Module SC6

Scotland Route

Sectional Appendix
Module 6

December 2006

This page is intentially blank

LIST OF MODULE PAGES AND DATES

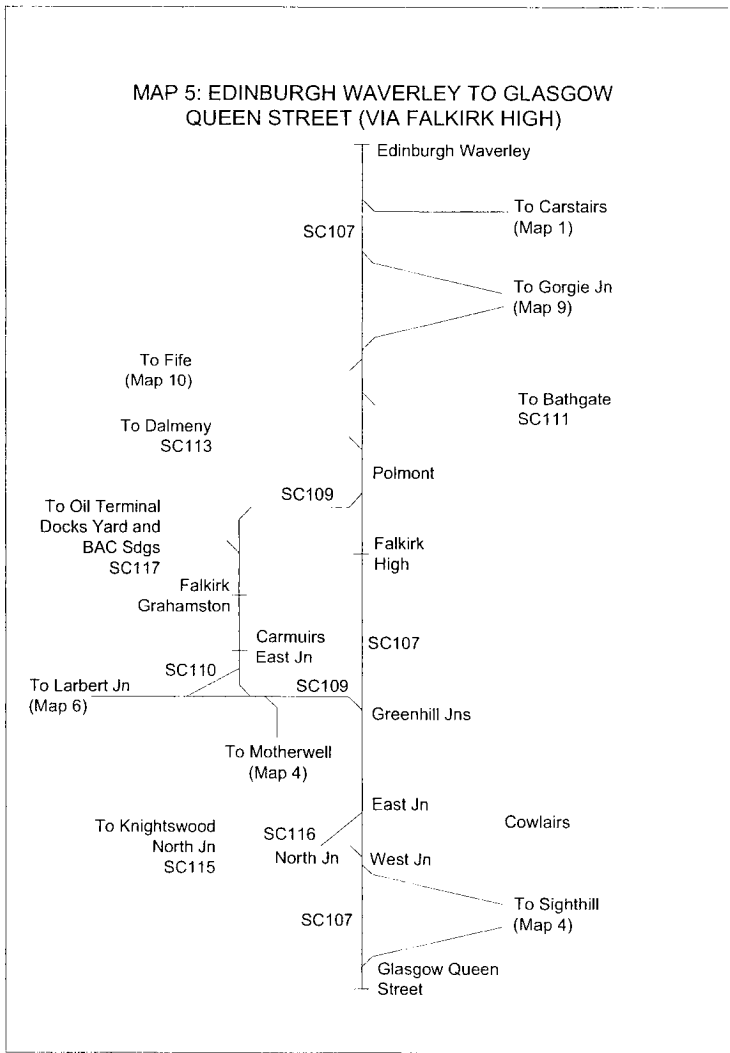
Page	Date Last Changed
1	02 December 2006
2	02 December 2006
3	02 December 2006
4	02 December 2006
5	02 December 2006
6	02 December 2006
7	02 December 2006
8	02 December 2006
9	02 December 2006
10	02 December 2006
11	02 December 2006
12	02 December 2006
13	02 December 2006
14	02 December 2006
15	02 December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

Page	Date Last Changed
31	02 December 2006
32	02 December 2006
33	02 December 2006
34	02 December 2006
35	02 December 2006
36	02 December 2006
37	02 December 2006
38	02 December 2006
39	02 December 2006
40	02 December 2006
41	02 December 2006
42	02 December 2006
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

TABLE OF CONTENTS

	Page
Maps	3
Table A Diagrams	5
Special Working Arrangement	41
Route Clearance	43
Local Instructions	45

MAPS

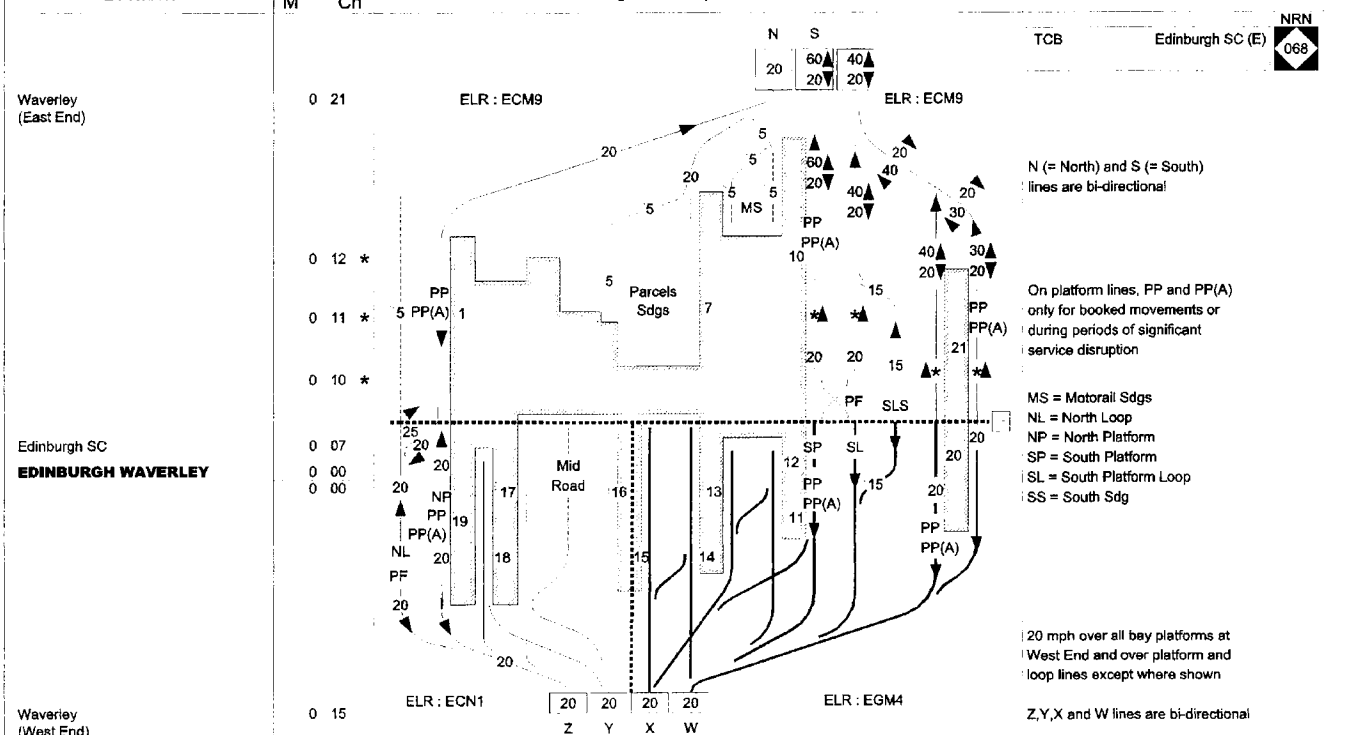

MAP 5: EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)
Edinburgh Waverley
To Carstairs (Map 1)
SC107
To Gorgie Jn (Map 9)
To Fife (Map 10)
To Bathgate SC111
To Dalmeny SC113
Polmont
SC109
To Oil Terminal Docks Yard and BAC Sdgs SC117
Falkirk High
Falkirk Grahamston
Carmuirs East Jn
SC107
SC110
To Larbert Jn (Map 6)
SC109
Greenhill Jns
To Motherwell (Map 4)
East Jn
Cowlairs
To Knightswood North Jn SC115
SC116
North Jn
West Jn
To Sighthill (Map 4)
SC107
Glasgow Queen Street

This page is intentially blank

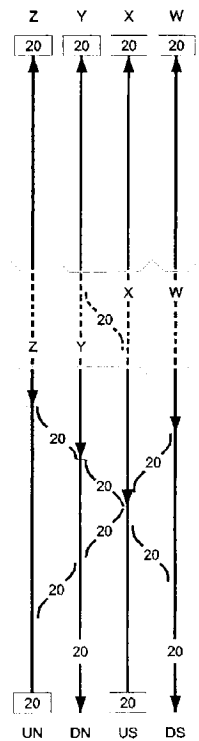
TABLE A DIAGRAM
Table of Contents

	Page
SC107- EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)	6
SC109- POLMONT JN TO GREENHILL UPPER JN (VIA FALKIRK GRAHAMSTON)	25
SC110- CARMUIRS EAST JN TO LARBERT JN	30
SC111- NEWBRIDGE JN TO BATHGATE, INCLUDING CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)	31
SC113- WINCHBURGH JN TO DALMENY JN	33
SC115- COWLAIRS WEST JN TO KNIGHTWOOD NORTH JN	34
SC1150- MARYHILL PARK JN TO ANNIESLAND BAY PLATFORM	36
SC116- COWLAIRS EAST JN TO COWLAIRS NORTH JN	37
SC117- GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL AND DOCKS YARD (GOODS LINE)	38

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	001	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM4	Scotland	02/12/06



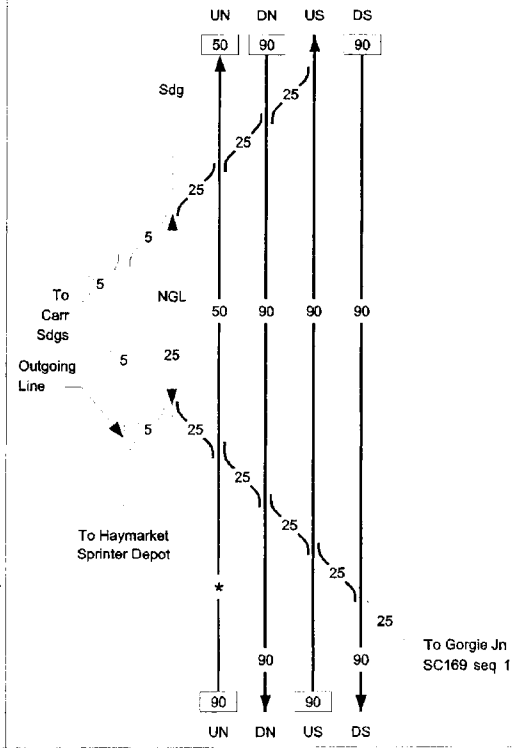
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	002	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	ECN2 EGM3	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Edinburgh SC (E) NRN 068
			N = North Lines S = South Lines
Mound Tunnels 130 yards	0 16 to 0 22		ELR - ECN2 = North Lines EGM3 = South Lines

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	003	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	ECN2 EGM3 EGM2	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		UN DN US DS 20 20 20	TCB Edinburgh SC (EH) NRN 068
	0 33 *	* * *	N = North Lines S = South Lines
		35 50	
Haymarket North & South Tunnels 1040 Yards	0 47 * to 1 14	* *	North lines' mileages differ from E & G lines' mileages between Haymarket East and West Jns, and between those locations North Lines' mileages are shown in brackets [ ]
HAYMARKET	1 19	1 2 3 4	
	1 23	35 40	
	46 00		
	[1 27] *	* *	ELR - ECN2 = North lines EGM3 = South lines to Haymarket Stn. EGM2 = South lines and beyond Haymarket Stn.
	45 78 *	*	
	45 74 *	*	
Haymarket East Jn	45 72	50 90 90 90 25 40 40 To Carstairs SC003 seq 5	
		50 90 40	
		UN DN US DS	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	004	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	ECN2 EGM2	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Edinburgh SC (EH) NRN 068 N = North Lines S = South Lines North lines' mileages differ from E & G lines' mileages between Haymarket East and West Jns, and between those locations North Lines' mileages are shown in brackets [ ] ELR - ECN2 = North Lines EGM2 = South Lines
		[1 63]*		
Haymarket Central Jn	45	35		
		[1 66]		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	005	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	ECN2 EGM2 EGM1	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		UN DN US DS 90 90 90 90 To Gorgie Jn SC165 seq 2 25 25 25 40 40 40 40 90 90 90 90 * * To Fife SC171 seq 5 100 100 U D	TCB Edinburgh SC (EH) NRN 068 N = North Lines S = South Lines North lines' mileages differ from E & G lines' mileages between Haymarket East and West Jns, and between those locations North Lines' mileages are shown in brackets [ ] ELR - ECN2 = North lines EGM2 = South lines to Haymarket West Jn. EGM1 = Main lines to Haymarket West Jn.
Haymarket West Jn	44 73		
	[2 28]		
	44 60 *		
EDINBURGH PARK	42 34		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	006	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			U D 100 40 Dn Sdgs 40 5 75 MU 45 D 75 MU 45 To Bathgate SC111 seq 1 U 100 100 DPL	TCB Edinburgh SC (EN) NRN 068
Newbridge Jn	38	59		
	38	40 *	* * 30 90 90 30 30 90 U D	DPL 1285f (390m) (61 SLU's)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	007	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U D	TCB Edinburgh SC (EN & EW) NRN 068
		90 90	
	38 02 *	* *	
		(1) 90 MU 80 90 MU 80 (1)	(1) Class 158 and 170 DMUs only
	37 24 *	* *	
		90 90	
	35 50 *	* *	
	35 48 T	80 80	
Winchburgh Tunnel 360 yards	to		
	35 32 * T	* *	
		90 MU 80 (1)	
		(1) 90 MU 80	
		U D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	008	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			U D 90 (1) MU 80	NRN TCB Edinburgh SC (EW) 068
			90 (1) MU 80	(1) Class 158 and 170 DMUs only
			U To Dalmeny SC113 seq 1 30 D 30	
Winchburgh Jn	34	54	30	
			30	
	34	45 *	* *	
			100	
			100	
			U D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	009	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	12/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U D 100 100 100 15 15 Engineers Sdg UPL 100 100 5 15 15	TCB Edinburgh SC (EL) NRN 068 UPL 1357f (415m) (64 SLU's)
Engineers Sdg GF	29 65 (S)		
LINLITHGOW	29 56		
	29 33 *	* * 90 90 U D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	010	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			U D	TCB Polmont SB (PB & P) NRN 068
			90 90	
	28	00 *	* *	
Bo'ness GF	27	46 S	15 15	
			To Link Line (SRPS) 15 Engineers Sdg (OOU)	
Bo'ness	27	18	DPL	DPL 970f (295m) (46 SLU's)
			100 100 5	
			15	
	25	65 *	* *	
			90	
POLMONT	25	00		
			90	
			U D	

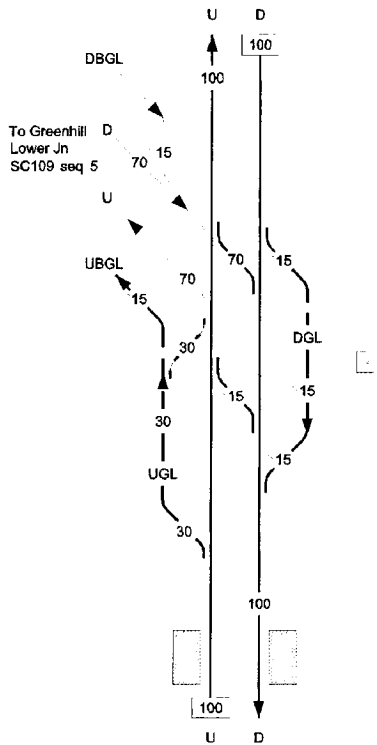
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	011	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U D 90 90 15 5 40 40 Engineers Sdg (O.O.U) To Grahamston SC109 seq 1 90 90 30 30 Up South PL 30 100 100 U D	TCB Polmont SB (P) NRN 068
Polmont Jn & SB	24 60		
	24 40 *		
	24 36 *		
			UPL 1795f (600m) (South) (85 SLU's)

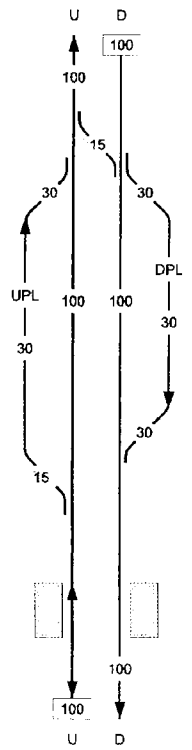
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	012	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
				U 100 / D 100	TCB — Polmont SB (P) — NRN 068
	22	60 *		100 * / *	
	22	35	T		
Falkirk Tunnel 880 yards		to		95 * / 95 *	NRN 092
	21	75 *			
FALKIRK HIGH	21	63	T		Greenhill Jn SB (GJ)
				100 / 100	
Roughcastle sdgs	19	25		5	
				100 / 100 U / D	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	013	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

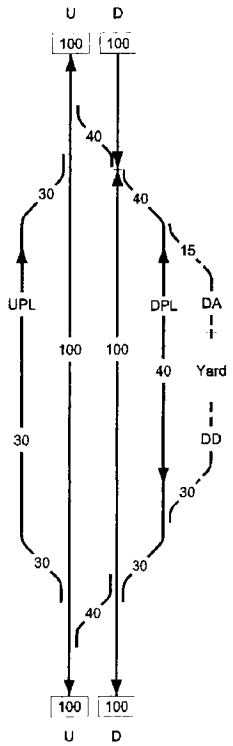
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Greenhill Jn SB (GJ) NRN 092
Greenhill Upper Jn and SB	17	29		DBGL = Down Branch Goods Loop UBGL = Up Branch Goods Loop DGL 1450f (440m) (69 SLU's) UGL 1430f (435m) (68 SLU's)
				Cowlairs SC (CG)
CROY	11	40		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	014	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

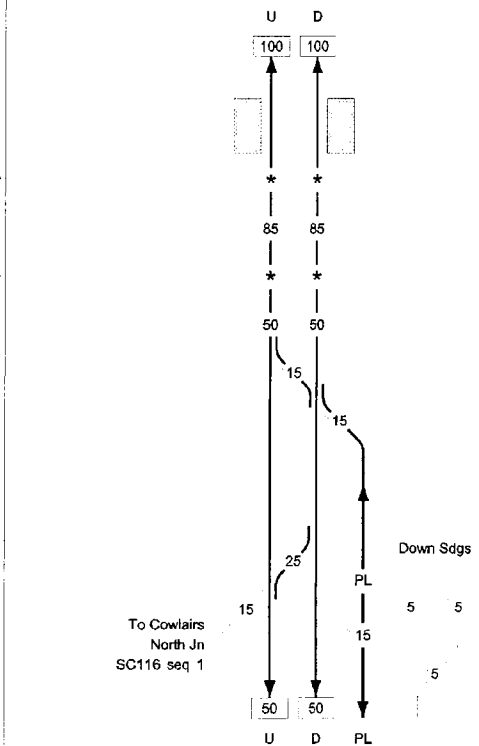
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Cowlairs SC (CG) NRN 092
Gartshore emergency GF	10	46		
				DPL 960f (292m) (45 SLU's)
Gartshore	10	25		UPL 1740f (530m) (82 SLU's)
LENZIE	6	20		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	015	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Cowlairs SC (CG, CE) NRN 092
Cadder (East end)	5	34		
Notice Board (Down Arrival)	4	76		UPL 3150f (959m) (150 SLU's) DA = Down Arrival
Notice Board (Down Departure)	4	62		DPL (Down) 3100f (944m) (147 SLU's) DPL (Up) 2900f (910m) (142 SLU's) DD = Down Departure
Cadder (West end)	4	46		



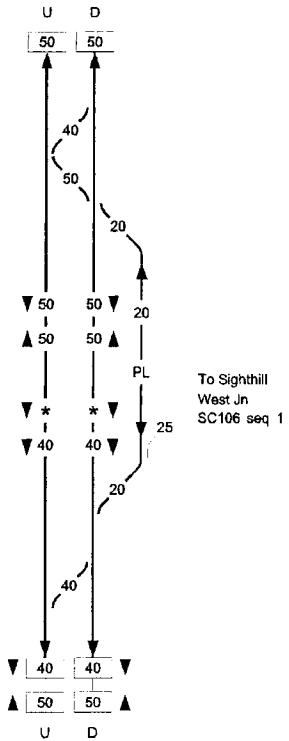
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	016	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Cowlairs SC (CE) NRN 092
BISHOPBRIGGS	3	19		
	3	15 *		
	2	20 *		
Cowlairs East Jn	2	12		PL (Eastfield) 1035f (315m) (49 SLU's)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	017	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Cowlairs SC	1 71	U D PL Down Sdgs; 50 50; CET/Fuel Sdgs; 15 5; Eastfield Depot; PL 5; Down Thro' Sdgs 5; D 15 West Curve; U 15; 15 15 15 15 20 20 20 15 15; To Knightswood North Jn SC115 seq 1; To Sighthill West Jn SC103 seq 3; 50 50; U D	TCB Cowlairs SC (CC & CE) NRN 092; PL (Eastfield) 1035f (315m) (49 SLU's)
Cowlairs West Jn	1 67		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	018	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Cowlairs SC (CC & CQ) NRN 092
			To Sighthill West Jn SC106 seq 1	PL (Cowlairs) 545f (166m) (25 SLU's)
	1	30 *		
Cowlairs South Jn	1	25		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC107	019	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)	EGM1	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U D 40 40 50 50	TCB Cowlairs SC (CQ) NRN 092
	0 60 *		
		20 20 50 50	
Queen St High Level Tunnel 990 yards	to	15 15	
	0 15 *		Additional AWS equipment at QUEEN ST HIGH LEVEL (Platform lines 1 to 7). See General instructions headed "Automatic Warning System)
			15 mph through all crossover roads and when entering or leaving platform/bay lines
QUEEN ST HIGH LEVEL	0 00	1 2 3 4 5 6 7	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC109	001	Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston)	PMT	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			SC107 seq 11	TCB Polmont SB (P) NRN 068
Polmont Jn	21	20	40 40 40	1 = Through jn
	21	40 *	5 50 50 NPL * * 5	NPL = North Passenger Loop 1285f (390m) (61 SLU's)
	22	24 *	60 60 * *	Grangemouth Jn SB (GH)
	22	55 *	55 55 * * 60	
			60 U D	

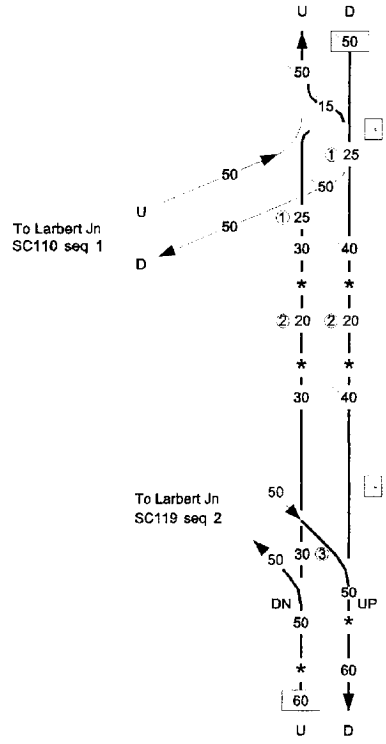
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC109	002	Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston)	PMT	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U D	TCB Grangemouth Jn SB (GH) NRN 068 NRN 092
		60 60	
	23 61 *	* *	
		To Grangemouth Oil Terminal SC117 seq 1 10 10 10	
Jn points	23 71		
		30 30	
	23 72 *	* *	
Grangemouth Jn SB	23 75		
FALKIRK GRAHAMSTON	24 20		
		60 60	
		U D	

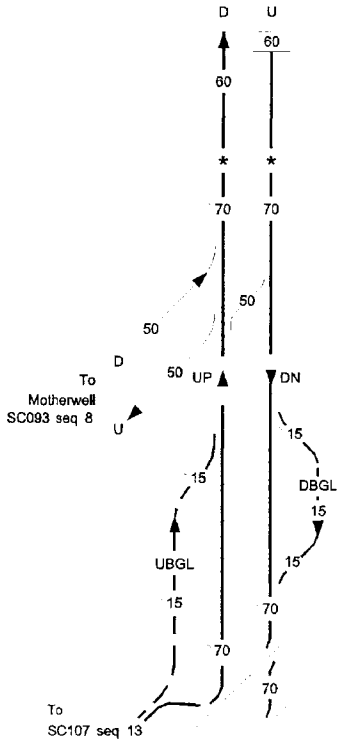
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC109	003	Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston)	PMT	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		U D	TCB Grangemouth Jn SB (GH) NRN 092
		60 60	
	24 51 *	* *	
		50 50	
	25 18 *	* *	
		40 40	
CAMELON	25 43		Carmuirs East Jn SB (CEJ)
	25 58 *	* *	
		50	
		50 U D	

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
SC109	004	Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston)	PMT	CMS	SCM3	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
(Change of ELR PMT to CMS) Carmuirs East Jn & SB	25 79 25 79 0 40		TCB Carmuirs East Jn SB (CEJ) NRN 092
	0 16 *		1 = Through junction to and from Carmuirs West Jn
	0 11 *		2 applies to other than DMU
(Change of ELR CMS to SCM3) Carmuirs West Jn & SB	-0 02 0 40 108 74		Carmuirs West Jn SB (CW)
	108 75 *		3 Through junction to Carmuirs East Jn
	108 54 *		NOTE change of direction at Carmuirs West Jn

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC109	005	Polmont Jn to Greenhill Upper Jn (via Falkirk Grahamston)	SCM3 GHL	Scotland	02/12/06

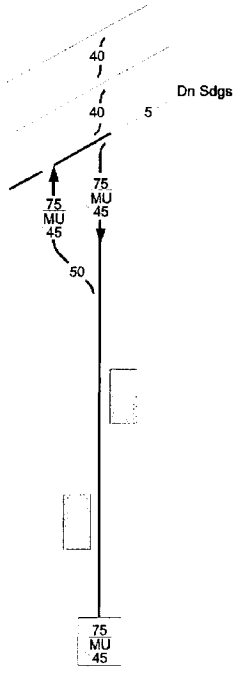
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Greenhill SB (GJ) NRN 092
				NOTE from top of this page to Greenhill Lower Jn is the UP direction
	108	18 *		
(Change of ELR SCM3 to GHL)	106	55		
Greenhill Lower Jn	106	55		NOTE change of direction at Greenhill Lower Jn
	0	48		
				DBGL = Down Branch Goods Loop 1495f (455m) (71 SLU's)
				UBGL = Up Branch Goods Loop 1285f (390m) (61 SLU's)
Greenhill Upper Jn	0	05		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC110	001	Carmuirs East Jn to Larbert Jn	PMT	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			AB Carmuirs East Jn. SB (CEJ) NRN 092
		SC109 seq 4	
Carmuirs East Jn	25 79	50 50	
		50 50	
		40 1	Larbert Jn. SB (LJ)
Larbert Jn	26 35	SC119 seq 2 40 1 40 1 15	1 = Through Jn

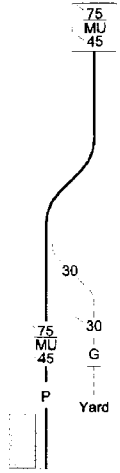
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC111	001	Newbridge Jn to Bathgate, including Carmondean Jn to Bathgate Yard (goods line)	NBE	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Edinburgh SC (EN) NRN 068
Newbridge Jn	35	21	SC107 seq 6	
Cawburn Jn	31	59		
UPHALL	31	07	T	
LIVINGSTON NORTH	29	03	T	



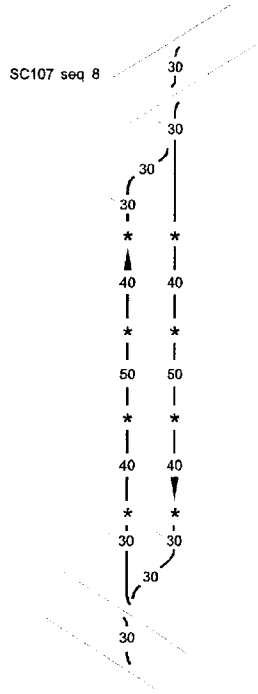
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC111	002	Newbridge Jn to Bathgate, including Carmondean Jn to Bathgate Yard (goods line)	NBE	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Edinburgh SC (EN) NRN 068
Carmondean Jn	28	52		OT
Notice Board	25	60		On passenger line between Carmondean Jn. and Bathgate. YARD WORKING on Goods line between notice board and Bathgate Yard. Goods line is AWS fitted
BATHGATE	25	04	T	P = Passenger Line G = Goods Line



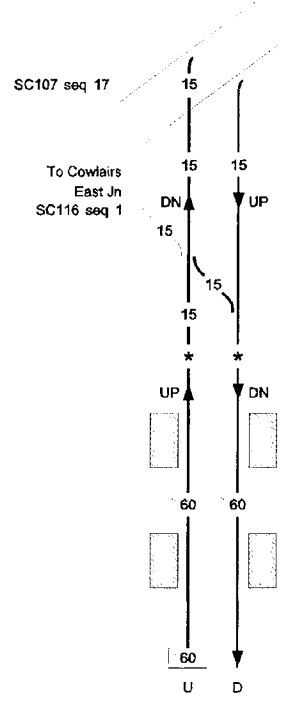
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC113	001	Winchburgh Jn to Dalmeny Jn	DMY	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Edinburgh SC (EW & EY) NRN 068
Winchburgh Jn	34	54	SC107 seq 8	
	34	61 *		CW Down line 34m 61ch
	34	74 *		
	38	60 *		
	38	75 *		
Dalmeny Jn	39	03	SC171 seq 8	



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC115	001	Cowlairs West Jn to Knightwood North Jn	MRL1	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Cowlairs SC (CE) NRN 092
Cowlairs West Jn	8 26	SC107 seq 17	
		To Cowlairs East Jn SC116 seq 1	
Cowlairs North Jn	8 08		NOTE change of direction at Cowlairs North Jn
	8 07 *		
ASHFIELD	7 76		
POSSILPARK AND PARKHOUSE	7 46		

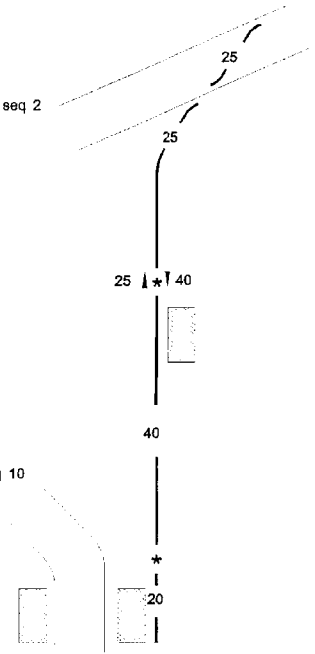


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC115	002	Cowlairs West Jn to Knightwood North Jn	MRL1 MRL2	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			U D	NRN
			60 60	TCB Cowlairs SC (CE) 092
			60	
GILSHOCHILL	6	37		
SUMMERSTON	6	04		
			60 60	
MARYHILL	5	57		
(Change of ELR MRL1 to MRL2)	5	51		
Maryhill Park Jn	5	51	25 25 To Anniesland SC1150 seq 1	
	4	40	60	
			60	
			40 1	
			40 1	1 = Through Jn
Knightswood North Jn	5	67	SC123 seq 10	

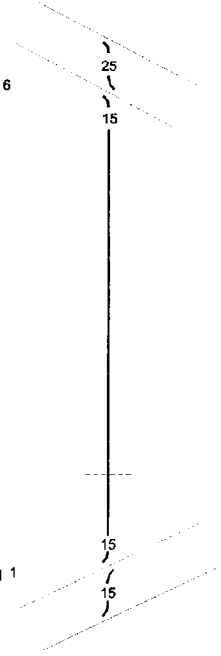
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC1150	001	Maryhill Park Jn to Anniesland Bay Platform	MLA	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Cowlairs SC (CE) NRN 092
Maryhill Park Jn	0 00	SC115 seq 2	
	0 20 *		
KELVINDALE	0 26		
		SC123 seq 10	
	0 64 *		
ANNIESLAND	0 70		



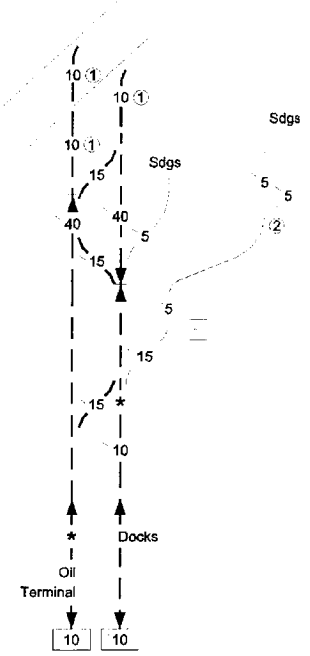
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC116	001	Cowlairs East Jn to Cowlairs North Jn	CSN	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Cowlairs SC (CE) NRN 092
Cowlairs East Jn	0	00	SC107 seq 16	
Cowlairs East LC (UWC)	0	14		
Cowlairs North Jn	0	21	SC115 seq 1	



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC117	001	Grangemouth Jn to Grangemouth Oil Terminal and Docks Yard (goods line)	GMH	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Grangemouth Jn	0 00	SC109 seq 2	AB Grangemouth Jn SB (GH) NRN 092
Fouldubs Jn SB	1 51		AB/TCB/OT(S) Fouldubs Jn SB
	1 52 *		
	2 23 *		

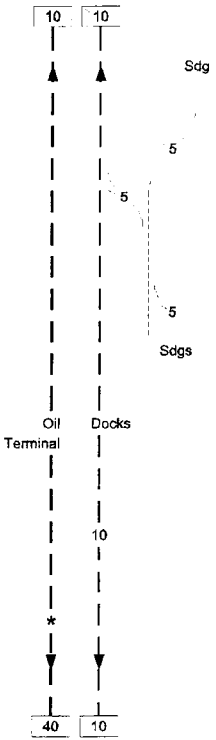
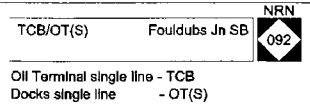


1 = Through jn

2 Ground frame released by Annett's key retained in custody of the signaller at Fouldubs Jn SB

Up and Down goods line - AB
Oil Terminal single line - TCB
Docks single line - OT(S)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC117	002	Grangemouth Jn to Grangemouth Oil Terminal and Docks Yard (goods line)	GMH	Scotland	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				
	2	56 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC117	003	Grangemouth Jn to Grangemouth Oil Terminal and Docks Yard (goods line)	GMH	Scotland	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
BP Chemicals GF	2 67 * (S)	40 10 Oil Terminal Docks 5 BP Chemicals Notice Board 5 20	TCB/OT(S) Fouldubs Jn SB NRN 092 Oil Terminal single line - TCB Docks single line - OT(S) YARD WORKING on docks line only between the notice board and the docks
Grangemouth Tongues LC (AOCL)	3 44		
Oil Terminal LC (AOCL)	3 67	4 4 To Oil Terminal	

SPECIAL WORKING ARRANGEMENT
Table of Contents

	Page
SC107- EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA	42
SC109- POLMONT JN TO GREENHILL UPPER JN (VIA FALKIRK	42

SC107 (EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH))

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 13 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

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

From	To	Type of Train	Line(s)	Remarks
North Goods Loop Sig. EH514	Haymarket Platform 1	ECS	Up North	Locomotive hauled trains may be propelled.
Bo'ness GF	Linlithgow	See remarks	Up	Locomotive and support coach may be propelled during daylight only.
Queen Street	Cowlairs	Passenger, ECS, and Freight	Up Down (Up direction)	May be assisted in rear. See Local Instructions.

Dated: 02/12/06

SC109 (POLMONT JN TO GREENHILL UPPER JN (VIA FALKIRK GRAHAMSTON))

Trains or vehicles may be propelled in accordance with the Rule Book, Module TW1, Section 13 where shown below. These authorities are subject to any special conditions as to speed, length (feet with metric equivalent) or other feature as shown in the Remarks column.

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

From	To	Type of Train	Line(s)	Remarks
Falkirk Grahamston Station	Grangemouth Jn	ECS	Up	Empty DMU stock with driving compartment at each end may be propelled.

Dated: 02/12/06

ROUTE CLEARANCE
Table of Contents

	Page
TABLE D1 - ROUTE CLEARANCE OF DIESEL MULTIPLE UNIT TRAINS	44

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
SC107	EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)	Y	N	Y	Y	Y	Y	Y	Y	
SC109	POLMONT JN. TO GREENHILL UPPER JN. (VIA FALKIRK GRAHAMSTON)	Y	N	Y	Y	Y	Y	Y	Y	
SC111	NEWBRIDGE JN. TO BATHGATE	Y	N	Y	Y	Y	Y	Y	Y	
SC113	WINCHBURGH JN. TO DALMENY JN.	Y	N	Y	Y	Y	Y	Y	Y	
SC115	COWLAIRS WEST JN. TO KNIGHTSWOOD NORTH JN.	Y	N	Y	Y	Y	Y	Y	Y	
SC1150	MARYHILL PARK JN. TO ANNIESLAND	N	N	Y	N	N	Y	Y	Y	
SC116	COWLAIRS EAST JN. TO COWLAIRS NORTH JN.	Y	N	Y	Y	Y	Y	Y	Y	

LOCAL INSTRUCTIONS
Table of Contents

	Page
SC107- EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA	
EDINBURGH WAVERLEY	46
EDINBURGH WAVERLEY TO HAYMARKET NORTH & SOUTH TUNNELS	48
HAYMARKET EAST JN TO HAYMARKET CENTRAL JN	49
BO NESS GF	50
CADDER (EAST END) TO CADDER (WEST END)	50
COWLAIRS EAST JN TO COWLAIRS WEST JN	51
COWLAIRS SC TO QUEEN ST HIGH LEVEL	52
QUEEN ST HIGH LEVEL	54
SC111- NEWBRIDGE JN TO BATHGATE, INCLUDING CARMONDEAN JN TO	
CAWBURN JN TO NEWBRIDGE JN	56
CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)	56
SC115- COWLAIRS WEST JN TO KNIGHTWOOD NORTH JN	
ENTIRE LINE OF ROUTE	56
SC1150- MARYHILL PARK JN TO ANNIESLAND BAY PLATFORM	
ENTIRE LINE OF ROUTE	56
SC117- GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL AND	
BP CHEMICALS GF	56
BP OIL TERMINAL	57
GRANGEMOUTH DOCKS	57

SC107 - EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

EDINBURGH WAVERLEY

Electrical Isolation of Overhead Line Equipment on platform 7 line - When platform 7 line at Waverley station requires to be isolated, this must be in accordance with the instructions contained in RT/E/S/29987 (Local Isolation and Earthing of 25 kV AC. Overhead Line Equipment).

The shift manager at Edinburgh signalling centre must be requested to provide the necessary signal protection and an assurance to this effect must be received before the isolation is imposed.

The shift manager at Edinburgh signalling centre must be advised when the line is re-energised.

Instructions to personnel requiring protection by means of a platform lockout - The requirements of the Rule Book, Modules T7 and T10 are exempt (except where specifically detailed in the following instructions) as are the General Instructions headed CLEANING TRACK AREAS IN STATIONS and WATERING OF VEHICLES AT STATIONS herein. The work concerned must not interfere with the continuity of the permanent way, nor affect signalling equipment or overhead line equipment.

General

The term 'platform lockout' within these instructions also covers other lines / sidings within the station area, Calton Tunnel (excl) to Mound Tunnel (excl), which are subject to these procedures. It does **not** include tunnel lockouts which are detailed separately.

Throughout these instructions, the term 'signalling centre manager' means the regulator (when on duty), or shift manager, as appropriate.

The agreement of the signalling centre manager is necessary before platform lines (or other lines within the station area) are blocked to traffic.

The operation of the lockout key prevents signal routes to and from the affected platform(s) being cleared by the signaller. The lockout key is locked in the appropriate lockfast cabinet and the lockout key can only be released with the co-operation of the signaller.

A lockout key may also provide protection for the adjoining (platform) line(s). The lines affected by operation of a lockout key are shown within the cabinet containing the lockout key.

These instructions provide a safe method of protection by blocking lines to trains whilst staff are working. It is not, therefore, necessary for a COSS (or PC) to be appointed.

When work is to take place on a train, or a train is standing in a platform line(s) to be protected by the lockout, the person requiring the blockage must arrange to provide protection on the train / vehicles as shown in Section 6 of the Rule Book, Module T10, *Protecting personnel when working on rail vehicles and in sidings.*

Method of Protection

Imposing the blockage

When it is necessary to block a platform line to protect staff, the following procedure must be carried out:

a) Before work starts, the permission of the signalling centre manager must be obtained by the person requiring the blockage. If the signalling centre manager is satisfied that the working of the station will not be unduly disrupted during the blockage he will give the person requiring the blockage permission to telephone the signaller from the appropriate lockout cabinet and also give that person a task number to quote to the signaller.

b) The person requiring the blockage must:

- unlock the appropriate lockfast cabinet
- telephone the signaller giving his name, employing organisation and the task number he has been given
- ask for the appropriate platform blockage
- tell the signaller for how long this will be required

The signaller will record this detail.

c) When the signaller is able to grant the blockage, a green indication in the cabinet will illuminate and the person requiring protection must press the button and, simultaneously, turn the lockout key to release it from the cabinet. If the green indication has extinguished, the person requiring protection must:

- confirm to the signaller that the lockout key is in his possession

- ask the signaller to read him the entry he has made and, if satisfied this is correct, repeat his name and employing organisation and task number allocated.
- relock the cabinet.

d) If the signaller cannot agree to giving the release when, or soon after, requested, he will liaise with the signalling centre manager as to when the work can be allowed to commence.

Method of Protection

During the work

The lockout key must be retained in the personal possession of the person who requested the blockage until returned to the cabinet.

When work is completed

a) When the work has been completed and everyone is clear of the line, the person who requested protection must advise the signaller accordingly, repeating his name, employing organisation and task number. When instructed by the signaller, the person who requested protection must insert the lockout key and turn the key in the direction indicated on the label in the lockout unit. The person who requested the protection must get the permission of the signaller to relock the cabinet.

b) The person requesting lockout protection must, normally, be the same individual who completes the work and gives up the protection. In exceptional circumstances, the person requesting lockout protection may hand over to a relief provided he advises the signaller the name and employing organisation of his relief, and quotes the task number to the signaller.

Sounding of locomotive horns during night - Drivers must not sound their locomotive horns within the precincts of the station nor under the station roof between midnight and 06 00, except to give warning of danger or when absolutely necessary in connection with working movements.

Trains leaving station platforms - The person in charge must not authorise the guard of a passenger train to start from a platform until the platform starting signal has been cleared.

On through platform lines, after a train has come to a stand, no further movement must be made towards the signal ahead until it has been cleared or the permission of the signaller has been obtained.

No.17 Mid siding - Trains proceeding to the siding must run to the buffer stop when the siding is clear throughout.

Drivers of trains within the siding must advise the signaller when the train is ready to depart from the siding. A train must not draw forward towards exit signal E837 unless that signal is showing a proceed aspect or permission has been obtained from the signaller for the movement to be made.

Drivers must not alight from a train within this siding unless the train is at the buffer stop and only then from the driving cab at the buffer stop end.

Motorail Sidings - Drivers of electric trains must take due cognisance of the warning and stop boards erected at various stages within the Motorail sidings and be prepared to bring their trains to a halt as instructed by the stop board.

Propelling movements from station area to Princes Street Gardens - Drivers and shunters must not commence a propelling movement from platforms 12 to 18 inclusive until they are advised where it must be brought to a stand and also the subsequent move.

Propelling movements from Princes Street Gardens to station area - Drivers in charge of propelling movements must not proceed past Down South line signal E846 or Down North line signal E848 towards the station area unless the 'P' indication associated with either signal is exhibited.

Platform 20 - Freight trains are prohibited from working through the station via platform 20 line due to track alignment and potential structure damage resulting from vibration.

Sprinter Multiple Units - Platform 20 stop car marker boards - Trains travelling in the **Up** direction must stop at either the 2/4 or the 3/6 stop car marker board. Trains travelling in the **Down** direction must stop at the 2/3/4 stop car marker board.

Attaching - Drivers must bring their train to stand at the stop car markers shown above. Due to the curvature of platform 20, the central (54 yards) section and East and West ends (which are straight) must be used for attaching. If the 2 vehicles to be attached are not within the areas above, the permission of the signaller must be requested to move the vehicles to the straight section.

Detaching - Drivers must bring their train to a stand at the markers shown above. Formations up to 6 vehicles may be detached safely.

Dated: 02/12/06

SC107 - EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

EDINBURGH WAVERLEY To Haymarket North & South Tunnels

PRINCES STREET GARDENS

Lockouts are provided for each line and the procedure to operate the switches is the same as that for the platform lockouts in the Waverley station area.

(The attention of all concerned is drawn to the fact that additional staff safety protection measures may be required to allow access to / egress from the portion of line protected by lockout in multi-track areas).

Minimum competence level for use of this equipment must be IWA.

HAYMARKET

Signal EH522 (Up South) - This signal is not provided with a telephone due to limited clearance with the adjacent running line (Down North). A reflective, rectangular plate incorporating a white diamond sign, together with the PABX number of the appropriate signal panel (62504), is provided.

When a train is brought to a stand at this signal, the driver must use the cab radio to contact the signaller. The provisions of the Rule Book, Module S4, Section 5 are, in all other respects, applicable.

HAYMARKET SOUTH TUNNEL

Due to the refuges being temporarily inaccessible, staff must not enter or work in the tunnel unless the provisions of one of the following Rules have been applied :-

1. The Rule Book, Module T2
2. The Rule Book, Module T3
3. In emergency, the Rule Book, Module TW1, Section 15.2

Dated: 02/12/06

SC107 - EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

Haymarket East Jn To Haymarket Central Jn

HAYMARKET T&RSD

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

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

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

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

Shed roads 1 and 5 to 8 (West end)

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

1. When required to move vehicles into the Shed on a depot siding, the driver must stop at the signal situated on the approach to the Shed doors.
2. The shunter must depress the plunger mounted on the signal. The plunger must not be operated until the train is at a stand at the signal. If the designated person has removed all the protection inside the Shed, opened the Shed doors and lowered the wheel stops, the signal will show a proceed aspect. The driver may then proceed with the movement as far as the line is clear, keeping a good lookout at all times for persons or obstructions.
3. If, after the plunger has been depressed, the Shed doors remain closed and the signal continues to display a stop aspect, the shunter must request the designated person to remove the protection. When this has been done, the shunter must again depress the plunger on the signal to change it to a proceed aspect. The movement may then proceed as far as the line is clear.
4. A movement out of a Shed must not be started unless the exit signal concerned at the Shed door is showing a proceed aspect or the conditions detailed in Clause 6 have been met. A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the locomotive is not within the Shed in which case the shunter is responsible for advising the driver when the Shed exit signal concerned is showing a proceed aspect.
5. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect except during failure and then only under direct supervision of the designated person.
6. If the signals into or out of a Shed fail when a movement is required, 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.

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

Shed roads 3 and 4

Fuelling road (east end)

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

1. When required to make a movement into the Shed or Fuelling road, the driver must stop at the Stop Board.
2. Movements past a Stop Board and movements out of the Shed must not be made until the designated person has personally given the shunters or driver an assurance that it is safe for the movement to commence.

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

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

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

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

Dated: 02/12/06

SC107 - EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

Bo ness GF

Trains may only proceed towards the Scottish Railway Preservation Society's private line subject to a maximum train length, including locomotive(s), of **790 feet.** Drivers must stop on the Network Rail side of the boundary gate at the double - sided notice board (worded 'Stop Await Instructions' for movements to the SRPS) and act under the instructions of the SRPS representative.

Dated: 02/12/06

SC107 - EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

Cadder (East end) To Cadder (West end)

If a track circuit fails on the Down Arrival or Down Departure line, the person in charge of each movement proceeding to the yard must advise the signaller at Cowlairs SC when the train has passed beyond the notice board, into the yard area, complete with tail lamp. The telephone at signal CG508 (Down Arrival) or CE511 (Down Departure) must be used for this purpose.

Dated: 02/12/06

SC107 - EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

Cowlairs East Jn To Cowlairs West Jn

EASTFIELD DEPOT

All trains arriving at Depot

The Signaller at Cowlairs signal box will activate a slot request to the Yard Co-ordinator for a train to enter the Depot.

Such a release must not be given unless the Yard Co-ordinator is satisfied that it is safe to do so and no conflicting move has been authorised.

The Yard Co-ordinator will release a slot for either CET/Fuel Road number 1, CET Fuel road number 2 or for the Depot Sidings.

Drivers routed to CET/Fuel roads numbers 1or 2, must proceed to the CET/Fuel road stopping at the "STOP and check line ahead is clear before proceeding" board, sound the low tone on the horn and drive directly to the far end of the shed or 2 metres from any train already occupying the line.

Drivers routed to the Depot sidings must stop at the "STOP and telephone for instructions board" and contact the Yard Co-ordinator who will advise which siding the train must then proceed to.

Where an arriving train cannot enter the Depot the Signaller will, where practicable, route the train in to Down sidings number 1 or number 2. Drivers must proceed to the buffer end.

Departing Trains

Drivers of all trains leaving the Depot must report to the Yard Co-ordinator for instructions.

Departure via Depot Sidings

Drivers must then contact the Yard Co-ordinator from the telephone at the end of the sidings and advise that they are now ready to depart.

The Yard Co-ordinator will advise the Signaller at Cowlairs.

Drivers will then be advised by the Yard Co-ordinator to proceed to signal CC529.

Departure via CET/Fuel roads numbers 1 or 2

The Yard Co-ordinator will advise the Signaller when a train is to depart via either CET/Fuel road number 1 or 2.

Drivers of departing trains must only move towards the exit signal (CC527 CET/Fuel road number 1 or CC533 CET/Fuel road number 2) when instructed by the Yard Co-ordinator.

Dated: 02/12/06

SC107 - EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

Cowlairs SC To QUEEN ST HIGH LEVEL

Trains detained at signals - If a train is detained at any signal between Cowlairs South Jn. (from signals CQ245 ; CQ53 ; CQ241 ; CQ427 inclusive) and Queen Street (High Level), the driver must immediately contact the signaller.

Section 2.1 of the Rule Book, Module S4, *Trains or shunting movements detained, or vehicles left, on running lines*, is modified accordingly.

Failure of trains - If a driver requires to communicate with the signaller because of a train failure and the complete train is within the tunnel but not at a signal, he must do so by using the cab radio equipment. If the cab radio is defective, the driver must attempt to contact the signaller using the radio in any other cab to which he has access but must not alight for this purpose. (Where reference is made to the use of a cab radio, this must also be taken to mean any on-train telephone facility, provided the driver has access to such telephone without alighting).

If it is still not possible to contact the signaller, the driver must remain in the cab, except in an emergency. **Under no circumstances must the driver alight on the cess side** or proceed to the nearest telephone by this route due to the lack of a suitable walking surface (this is only available on the immediate approach to each telephone). The Rule Book, Module M2 is modified accordingly. The driver must wait until a train on the opposite line stops opposite his cab, he is advised by the driver of that train that no further movement will be made towards the failed train on the opposite line and it is safe to alight and proceed to the nearest telephone to contact the signaller. On receipt of such advice, the driver must alight from the driving cab on the 'six foot' side and proceed to the nearest telephone walking in the 'four foot' of the appropriate line. Care must be taken when alighting to ensure that the train on the opposite line has passed clear of the failed train.

The driver of the train permitted to enter the tunnel on the opposite line need not subsequently contact the signaller provided he has advised the driver of the failed train in accordance with the above. The Rule Book, Module TW1, Section 16 is modified accordingly.

No subsequent train will be permitted to enter the tunnel on the opposite line unless the driver of the failed train has communicated with the signaller and (a) has confirmed that he will remain at the telephone and, if he is within the tunnel, provided that the telephone is at a signal applying to the line on which the failed train is standing, or (b) requires to return to his train, in which case a train may be used on the opposite line for this purpose, or (c) requires to proceed to the end of the tunnel from which assistance will be provided and a train is used for this purpose as detailed below.

Where it is necessary for assistance to be provided, the driver must reach a clear understanding with the signaller as to the necessary arrangements and then proceed to the appropriate end of the tunnel, by using a train on the opposite line if available, at which point the provisions of the Rule Book, Module M2, must be carried out.

Where the driver is conveyed back to his train or to the end of the tunnel for assistance purposes, as in (b) or (c) above, the driver of the train specially stopped for this purpose must stop specially at the first signal outwith the tunnel and give the signaller an assurance that the driver has returned to the failed train or is at the end of the tunnel, awaiting assistance.

If the driver of the failed train does not use a train to reach the point agreed for assistance, he must advise the signaller when he is clear of the tunnel, by walking forward to the nearest signal telephone.

Before the assisting train is permitted to proceed towards the failed train, the opposite line will, again, be blocked until the failed train and assisting train have proceeded beyond the tunnel.

DESCENDING

Length of trains running into Queen Street (High Level) - A locomotive hauled train conveying passengers must not be run into Queen Street (High Level) where the overall length exceeds 8 bogie vehicles and one locomotive or 7 bogie vehicles and two locomotives. Exceptionally, however, a train of 8 bogie vehicles and two locomotives may, with the prior authority of the Production Manager, be accepted provided it is routed to platform 7 only and the signaller at Cowlairs is instructed accordingly.

The maximum length of a High Speed Train working into or out of Queen Street (High Level) is limited to 2 power cars and 8 trailers and such trains must be routed to platform 7. Staff proceeding on the outside of the train to the power car at the Edinburgh end must proceed along platform 7.

Engineer's trains - The locomotive must always be on the lower end when working between signals CQ245, CQ53, CQ241, CQ427, CQ251 and CQ59. Locomotives below Class 20 must not be utilised.

The train must not exceed 200 tonnes, exclusive of locomotive and any brake van. **Note** - This weight restriction is not applicable where the train concerned is of fixed formation and permanently coupled throughout. Such trains must be specially identified in the appropriate movement advice.

ASCENDING

Train loads - The loads of Up trains must be regulated in accordance with the following table :-

Class of Locomotive	Unassisted trailing load
	Queen Street (High Level) - Cowlairs
37	340 tonnes
47	400 tonnes

The following trains must be assisted from Queen Street (High Level) :-

1. All trains carrying loads in excess of the unassisted load;
2. Locomotive hauled trains requiring to be turned via Cowlairs triangle.

The following trains may be assisted in rear from Queen Street (High Level) :-

1. Trains to the Eastfield passenger loop for the purpose of uncoupling the leading locomotive before proceeding towards Springburn station.

Assistance in accordance with Table 'B' is not permitted in any other circumstance.

For the purpose of uncoupling the locomotive assisting in rear, the train must be brought to a stand at signal CC52, CC238, the Cowlairs passenger loop or the Eastfield passenger loop.

For the purpose of uncoupling the leading locomotive of a train being turned via Cowlairs triangle, the train must be brought to a stand at signal CC52.

When trains are assisted in front, the train must be brought to a stand at signal CC52 or CC238 for the leading locomotive to be uncoupled.

Engineer's trains - The train load must not exceed 120 tonnes when hauled and 200 tonnes when assisted in rear or being propelled. The tonnages do not include the weight of the locomotive (or brake van where provided). Locomotives below Class 20 must not be utilised.

Note - This weight restriction is not applicable where the train concerned is of fixed formation and permanently coupled throughout. Such trains must be specially identified in the appropriate movement advice.

Freight trains - Due to condition of track, freight trains including ballast and engineer's trains are prohibited on both the Up and Down lines.

Any easement or exemption to this prohibition must be jointly authorised by the Regional Track Engineer and the sponsor of the train movement. This authorisation **must** be clearly identified on the appropriate movement advice.

Dated: 02/12/06

SC107 - EDINBURGH WAVERLEY TO GLASGOW QUEEN STREET (VIA FALKIRK HIGH)

QUEEN ST HIGH LEVEL

Length of trains – Passenger trains composed of power operated door stock working into or out of Queen Street must not exceed 6 vehicles.

Shunting operations with vehicles conveying passengers - When a shunting movement is about to take place with vehicles conveying passengers, the person in charge must on every occasion advise the signaller of the movement to be made.

Platform markers – Stop markers are provided on the immediate approach to the buffer stops as under :-

Platform 1 – A yellow painted marker on the platform surface. Drivers of all multiple units must bring their train to a stand with the cab droplight window adjacent to the marker.

Platforms 2-7 – Marker poles painted with yellow and black bands are provided in the six-foot between adjacent platforms. Drivers of all multiple unit trains proceeding towards the buffer stops must bring their train to a stand with the cab droplight window in line with the appropriate marker pole.

Starting with assisting locomotive in rear of train - The Rule Book, Module SS1, Section 7 and Module TW3, Section 12 do not apply at Queen Street (High Level) and trainmen concerned must act as follows.

The guard in charge of the train on receiving permission to start from the person in charge, must exhibit a green hand signal to the driver of the assisting locomotive and thereafter repeat the signal to the driver of the train locomotive.

Indicators, normally out, are provided near the buffer stops of Nos. 1, 2, 3, 4, 5, 6 and 7 platforms. When the appropriate platform signal has been cleared for a train to proceed, an **OFF** indication will be exhibited.

The driver of the train locomotive on receiving a green hand signal from the guard must, provided the appropriate signals have been cleared for the train to proceed, start away slowly so that the work of the front and rear locomotives may be equalised. The driver of a locomotive assisting in rear on receipt of a green hand signal from the guard must not commence to assist unless the appropriate indicator is showing **OFF** or he has been verbally instructed by the person in charge when the indicator is inoperative.

When the indicator is inoperative, the person in charge must instruct the driver of a locomotive assisting in rear not to commence assisting on receipt of a green hand signal from the guard, but to be prepared to assist when the train begins to move forward.

High Speed Trains - A High Speed train with one power car isolated is prohibited from working out of Queen Street (High Level) unless it is assisted by a locomotive from Queen Street to Eastfield passenger Loop. The HST under such circumstances should be assisted from the front by any locomotive other than a Class 20.

When assistance is provided, the operational power car on the HST should be used for traction purposes between Queen Street and Eastfield passenger Loop. In such circumstances the station duty manager at Queen Street must :-

2. arrange for the emergency coupling at the Edinburgh end of the HST to be made ready and supervise the coupling of the assisting locomotive to the train, and
3. instruct staff who assembled the emergency coupling to travel with the HST to Eastfield passenger loop and on arrival there, to remove the emergency coupling and replace it in the HST.

Instructions to staff requiring protection by means of a platform lockout - The requirements of the Rule Book, Modules T7 and T10 are exempt as are the General Instructions headed CLEANING TRACK AREAS IN STATIONS and WATERING OF VEHICLES AT STATIONS herein. The work concerned must not interfere with the continuity of the permanent way, nor affect signalling equipment.

General

The agreement of the ScotRail Station Duty Manager is necessary before platform lines are blocked to traffic.

The operation of the lockout keys prevents signal routes in and out of the affected platform(s) being cleared by the signaller.

Except in the case of platform 1 line, a lockout key also provides protection for the adjoining platform line, so that there are a total of four lockout keys, as follows :-

Lockout key for platform **1** line

Lockout key for platform **2 and 3** lines

Lockout key for platform **4 and 5** lines

Lockout key for platform **6 and 7** lines

In each case, protection must be considered as applying from the buffer stop(s) to the appropriate platform exit signal(s), (signal CQ64 in the case of platform 5).

These instructions provide a safe method of protection by blocking lines to trains whilst staff are working. It is not therefore necessary for a COSS (or PC) to be appointed.

When work is to take place on a train, or a train is standing in the platform line(s) to be protected by the lockout, a "Not to be Moved" board must be securely fitted to the driver's cab in such a position that it is clearly visible to the driver of the train as well as being visible along the platform.

Method of Protection

When it is necessary to block a platform line to protect staff, the following procedure must be observed

a) Before work commences, the permission of the ScotRail Station Duty Manager must be obtained by the person requiring the blockage. The ScotRail Station Duty Manager must be satisfied that the working of the station will not be unduly disrupted during the blockage and speak with the signaller at Cowlairs SC to agree what arrangements will be necessary during this period to maintain the train service.

When a clear understanding has been reached between the ScotRail Station Duty Manager and the signaller, the ScotRail Station Duty Manager must record the details of the person requiring the blockage, the line(s) affected, the nature of the work and time required in the book provided for this purpose. When this has been done, the ScotRail Station Duty Manager may give the person requiring the blockage permission to telephone the signaller from the appropriate lockout cabinet.

b) The person requiring the blockage must unlock the appropriate lockfast cabinet, telephone the signaller giving his name and employing organisation, request the appropriate platform blockage, indicate for how long this will be required and obtain a task number from the signaller. The signaller will record this detail.

c) When the signaller is able to grant the blockage, the 'Free' indication in the cabinet will illuminate and the person requiring protection must press the button and, simultaneously, turn the lockout key to release it from the cabinet. Provided the "Free" indication has extinguished, the person requiring protection must confirm to the signaller that the lockout key is in his possession, ask the signaller to read him the entry he has made and, if satisfied this is correct, repeat his name and employing organisation and task number allocated. The cabinet must then be relocked.

d) If the signaller cannot agree to giving the release when, or soon after, requested, he (the signaller) must liaise with the ScotRail Station Duty Manager as to when the work can be allowed to commence.

During the work

The lockout key must be retained in the personal possession of the person who requested the blockage until returned to the cabinet.

When work is completed

e) When the work has been completed and everyone is clear of the line, the person who requested protection must advise the signaller accordingly, repeating his name, employing organisation and task number. When instructed by the signaller, the person who requested protection must insert the lockout key then relock the cabinet. Confirmation must be given to the ScotRail Station Duty Manager that the lockout key has been replaced in the cabinet, the signaller advised and the cabinet locked. The ScotRail Station Duty Manager will endorse the relevant entry in the book accordingly.

f) The person requesting lockout protection in the first instance must, except in exceptional circumstances, be the same individual who completes the work and gives up the protection. In exceptional circumstances, the person requesting lockout protection may hand over to a relief provided he advises the signaller, and the ScotRail Station Duty Manager, the name and employing organisation of his relief, and quotes the task number to the signaller.

Dated: 02/12/06

SC111 - NEWBRIDGE JN TO BATHGATE, INCLUDING CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)

Cawburn Jn To Newbridge Jn

During single line working over the Down line, Up direction trains must observe the aspects displayed by signals EN576R, EN576 and EN574.

A handsignaller will, in addition, be provided at signal EN576 and drivers must work to his instructions.

Dated: 02/12/06

SC111 - NEWBRIDGE JN TO BATHGATE, INCLUDING CARMONDEAN JN TO BATHGATE YARD (GOODS LINE)

Carmondean Jn To Bathgate Yard (Goods Line)

If a track circuit fails on the single line, the driver of each Down train must advise the signaller at Edinburgh signalling centre when the train has passed clear of the single line section, into the yard, at Bathgate, complete with tail lamp. The signal post telephone at signal EN586 must be used for this purpose.

Dated: 02/12/06

SC115 - COWLAIRS WEST JN TO KNIGHTWOOD NORTH JN

Entire Line Of Route

Lockout devices – These are provided as follows :-

Down Maryhill line – cabinet located at the bottom of the ramp at the Knightswood end of Maryhill station Down platform. When operated, this will block the line between Maryhill Park station (incl) and Maryhill Park Jn (incl).

Up Maryhill line – cabinet located at the bottom of the ramp at the Knightswood end of Maryhill station Up platform. When operated, this will block the line between Maryhill Park Jn (incl) and Summerston station (incl).

Operation of these lockouts is the same as for the Queen Street lockouts except that there is no TOC involvement.

These lockouts must **only** be used in conjunction with Rule Book, Module T2 arrangements.

Dated: 02/12/06

SC1150 - MARYHILL PARK JN TO ANNIESLAND BAY PLATFORM

Entire Line Of Route

Lockout devices – A lockout is provided which will block the branch line between Maryhill Park Jn (excl) and Anniesland station. The lockout cabinet for this is located at the Maryhill end of No.3 bay platform at Anniesland.

Operation of this lockout is the same as for the Queen Street lockouts except that there is no TOC involvement.

This lockout must **only** be used in conjunction with Rule Book, Module T2 arrangements.

Dated: 02/12/06

SC117 - GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL AND DOCKS YARD (GOODS LINE)

BP Chemicals GF

B.P. Chemicals line - Yard working applies but only one locomotive must be allowed to be on the line at a time.

The loops in the single line are designated respectively from the Oil Terminal line side as Departure line and Arrival line and all ongoing/outgoing movements must be made over the appropriate line. Shunting movements requiring headroom in order clear siding connections must be made to the Departure line.

Locomotives are prohibited from the lines leading into the works.

Dated: 02/12/06

SC117 - GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL AND DOCKS YARD (GOODS LINE)

BP Oil Terminal

Security gates control access to the Docks complex. The normal position of the gates is closed to the railway.

Before clearing a signal for a train to proceed from the Oil Terminal towards the gates, the Person in charge of train movements must obtain an assurance from the Forth Ports Security personnel that the security gates are open to the railway.

This assurance can be obtained from the Security Office, telephone no. 01324 668466.

B.P. oil refinery level crossing - This level crossing is an 'open' crossing with a person in charge in attendance.

Road traffic is controlled by twin red flashing lights on each side of the roadway, facing in both directions, normally out unless a rail movement requires to pass over the level crossing. Rail movements over the level crossing between the sidings and the connecting line are controlled by fixed signals.

No rail movement must be permitted over the level crossing during the following hours :-

07 30 to 08 15

11 00 to 13 30 (Except for a movement **from or to** the sidings at **12 17**)

15 30 to 17 15

BP Oil Refinery Sdgs - The clearing of the inlet signal for a train, other than a light locomotive, to proceed into the sidings will indicate to the person in charge of the movement that the relative hand points are set for the reception siding. The Rule Book, Module SS2 is modified accordingly.

Before entering the Refinery sidings, all staff must hand over to the person in charge at the level crossing, Bardic lamps, matches and lighters. Articles so handed over will be handed back on return from the sidings.

During hours of darkness, fog or falling snow, a BP hand lamp will be available to rail staff working in the sidings.

Where a light locomotive requires to proceed from the Reception lines to No.3 Departure road, such movement must not be made unless the authority of the BP representative in attendance is received and an assurance is obtained that no conflicting movement will be made by the firm's locomotive. This does not relieve the person in charge of the movement from observance of the provisions of the Rule Book, Module SS2.

When arriving vehicles are inspected by the wagon examiner in the Exchange sidings, a red lamp must be placed at either end of the vehicles. On completion of the inspection, the wagon examiner must advise the Senior Operator at the BP Terminal accordingly, together with details of any defective wagon(s).

Dated: 02/12/06

SC117 - GRANGEMOUTH JN TO GRANGEMOUTH OIL TERMINAL AND DOCKS YARD (GOODS LINE)

Grangemouth Docks

Security gates control access to the Docks complex. The normal position of the gates is closed to the railway.

Before authorising a train to proceed from Grangemouth Docks Yard towards the gates, the Person in charge of train movements must obtain an assurance from the Forth Ports Security personnel that the security gates are open to the railway.

This assurance can be obtained from the Security Office, telephone no. 01324 668466.

On arriving at the rounding loop, the person in charge of train movements must advise the Forth Ports person in charge of rail movements that the train has arrived and then carry out the rounding movement. Once the rounding movement is complete, the person in charge of train movements must obtain permission from the Forth Ports person in charge to enter over the level crossing into the docks. Once permission is given, the propelling movement may commence. The person in charge of train movements must precede the propelling movement and place the vehicles as instructed by the Forth Ports person in charge.

The speed of all trains over the level crossing and in the dock area must not exceed **4 mph**.

The Forth Ports person in charge is responsible for providing a handsignaller at both sides of the level crossing to control road movements.

Dated: 02/12/06

This page is intentially blank