate plunger and inform the signaller whether the "Points Set" indication, and the correct route indication, have illuminated. On confirmation of this, the signaller will give the driver verbal permission to proceed past the stop board and the "Points Set" indicator at the junction points, provided that these indications remain illuminated.

Where a token exchange is carried out in the platform, the token exchange procedure must be carried out before operation of the plunger in accordance with the above.

If either of these indications fail to illuminate when a plunger is operated, or if the indications illuminate but extinguish before the train can proceed past the "Points Set" indicator, the driver must communicate with the signaller and act in accordance with his instructions.

- b) **Movement from Down single line or Up branch to Georgemas Up / Down platform** - If the driver of a train finds that the "Points Set" indicator on the immediate approach to the branch junction points (Down single line) or at the Up branch stop board is not illuminated, the signaller must be immediately informed and the driver must, thereafter, act in accordance with the signaller's instructions. Instruction 8 of the **Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned** is modified accordingly.
- c) **Override switch for junction points** - The override switch for the junction points is located in the lockfast box on Georgemas Up / Down platform, adjacent to the plungers for the junction points and must only be operated under the instructions of the signaller.

The override switch normally lies in the central position. Switching it to the left sets the points for the Up / Down single line. Switching it to the right sets the points for the branch. When operated, the switch will remain in the position selected until it is again operated. When instructed by the signaller to operate this switch, the driver, or other person concerned, must carry out the following procedure :-

- (i) If the points are already in the correct position for the route required, the driver, or person concerned, must operate the switch for the other route, check that the points have moved to the other route, and then operate the switch to the route required and check that the points have moved to the route required.
- (ii) If the points are not already in the correct position for the route required, the driver, or person concerned, must operate the switch for the route required and check that the points have moved to this position. He must then operate the switch for the other route, check that the points have moved to this position, and then operate the switch for the required route again, and check that the points are in the correct position for the route required.

If the override switch fails to move the points to the required position, the driver, or person concerned, must report this to the signaller, who will send for the person appointed to manually operate the junction points. The driver must not pass the 'Points Set' indicator/stop board until he receives the verbal permission of the signaller.

If the points have been operated to the required position the driver must confirm this to the signaller. The driver of a train from Georgemas Up / Down platform must operate the appropriate plunger again, when so instructed by the signaller, and must then follow the instructions under the heading **"Movement from Georgemas Up / Down platform"**.

The driver of a train from the Down single line or the Up branch must report to the signaller whether the 'Points Set' indicator is now illuminated, and must then act on the instructions of the signaller. He must not pass the 'Points Set' indicator without the verbal permission of the signaller.

When a train has proceeded over the junction points after the operation of the override switch, and the train is clear of the junction points, the driver, or person concerned, must return the override switch to the central position, relock the box and confirm to the signaller when this has been done.

- d) **Engineer's machines - movements to / from branch** - An engineer's machine which cannot be relied upon to actuate track circuits must not proceed over the junction points to / from the Thurso branch until the override switch has been operated under the instructions of the signaller.

Drivers of Down direction machines (to the branch) will be instructed to operate the override switch before operating the appropriate plunger.

Drivers of Up direction machines issued with a "Long section" token Thurso / Georgemas must stop at the "Points Set" indicator at the Thurso branch Up stop board, even if it is illuminated, and act under the instructions of the signaller. Where a "section" token Thurso / Georgemas has been issued, the token exchange procedure must be carried out at the Up branch stop board before the override switch is operated.

The override switch must be operated in accordance with the previous instructions under the heading "**Override switch for junction points**".

Shunting - When requesting a "shunt" token, the driver must advise the signaller whether it will be necessary to operate the Thurso branch junction points. If so, the driver and signaller must come to a clear understanding as to whether shunting is to be carried out on the Up / Down single line towards Forsinard or on the Thurso branch.

Joining and splitting of trains and connecting services - The following arrangements apply :-

Joining or connecting services on Up / Down platform Line :-

In all cases, where a joining / connecting movement is required from the Thurso branch, such movement must be the first to be made towards the Up / Down platform line.

(i) **Train from Thurso** - A train from Thurso booked to join, or connect with, a Southbound service, will be issued with a "Shunt" token at Georgemas Up branch stop board, and the driver instructed, when being given permission to proceed, to bring his train to a stand on the Up platform line, opposite the stopping marker, and return the "Shunt" token.

A train from Thurso booked to connect with a Northbound service, and to then proceed to Wick, will be issued with a "Shunt" token at Georgemas Up branch stop board, provided that permission to proceed has not been given to the connecting train at Halkirk, and Georgemas Up / Down platform line is clear throughout. The driver, when being given permission to proceed, will be instructed to pass the stopping marker, and to proceed towards the Down stop board on Georgemas Down platform line, so as to position his train wholly on the Wick side of the stopping marker, and to then return the "Shunt" token.

(ii) **Train from Wick** - A train from Wick booked to join, or connect with, a Southbound service, or to connect with a Northbound service, will be issued with a "Bower / Georgemas Occupied" token at Bower, and the driver instructed, when being given permission to proceed, to bring his train to a stand on the Up platform line, opposite the stopping marker, and to return the token. The driver will be reminded that the Up / Down platform line is occupied.

In the event of a failure of all cab equipment in the train from Bower, a special authority card may be used provided Clause (a) on the special authority card is endorsed "Loop Occ".

(iii) **Train from Forsinard** - A train from Forsinard booked to connect with a service to Wick will be issued with a "Halkirk / Georgemas Occupied" token at Halkirk, and the driver instructed, when being given permission to proceed, to bring his train to a stand on the Down platform line, opposite the stopping marker, and to return the token. The driver will be reminded that the Up / Down platform line is occupied.

A train from Forsinard booked to connect with a service to Thurso will be issued with a "Halkirk / Georgemas Occupied" token at Halkirk provided that no "Shunt" token has been issued at Georgemas, and the Up / Down platform line is clear throughout. The driver when being given permission to proceed, will be instructed to pass the stopping marker and to bring his train to a stand on Georgemas Down platform so as to be wholly on the Wick side of the stopping marker.

In the event of a failure of all cab equipment in the train from Halkirk, a special authority card may be issued provided that Clause (a) on the special authority card is endorsed "Loop Occ".

Splitting - Before uncoupling is carried out, the radio number of the rear train must be entered in the system.

A train must not be split unless each portion has at least one radio in working order.

"Halkirk/Georgemas Occupied" token - The Down direction "Halkirk / Georgemas Occupied" token must only be used for booked connecting of services on the Up / Down platform line at Georgemas, or for providing assistance to a train which has failed on the Up / Down platform line at Georgemas.

"Bower/ Georgemas Occupied" token - The Up direction "Bower/ Georgemas Occupied" token must only be used for booked joining of Sprinter trains, or booked connecting services on the Up / Down platform line at Georgemas, or for providing assistance to a train which has failed on the Up / Down platform line at Georgemas.

RETB Working by Pilotman - When RETB Working by Pilotman is in operation in the Georgemas area, the Pilotman must accompany any train proceeding to or from Wick or Thurso.

Working of pipe traffic - To facilitate the unloading of pipes on the Down main line between the station platform and the Down stop board (at the Wick end of the station) a COSS must be provided, in addition to the arrangements detailed in instruction 4.2 of the **Single Lines Worked by Radio Electronic Token Block – Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned**, who must authorise all movements of the pipe train (or portions of the pipe train) after this train has arrived at Georgemas Jn and the section token has been given up, until the whole train is ready to depart to Inverness and a section token has been issued.

Authority is granted for a RETB 'Engineering token' and/or 'Shunt token' to be issued as required to the COSS for the purpose of positioning and unloading, or shunting, this train, or portions of this train, as required.

The Engineering token and/or Shunt token must be given up when required for the purpose of passing passenger traffic through Georgemas Jn.

Whenever the pipe train, or a portion of the pipe train, requires to be propelled within the Georgemas Jn area, to position it for unloading or to shunt it clear of passenger traffic such movements must be carried out in accordance with the Rule Book, Module TW1, Section 13, except that all liaison by the guard/shunter, or driver, must be with the COSS, and not the signaller.

On each occasion when passenger traffic requires to pass, and after all unloading is complete, the COSS must ensure that the crane used for unloading is secured clear of the line and that all unloaded pipes have been positioned and secured for the safety of the train, before the Engineering and/or Shunt token is given up.

Dated: 02/12/06

SC203 - INVERNESS TO WICK

Bower TEP (Up direction only)

Drivers are exempt from carrying out the 'loop clear' procedure after passing Bower.

Dated: 02/12/06

SC203 - INVERNESS TO WICK

WICK TEP

Station Limits - Station Limits is defined as the line between the Station Limits board and the buffer stops.

Stabling of vehicles - One bogie vehicle fitted with a hand brake may be stabled in the Main road provided the hand brake is fully applied and the vehicle is scotched. A red flag during daylight and a red lamp during darkness or fog or falling snow must be exhibited on the Georgemas end of the vehicle so that it will be visible to the driver of an approaching train. Drivers approaching Wick must ensure that they have their train under such control as will enable them to stop short of any vehicle which may be standing in the Main road.

Dated: 02/12/06

SC203 - INVERNESS TO WICK

Entire Line Of Route

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

Special authority cards - Cancelled special authority cards referred to in clause 4.1 and 6.2 of the instructions **Single Lines Worked by Radio Electronic Token Block – Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned** must be left at the signing off point.

Level crossings - The person in charge of any Engineer's self-propelled On-Track machine or Road-Rail vehicle travelling over the above lines of route must ensure that the road warning lights at automatic level crossings are illuminated before proceeding over the crossing. If necessary, technical support to initiate the road traffic light sequence must accompany the machine / vehicle. Similarly, no automatic crossing must be left with a "stored failure" due to a machine / vehicle not operating the strike out track circuits / treadles. Technical support must be available to reset any crossing so affected.

Dated: 02/12/06

SC205 - DINGWALL TO KYLE OF LOCHALSH

STRATHCARRON TEP To KYLE OF LOCHALSH TEP

Single line block section - The Down direction single line block section is defined as the line between the stop board at Strathcarron and the designated line buffer stop at Kyle of Lochalsh.

Dated: 02/12/06

SC205 - DINGWALL TO KYLE OF LOCHALSH

KYLE OF LOCHALSH TEP

Station Limits - Station Limits is defined as the line between the Station Limits board and the buffer stops.

Shunting - Drivers and others concerned, must exercise the utmost care when carrying out shunting operations at the pier at Kyle of Lochalsh. The locomotive must not be detached from the wagons or other vehicles when moving towards the pierhead until they have been brought to a stand and the hand brakes applied.

Dated: 02/12/06

SC205 - DINGWALL TO KYLE OF LOCHALSH

Entire Line Of Route

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

Special authority cards - Cancelled special authority cards referred to in clause 4.1 and 6.2 of the instructions **Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned** must be left at the signing off point.

Level crossings - The person in charge of any Engineer's self-propelled On-Track machine or Road-Rail vehicle travelling over the above lines of route must ensure that the road warning lights at automatic level crossings are illuminated before proceeding over the crossing. If necessary, technical support to initiate the road traffic light sequence must accompany the machine / vehicle. Similarly, no automatic crossing must be left with a "stored failure" due to a machine / vehicle not operating the strike out track circuits / treadles. Technical support must be available to reset any crossing so affected.

Dated: 02/12/06

SC207 - GEORGEMAS JN TO THURSO

Georgemas Jn To THURSO TEP

Single line block section - The Down direction single line block section is defined as the line between the Down branch stop board at Georgemas Jn and the designated line buffer stop at Thurso.

Single line "Long sections" - The Up direction single line "Long section" is defined as the line between the designated line Up stop board at Thurso and the Up / Down line Down stop board at Georgemas.

The Down direction single line "Long section" is defined as the line between the Up / Down platform line at Georgemas and the designated line buffer stop at Thurso.

Authority is given to issue / receive a Down direction "Long section" Georgemas / Thurso token while the train is at a stand on the Up / Down line at Georgemas station. The provisions of **Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned** clause 3.1 are amended accordingly.

In the case of a "Long section" token, in either direction, the signaller will, when giving permission to proceed, specify to the driver that he is authorised to pass the Up or Down, as appropriate, branch stop board. The provisions of **Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned**, clause 3.5 are amended accordingly. The provisions of clause 3.6 do not apply for a Thurso / Georgemas "Long section" token. For a Georgemas / Thurso "Long section" token the "intermediate token exchange point" is defined as the Down branch stop board for the purposes of this clause. For the purpose of clauses 3.7 and 5.1.2, the "intermediate token exchange point" is defined as the Up or Down, as appropriate, branch stop board at Georgemas Jn.

Up direction "Long section" tokens are **NOT** available for joining movements of Sprinter trains or for connecting services on the Up / Down platform line at Georgemas Jn.

Branch line stop boards - Movement of an Up direction train from Thurso beyond the Up branch stop board at Georgemas Jn must only be carried out with a "Shunt" token, except if a "Long section" token Thurso / Georgemas has been issued.

Movement of a Down direction train to Thurso towards the Down branch stop board at Georgemas Jn must only be carried out with a "Shunt" token, except if a "Long section" token Georgemas / Thurso has been issued.

Dated: 02/12/06

SC207 - GEORGEMAS JN TO THURSO

THURSO TEP

Station Limits - Station Limits is defined as the line between the Station Limits board and the buffer stops.

Dock line - The Dock line must not be used for passenger traffic.

Stabling of vehicles - One bogie vehicle fitted with a hand brake may be stabled in the Main line platform provided the hand brake is fully applied. A red flag during daylight and a red lamp during darkness or fog or falling snow must be exhibited on the Georgemas end of the vehicle so that it will be visible to the driver of an approaching train. Drivers approaching Thurso must ensure that they have their trains under such control as will enable them to stop short of any vehicle which may be standing in the Main line platform.

Dated: 02/12/06

SC207 - GEORGEMAS JN TO THURSO

Entire Line Of Route

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

Special authority cards - Cancelled special authority cards referred to in clause 4.1 and 6.2 of the instructions **Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned** must be left at the signing off point.

Level crossings - The person in charge of any Engineer's self-propelled On-Track machine or Road-Rail vehicle travelling over the above lines of route must ensure that the road warning lights at automatic level crossings are illuminated before proceeding over the crossing. If necessary, technical support to initiate the road traffic light sequence must accompany the machine / vehicle. Similarly, no automatic crossing must be left with a "stored failure" due to a machine / vehicle not operating the strike out track circuits / treadles. Technical support must be available to reset any crossing so affected.

Dated: 02/12/06

(

(

This page is intentially blank

(

(