

Module SC9

Scotland Route Sectional Appendix Module 9

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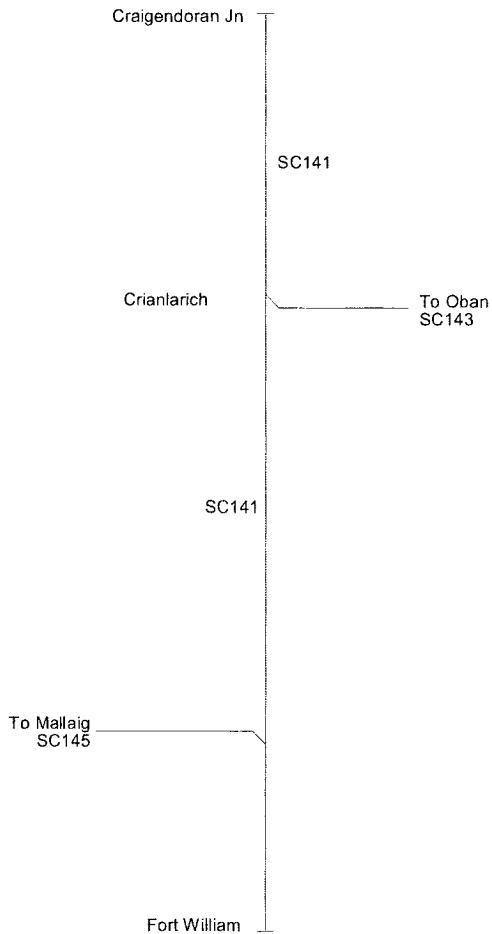
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MAPS

MAP 8: CRAIGENDORAN JN TO FORT WILLIAM



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TABLE A DIAGRAM

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	001	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Craigendoran Jn		-0 01	<p>15X TRAINS ONLY</p>	<p>OTHER THAN 15X TRAINS</p>	<p>RETB 109 Yoker SC (YC)</p>
HELENSBURGH UPPER TEP		1 63 *			
		2 08			<p>RETB 105 Banavie SC</p>
Woodend LC (UWC)		2 52			
Ardencaple LC (UWC)		3 17			
		3 58 *			
		4 03 *			
		4 25 *			
		6 54 *			
High Balnakeil LC (UWC)		6 68			
		7 32 *			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	002	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
GARELOCHHEAD TEP Sdg GF			<p>15X TRAINS ONLY</p>	<p>RET B 105 Banavie SC</p>	
			<p>OTHER THAN 15X TRAINS</p>	<p>CL 780f (238m) (37 SLU's)</p> <p>① = 15 mph through loop points, in both directions, and over loop lines</p> <p>② = Applies to Class 1 to 6 trains</p> <p>③ = Applies to Class 7, 8 & 0 trains</p> <p>RET B 108</p>	
		8 76	T		
		9 20 *	S		
		10 13 *			
		10 70 *			
		11 37 *			
		12 45 *			
		13 27 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	003	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Sdg GF	14 25 *	<p>15X TRAINS ONLY</p>	<p>OTHER THAN 15X TRAINS</p>	<p>RETB 108 Banavie SC</p> <p>① = Applies to Class 1 to 6 trains</p> <p>② = Applies to Class 7, 8 & 0 trains</p> <p>CL 690f (210m) (32 SLU's)</p> <p>③ = 15 mph through loop points, in both directions, and over loop lines</p>	
Glen Douglas TEP	15 21				
	15 38 *				
	16 20 *				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	004	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 108 Banavie SC
			25	25	
		16 42 *	*	*	
			40		
		18 28 *	*	① 40	① = Applies to Class 1 to 6 trains
				② 30	② = Applies to Class 7, 8 & 0 trains
			50		
		19 17 *	*	*	
			35	① 35	
				② 30	
		19 31 *	*	*	
			60	① 40	
				② 30	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	005	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Sdg GF	ARROCHAR & TARBET TEP	19 45	<p>15X TRAINS ONLY</p>	<p>OTHER THAN 15X TRAINS</p>	<p>RETB 108 Banavie SC</p>
		19 53 *	<p>60</p> <p>*</p>	<p>② 40</p> <p>③ 30</p>	<p>CL 745f (227m) (35 SLU's)</p>
		20 09 *	<p>40</p> <p>*</p>		<p>① = 15 mph through loop points, in both directions, and over loop lines</p>
		21 60 *	<p>45</p> <p>*</p> <p>40</p>	<p>② 35</p> <p>③ 30</p>	<p>② = Applies to Class 1 to 6 trains</p> <p>③ = Applies to Class 7, 8 & 0 trains</p>

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	006	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			15X TRAINS ONLY	OTHER THAN 15X TRAINS	<div>RETB 106</div> <div>Banavie SC</div> <p>① = Applies to Class 1 to 6 trains</p> <p>② = Applies to Class 7, 8 & 0 trains</p>
			<div>40</div> <div>—</div> <div>22 20 *</div> <div>—</div> <div>22 21 *</div> <div>—</div> <div>45</div> <div>—</div> <div>23 12 *</div> <div>—</div> <div>40</div> <div>—</div> <div>23 15 *</div> <div>—</div> <div>45</div> <div>—</div> <div>23 65 *</div> <div>—</div> <div>40</div> <div>—</div> <div>24 36 *</div> <div>—</div> <div>45</div> <div>—</div> <div>25 09 *</div> <div>—</div> <div>25 72 *</div> <div>—</div> <div>40</div>	<div>① 35</div> <div>② 30</div> <div>—</div> <div>*</div> <div>—</div> <div>① 40</div> <div>② 30</div> <div>—</div> <div>*</div> <div>—</div> <div>① 35</div> <div>② 30</div>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	007	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Sdg GF ARDLUI TEP			15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 108 Banavie SC
		26 25 *			① = Applies to Class 1 to 6 trains ② = Applies to Class 7, 8 & 0 trains ③ = 15 mph through loop points, in both directions, and over loop lines
		26 36 *			CL 570f (174m) (27 SLU's)
		27 11 *			RETB 125 Banavie SC
		27 43			
		27 57 *			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	008	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			15X TRAINS ONLY	OTHER THAN 15X TRAINS	<div>RETB 125 Banavie SC</div> <p>① = Applies to Class 1 to 6 trains</p> <p>② = Applies to Class 7, 8 & 0 trains</p>
			<div>55</div> <div>*</div> <div>45</div> <div>*</div> <div>25</div> <div>*</div> <div>35</div> <div>*</div> <div>45</div> <div>*</div> <div>40</div> <div>*</div> <div>45</div> <div>*</div> <div>60</div>	<div>① 40 ② 30</div> <div>*</div> <div>25</div> <div>*</div> <div>① 40 ② 30</div> <div>① 40 ② 30</div>	
		29 10 *			
		30 23 *			
		30 57 *			
		33 40 *			
		33 49 *			
		34 54 *			
		34 69 *			
		35 00 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	009	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Sdg GFs CRIANLARICH TEP			15X TRAINS ONLY	OTHER THAN 15X TRAINS	<div>RETB 125</div> <div>Banavie SC</div> <p>① = Applies to Class 1 to 6 trains</p> <p>② = Applies to Class 7, 8 & 0 trains</p> <p>CL 695f (212m) (33 SLU's)</p> <p>③ = 15 mph through loop points, in both directions, and over loop lines</p> <p>See Local Instructions for conditions under which a second Up direction train may be admitted to an occupied loop line</p> <p>Plungers are provided at the Down "Points Set" indicators for operating the junction points under the instructions of the signaller at Banavie SC</p>

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	010	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Filhan TEP (Up direction only)		36 60 *	<div> <div>40</div> <div></div> </div>	<div> <div>① 40</div> <div>② 30</div> </div>	<div>RETB 125 Banavie SC</div> <div> ① = Applies to Class 1 to 6 trains ② = Applies to Class 7, 8 & 0 trains </div>
		36 67 T	<div> <div></div> <div>↑</div> </div>	<div> <div></div> <div>↑</div> </div>	
		37 00 *			
		37 57 T			
		38 00 *	<div> <div>*</div> <div></div> </div>	<div> <div></div> <div></div> </div>	
			<div> <div>50</div> <div></div> </div>	<div> <div>① 40</div> <div>② 30</div> </div>	
		39 15 *	<div> <div>*</div> <div></div> </div>	<div> <div></div> <div></div> </div>	
		39 17 T			
		39 52 *	<div> <div>40</div> <div></div> </div>	<div> <div>*</div> <div></div> </div>	
		39 61 *	<div> <div>*</div> <div></div> </div>		
Kirkton Farm LC (UWC)			<div> <div>30</div> <div></div> </div>		
		36 67 *	<div> <div>*</div> <div></div> </div>	<div> <div>30</div> <div></div> </div>	
			<div> <div>40</div> <div></div> </div>	<div> <div>30</div> <div></div> </div>	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	011	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Sdg GF UPPER TYNDRUM TEP			15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 125 Banavie SC
	40 15 *				① = 15 mph through loop points, in both directions, and over loop lines
	41 25 T				RETB 101
	44 32 *				CL 625f (190m) (29 SLU's)
	44 66 *				② = Applies to Class 1 to 6 trains
	45 36 *				③ = Applies to Class 7, 8 & 0 trains
	45 64 *				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	012	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Sdg GF			15X TRAINS ONLY	OTHER THAN 15X TRAINS	<div>RET B 101 Banavie SC</div> <p>Between the top of the page and 46 MP:</p> <p>① = Applies to Class 1 to 6 trains</p> <p>② = Applies to Class 7, 8 & 0 trains</p> <p>CL 685f (209m) (32 SLU's)</p> <p>③ = 15 mph through loop points, in both directions, and over loop lines</p> <p>Between 46 MP and the end of the page :</p> <p>④ = Applies to single headed Class 1, 2, 3 & 5 trains</p> <p>⑤ = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains</p> <p>⑥ = Applies to class 7 & 8 trains</p>
		<p>46 00 *</p> <p>48 12 *</p> <p>48 68</p> <p>49 00 *</p>			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	013	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			15X TRAINS ONLY	OTHER THAN 15X TRAINS	<div>RETB 101</div> <div>Banavie SC</div> <p>① = Applies to single headed Class 1, 2, 3 & 5 trains ② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains ③ = Applies to Class 7 & 8 trains</p>
			<div>45</div> <div>★</div> <div>60</div> <div>★</div> <div>40</div> <div>★</div> <div>60</div> <div>★</div> <div>50</div> <div>50</div>	<div>① 45</div> <div>② 40</div> <div>③ 30</div> <div>★</div> <div>① 50</div> <div>② 40</div> <div>③ 30</div> <div>★</div> <div>40</div> <div>③ 30</div> <div>★</div> <div>① 50</div> <div>② 40</div> <div>③ 30</div> <div>★</div> <div>40</div> <div>③ 30</div>	
	49 65	★			
	51 72	★			
	52 28	★			
	53 66	★			
	54 00	★			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	014	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
South GF		55 20 *	15X TRAINS ONLY	OTHER THAN 15X TRAINS	<div>RETB 101</div> <div>Banavie SC</div> <p>① = Applies to single headed Class 1, 2, 3 & 5 trains ② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains ③ = Applies to Class 7 & 8 trains</p>
Gorton TEP		57 40			
North GF		61 37 *			
		61 40 *			
		62 25 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	015	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
RANNOCH TEP Sdg GF			15X TRAINS ONLY	OTHER THAN 15X TRAINS	<div>RETB 101 Banavie SC</div> <p>① = 15 mph through loop points, in both directions, and over loop lines</p> <p>CL 560f (171m) (26 SLU's)</p> <p>② = Applies to single headed Class 1, 2, 3 & 5 trains</p> <p>③ = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains</p> <p>④ = Applies to Class 7 & 8 trains</p>
		63 46 *			
		64 22 *			
		64 36			
		64 54 *			
		64 64 *			
		65 56 *			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	016	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Cruach Snow Shed 200 yards		65 71 to 66 00 66 01 * 68 77 * 70 00 * 70 65 * 71 45 *	15X TRAINS ONLY	OTHER THAN 15X TRAINS	<div style="border: 1px solid black; padding: 5px;">RETB 101 Banavie SC</div> <p>① = Applies to single headed Class 1, 2, 3 & 5 trains ② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains ③ = Applies to Class 7 & 8 trains</p>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	017	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
South GF			<div>15X TRAINS ONLY</div> <div><div>45</div><div><div>5</div><div>5</div><div>5</div></div><div><div>5</div><div>5</div><div>5</div></div><div>50</div></div>		<div>RET B 101<div>Banavie SC</div></div> <div><div>① = Applies to single headed Class 1, 2, 3 & 5 trains</div><div>② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains</div><div>③ = Applies to Class 7 & 8 trains</div></div>
CORROUR TEP		71 54	<div>OTHER THAN 15X TRAINS</div> <div><div><div>① 45</div><div>② 40</div><div>③ 30</div></div><div><div>5</div><div>5</div><div>5</div></div><div><div>5</div><div>5</div><div>5</div></div><div><div>45</div><div>40</div><div>30</div></div><div>30</div></div>		
North GF					
Pollock LC (UWC)		71 59			
		74 39 *			
		78 54 *			

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	018	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Fersit Tunnel 150 yards		78 75 to 79 02	<p>15X TRAINS ONLY</p>	<p>OTHER THAN 15X TRAINS</p>	<p>RETB 101 Banavie SC</p>
		80 00 *			<p>RETB 102</p>
TULLOCH TEP		81 23 *	<p>40</p>	<p>① 30</p>	<p>① = Applies to Class 7 & 8 trains</p>
		81 59	<p>②</p>	<p>②</p>	<p>② = 15 mph through loop points, in both directions, and over loop lines</p>
Sdg GF			<p>CE Sdg</p>	<p>CE Sdg</p>	<p>CL 780f (235m) (37 SLU's)</p>

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	019	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
		15X TRAINS ONLY	OTHER THAN 15X TRAINS	<div>RET B 102</div> <div>Banavie SC</div> <p>① = Applies to single headed Class 1, 2, 3 & 5 trains</p> <p>② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains</p> <p>③ = Applies to Class 7 & 8 trains</p>	
		<div>40</div> <div></div> <div></div> <div>82 04 *</div> <div></div> <div></div> <div>82 78 *</div> <div></div> <div></div> <div>50</div> <div></div> <div></div> <div>84 15 *</div> <div></div> <div></div> <div>30</div> <div></div> <div></div> <div>84 50 *</div> <div></div> <div></div> <div>40</div> <div></div> <div></div> <div>86 33 *</div> <div></div> <div></div> <div>55</div>	<div>40</div> <div>③ 30</div> <div></div> <div>*</div> <div></div> <div>30</div> <div></div> <div>*</div> <div></div> <div>50</div> <div>① 50</div> <div>② 40</div> <div>③ 30</div> <div></div> <div>*</div> <div></div> <div>30</div> <div></div> <div>*</div> <div></div> <div>40</div> <div>③ 30</div> <div></div> <div>*</div> <div></div> <div>50</div> <div>① 50</div> <div>② 40</div> <div>③ 30</div>		

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	020	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
ROY BRIDGE TEP			15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 102 Banavie SC
					RETB 104
	87 35	T		T	
	87 39 *				① = Applies to single headed Class 1, 2, 3 & 5 trains
	87 48 *				② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains
Keppoch No.1 LC (UWC)	87 50	T		T	③ = Applies to Class 7 & 8 trains
Millens LC (UWC)	88 27	T		T	
Kerreays LC (UWC)	88 49	T		T	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	021	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<p style="text-align: center;">15X TRAINS ONLY</p> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">50</div> <div style="height: 700px; border-left: 1px solid black; border-right: 1px solid black; position: relative; margin: 0 auto;"> <div style="position: absolute; top: -10px; left: 50%; transform: translate(-50%, -100%);">89 14 *</div> <div style="position: absolute; bottom: -10px; left: 50%; transform: translate(-50%, 100%);">89 37 *</div> <div style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%);">40</div> <div style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%);">89 50 *</div> <div style="position: absolute; bottom: -10px; left: 50%; transform: translate(-50%, 100%);">89 52 *</div> <div style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%);">50</div> </div> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">50</div> </div>	<p style="text-align: center;">OTHER THAN 15X TRAINS</p> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px; display: inline-block;">① 50 ② 40 ③ 30</div> <div style="height: 700px; border-left: 1px solid black; border-right: 1px solid black; position: relative; margin: 0 auto;"> <div style="position: absolute; top: -10px; left: 50%; transform: translate(-50%, -100%);">★</div> <div style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%);">30</div> <div style="position: absolute; bottom: -10px; left: 50%; transform: translate(-50%, 100%);">★</div> </div> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">① 50 ② 40 ③ 30</div> </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">RETB 104 Banavie SC</div> <p>① = Applies to single headed Class 1, 2, 3 & 5 trains</p> <p>② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains</p> <p>③ = Applies to Class 7 & 8 trains</p>

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	022	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<div>15X TRAINS ONLY</div> <div>OTHER THAN 15X TRAINS</div>		<div>RETB 104</div> <div>Banavie SC</div> <div>① = Applies to single headed Class 1, 2, 3 & 5 trains</div> <div>② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains</div> <div>③ = Applies to Class 7 & 8 trains</div> <div>CL 935f (285m) (44 SLU's)</div> <div>④ = 15 mph through loop points, in both directions, and over loop lines</div>
South end loop points	90 46 *	<div><div>50</div><div>④ *</div><div>5</div><div>CE Sdg</div><div>④ *</div><div>70</div><div>50</div></div>	<div><div>① 50 ② 40 ③ 30</div><div>④ *</div><div>5</div><div>CE Sdg</div><div>④ *</div><div>① 60 ② 40 ③ 30</div><div>④ *</div><div>① 50 ② 40 ③ 30</div></div>		
Sdg GF					
SPEAN BRIDGE TEP	90 56				
North end loop points	90 68 *				
	94 33 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	023	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Inverlochy Farm LC (UWC)			15X TRAINS ONLY	OTHER THAN 15X TRAINS	<div>RETB 104</div> <div>Banavie SC</div> <p>① = Applies to single headed Class 1, 2, 3 & 5 trains</p> <p>② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains</p> <p>③ = Applies to Class 7 & 8 trains</p>
		94 46 *	<div>50</div> <div>*</div> <div>70</div>	<div>① 50</div> <div>② 40</div> <div>③ 30</div> <div>*</div>	
		95 70 *	<div>*</div> <div>60</div>	<div>① 60</div> <div>② 40</div> <div>③ 30</div> <div>*</div>	
		96 28 *	<div>*</div> <div>50</div>	<div>① 50</div> <div>② 40</div> <div>③ 30</div>	
		97 48 *	<div>*</div>		
		97 65	<div>T</div> <div>60</div>	<div>T</div> <div>① 50</div> <div>② 40</div> <div>③ 30</div>	

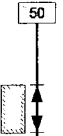
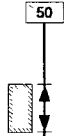
Scotland Route Sectional Appendix Module SC9

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	024	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Sdg GF		98 33	<p>15X TRAINS ONLY</p> <p>OTHER THAN 15X TRAINS</p>		<p>RETB 104 Banavie SC</p> <p>① = Applies to single headed Class 1, 2, 3 & 5 trains</p> <p>② = Applies to Class 4, 6 & 0 trains and double headed Class 1, 2, 3 & 5 trains</p> <p>③ = Applies to Class 7 & 8 trains</p>
Fort William Jn SB & TEP		98 65			Fort William Jn SB
		99 00 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC141	025	Craigendoran Jn to Fort William	WHL	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
FORT WILLIAM Station GF		99 37	<p>15X TRAINS ONLY</p>	<p>OTHER THAN 15X TRAINS</p>	<div>RETB 104</div> <div>Fort William Jn SB</div>

Scotland Route Sectional Appendix Module SC9

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
SC143	001	Crianlarich to Oban	OBN1 OBN2		Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Crianlarich		0 00	<p>15X TRAINS ONLY</p> <p>SC141 seq 9 ①</p> <p>To Upper Tyndrum</p> <p>50</p>	<p>OTHER THAN 15X TRAINS</p> <p>SC141 seq 9 ①</p> <p>To Upper Tyndrum</p> <p>50</p>	<p>RETB 125 Banavie SC</p>	
Lower Crianlarich TEP (Up Direction Only)		0 36	<p>T</p>	<p>T</p>	<p>Plungers are provided at the Down "Points Set" indicators at Crianlarich for operating the junction points under the instructions of the signaller at Banavie SC</p> <p>① = 15mph through loop points, in both directions, and over loop lines</p>	
(Change of ELR OBN1 to OBN2)		0 44				
Lower Crianlarich GF		0 44				
		30 23	<p>S</p> <p>5</p>	<p>S</p> <p>5</p>		
Inverhaggernie No.1 LC (UWC)		31 00	<p>T</p> <p>50</p> <p>*</p> <p>45</p> <p>*</p> <p>50</p>	<p>T</p> <p>50</p> <p>*</p> <p>45</p> <p>*</p> <p>50</p>		
		31 49 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC143	002	Crianlarich to Oban	OBN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
TYNDRUM LOWER TEP Tyndrum Lower LC (UWC)			15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 125 Banavie SC
		34 70	T 	T 	
		34 71	T	T	
		40 14 *	*	*	
		43 20 *	45 *	45 *	
		44 00 *	35 *	30 *	
		44 20 *	45 *	45	
		45 54 *	55 *	*	
		45 58 *	45	40	
					RETB 109

Scotland Route Sectional Appendix Module SC9

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC143	003	Crianlarich to Oban	OBN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			15X TRAINS ONLY	OTHER THAN 15X TRAINS	
					RETB 109 Banavie SC
Sdg GF					
DALMALLY TEP					
Kilchurn Castle LC (UWC)					
LOCH AWE					
					① = 15 mph through loop points, in both directions, and over loop lines
					CL 645f (197m) (30 SLU's)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC143	004	Crianlarich to Oban	OBN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
FALLS OF CRUACHAN			15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 109 Banavie SC
					<p>Pass of Brander - Stone signals between 51m 60ch and 56 mp (See Local Instructions)</p> <p>RETB 105</p> <p>RETB CHANNEL BETWEEN 53m 60ch AND TAYNULT IS 105</p> <p>① = 15 mph through loop points, in both directions, and over loop lines</p> <p>RETB 121</p> <p>CL 750f (229m) (35 SLU's)</p>
TAYNULT TEP					
Sdg GF					

Scotland Route Sectional Appendix Module SC9

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC143	005	Crianlarich to Oban	OBN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Airds LC (UWC)		58 78	<div>15X TRAINS ONLY</div> <div>50</div> <div>50</div> <div>50</div> <div>50</div> <div>50</div>	<div>OTHER THAN 15X TRAINS</div> <div>45</div> <div>45</div> <div>45</div> <div>45</div> <div>45</div>	<div>RETB 121</div> <div>Banavie SC</div>
Parkhill LC (UWC)		59 66 *	<div>50</div> <div>50</div> <div>50</div> <div>50</div> <div>50</div>	<div>45</div> <div>45</div> <div>45</div> <div>45</div> <div>45</div>	
Parkhill LC (UWC)		59 67 *	<div>50</div> <div>50</div> <div>50</div> <div>50</div> <div>50</div>	<div>45</div> <div>45</div> <div>45</div> <div>45</div> <div>45</div>	
Parkhill LC (UWC)		59 75	<div>50</div> <div>50</div> <div>50</div> <div>50</div> <div>50</div>	<div>45</div> <div>45</div> <div>45</div> <div>45</div> <div>45</div>	

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
SC143	006	Crianlarich to Oban			OBN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Achnadoleich No.1 LC (UWC)			15X TRAINS ONLY		OTHER THAN 15X TRAINS	RETB 121 Banavie SC	
			45		40		
		60 11 *	*		*		
			50				
		60 37 *					
					45		
Achnadoleich No.2 LC (UWC)		61 49 *	*		*		
			40		30		
		62 01 *	*		*		
Achnadoleich No.3 LC (UWC)		62 71	T		T		
			55		45		
Achnadoleich No.4 LC (UWC)							
		63 12	T		T		
Achnadoleich No.5 LC (UWC)							
			55		45		

Scotland Route Sectional Appendix Module SC9

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC143	007	Crianlarich to Oban	OBN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 121 Banavie SC
Culnadalloch No.1 LC (UWC)	63 20	T			
Achaleven LC (UWC)	65 00	T			
(East) Sdg GF	65 10	S			
Connel Ferry Sdgs					
(West) Sdg GF	65 23	S			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC143	008	Crianlarich to Oban	OBN2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
CONNEL FERRY TEP		15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 121 Banavie SC	
	65 30				
	65 49 *				
	65 71 *				
	68 44 *				
	69 38 *				
	69 42 *				

Scotland Route Sectional Appendix Module SC9

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC143	009	Crianlarich to Oban	OBN2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Sdg GF			15X TRAINS ONLY	OTHER THAN 15X TRAINS	<div>RETB 121</div> <div>Banavie SC</div> <div>① = Connection OOU</div>
	69 43 *				
	69 48 *				
Sdg GF	71 10				
Station GF OBAN TEP	71 44				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC145	001	Fort William Jn to Mallaig	MLG1 MLG2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Fort William Jn SB & TEP		0 05			<div>RETB 104 Fort William Jn. SB</div>
		1 27 0 00			<div>CL 865f (260m) (41 SLU's)</div>
(Change of ELR MLG1 to MLG2)					
Banavie LC (R/C)		0 18			
BANAVIE		0 22			
		0 24 *			
Banavie SC		0 26			
Canal Bridge		0 27			

Scotland Route Sectional Appendix Module SC9

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC145	002	Fort William Jn to Mallaig	MLG2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Stepps Cottage LC (UWC)			15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 104 Banavie SC
		0 29 *			
		0 41 *			
		0 45 *			
		0 46	T	T	
CORPACH		1 30			
Corpach LC (AOCL)		1 33			
Orival LC (UWC)		1 67	T	T	

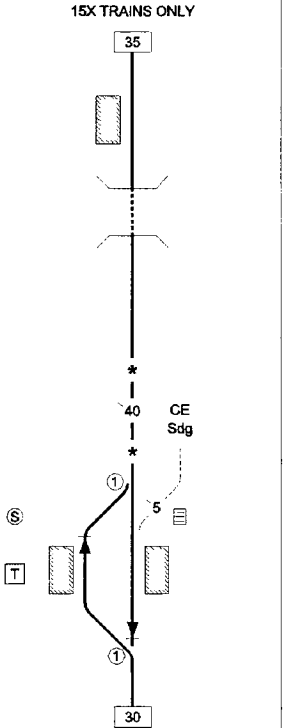
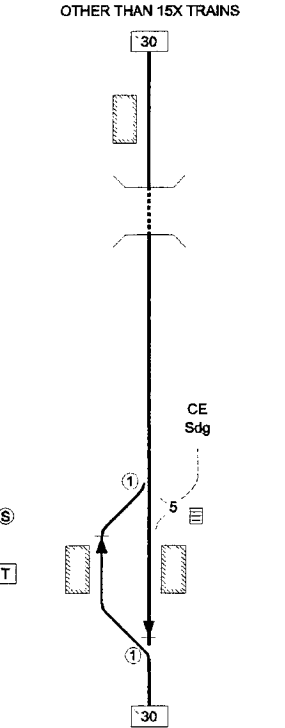
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC145	003	Fort William Jn to Mallaig	MLG2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
		15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 104 Banavie SC	
Annat East LC	2 14	40	40		
Annat Gate Box	2 15				
Annat West LC (RC)	2 22				
Annat Pulp Mill GF	2 28	40 S 5 Pulp Mill Sdgs	40 S 5 Pulp Mill Sdgs		
Locheil OB LC (UWC)	4 19	T	T		
LOCH EIL OUTWARD BOUND TEP	4 20	T [Hatched Box]	T [Hatched Box]	RETB 108	
	4 24 *	*			
		55	40		

Scotland Route Sectional Appendix Module SC9

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC145	004	Fort William Jn to Mallaig	MLG2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 108 Banavie SC
Fassfern No.1 LC (UWC)		6 04	T	T	
Fassfern No.2 LC (UWC)		6 21	T	T	
Drumbeg Farm LC (UWC)		7 26	T	T	
Corriebeg Farm No.1 LC (UWC)		7 42	T	T	
Corriebeg No.2 LC (UWC)		7 68	T	T	
LOCHEILSIDE		7 79			
Camus An Eng Farm No.1 LC (UWC)		9 15	T	T	
Camus An Eng Farm No.2 LC (UWC)		9 22	T	T	
Camus An Eng Farm No.3 LC (UWC)		9 29	T	T	
Heds of Lochiel LC (UWC)		9 36	T	T	
		11 77 *	*	*	
		13 00 *			
			55	40	
			40	30	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC145	005	Fort William Jn to Mallaig	MLG2	Scotland	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
<p>Glenfinnan Viaduct</p> <p>Sdg GF</p> <p>GLENFINNAN TEP</p>	13 65 *	<p>15X TRAINS ONLY</p>	<p>OTHER THAN 15X TRAINS</p>	<p>RETB 108 Banavie SC</p> <p>① = Over Glenfinnan Viaduct</p> <p>② = 15 mph through loop points, in both directions, and over loop lines</p> <p>CL 455f (139m) (21 SLU's)</p>	
	14 05				
	14 58				
	14 61 *				
	17 68 *				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC145	007	Fort William Jn to Mallaig	MLG2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
BEASDALE		28 49	<p>15X TRAINS ONLY</p> 	<p>OTHER THAN 15X TRAINS</p> 	<p>RETB 102 Banavie SC</p> <p>① = 15 mph through loop points, in both directions, and over loop lines</p> <p>CL 590f (180m) (28 SLU's)</p>
		29 16 to 29 32			
Borrodale Tunnel 350 yards		29 49 *			
		30 77 *			
Sdg GF					
ARISAIG TEP		32 02			

Scotland Route Sectional Appendix Module SC9

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC145	008	Fort William Jn to Mallaig	MLG2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Craig Mhor LC (UWC)			15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 102 Banavie SC
Macleans LC (UWC)			15X TRAINS ONLY	OTHER THAN 15X TRAINS	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC145	009	Fort William Jn to Mallaig	MLG2	Scotland	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Morar LC (AOCL)		36 56 *	15X TRAINS ONLY	OTHER THAN 15X TRAINS	RETB 102 Banavie SC
MORAR		36 59			
Mallaig GF		38 23 *			
Sdg GF					
Sdg GF					
MALLAIG TEP		39 39			

ROUTE CLEARANCE
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Table D1 - Route clearance of diesel multiple unit trains

To be read in conjunction with General Notes.

Line of route	Line of Route / Sector Description	Her	14X	150	153	155	156	158	170	Notes
SC141	CRAIGENDORAN JN. TO FORT WILLIAM	Y	N	Y	Y	Y	Y	N	N	
SC143	CRANLARICH TO OBAN	Y	N	Y	Y	Y	Y	N	N	
SC145	FORT WILLIAM JN. TO MALLAIG	Y	N	Y	Y	Y	Y	N	N	

LOCAL INSTRUCTIONS

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SC141 - CRAIGENDORAN JN TO FORT WILLIAM HELENSBURGH UPPER TEP

Up direction trains - The driver of an Up direction train must return his radio electronic token to leave the RETB system while at a stand at Helensburgh Upper station.

Examination of the line between Craigendoran and Helensburgh Upper - If a driver of a Down direction train is instructed to report the state of the line between Craigendoran and Helensburgh Upper to the signaller at Yoker signalling centre, he will be instructed to use the telephone at Up direction signal YC.652 at Helensburgh Upper for this purpose.

Dated: 02/12/06

SC141 - CRAIGENDORAN JN TO FORT WILLIAM Glen Douglas TEP

NATO depot

The terminal must only be serviced in the hours of daylight.

Before entering the depot, the person in charge of the movement must remove and extinguish the tail lamp and leave it in a safe position at the security gate leading to the NATO headshunt.

The person in charge of the movement must, before authorising the driver to leave the siding, ensure that the train has a tail lamp attached in accordance with the relevant instructions.

For safety reasons NO radio transmission must be made, or attempted, once the train has passed the security gate to enter the NATO Depot.

Dated: 02/12/06

SC141 - CRAIGENDORAN JN TO FORT WILLIAM Glen Douglas TEP To ARROCHAR & TARBET TEP

Equipment is installed at 16 miles 440 yards to monitor possible track movement due to a geological fault on the hillside at this location. A fence is also provided to detect any rock fall.

Dated: 02/12/06

SC141 - CRAIGENDORAN JN TO FORT WILLIAM

CRANLARICH TEP

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

Joining - The first train to enter the platform must be brought to a stand at the far end of the station and return the token. The second train will be issued with a 'Loop Occupied' token at Fillan or Lower Cranlarich, as the case may be, and the driver reminded, when being given permission to proceed, that the loop line is occupied. In the event of a failure of all cab equipment in the second train, a special authority card may be used provided 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.

After the first train has passed clear of the loop line, the rear train may draw forward to the combined stop board / points set indicator provided station duties have been completed, all is in order for the train to commence the movement and the conductor has sent the bell / buzzer code 6, to the driver. Before requesting a token to proceed, the driver must advise the signaller that he is at a stand at the stop board.

If only one radio is operational on the train, it may be split but the portion with the working radio must proceed to Oban. If all radios are non-operational but the radio / signalling system is still in working order in the Cranlarich area, the train must not be split but proceed to Fort William in accordance with Instruction 6, clause 6.2. of the instructions **Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned**.

If splitting requires to take place during the period of a failure of the radio / signalling system affecting all trains in the Cranlarich area prior to the introduction of **RETB Working by Pilotman**, each portion may be allowed to proceed from Cranlarich in accordance with Instruction 6, clause 6.2. of the instructions **Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned**.

'Loop Occupied' tokens - The Up direction 'Loop Occupied' tokens available for issue at Fillan and Lower Cranlarich must only be used for booked joining and splitting of Sprinter trains at Cranlarich and for providing assistance to a train which has failed in the Up loop at Cranlarich.

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 lock 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 at the bottom of the platform ramp, one pair in association with the Down loop '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 Banavie signalling centre. Pressing the left-hand plunger of a pair of plungers sets the junction points for the Oban branch. Pressing the right-hand plunger of a pair of plungers sets the points for the main West Highland line for Upper Tyndrum. 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.

- 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 Banavie signalling centre 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 direction train on the main or branch line finds that the 'Points Set' indicator on the approach to Cranlarich is not illuminated, he must immediately inform the signaller at Banavie signalling centre 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. 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. 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 Banavie signalling centre 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 Banavie signalling centre when this has been done. The driver must not pass the 'Points Set' indicator unless the signaller at Banavie signalling centre 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 Banavie signalling centre 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 centre position. Switching it to the left sets the points for the main line. Switching it to the right sets the points for the Oban 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 Banavie signalling centre.

If instructed by the signaller to operate this switch, the driver, or other person concerned, must carry out the following procedure :-

1. 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.
2. 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 centre 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 Tyndrum Lower until the override switch has been operated under the instructions of the signaller at Banavie signalling centre.

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 Crianlarich, 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 Crianlarich and Tyndrum Lower, the engineer must be in possession of both the Crianlarich to Tyndrum Lower 'Engineering' token and also the Crianlarich '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 centre position, and the box relocked.

RETB Working by Pilotman - If it is necessary to divide a Down direction passenger train or combine Up direction passenger trains at Crianlarich, two Pilotmen must be appointed to the following sections simultaneously -

Pilotman A - Ardlui (or south thereof) and Upper Tyndrum.

Pilotman B - Crianlarich Lower GF and Dalmally (or west thereof).

Down trains to be divided - Down trains must be accompanied by Pilotman A between Ardlui (or south thereof) and Crianlarich. After the train has been divided, providing Pilotman B is present and permission for the train to occupy the Crianlarich / Tyndrum Lower section has been obtained, Pilotman A may authorise the train to proceed. After Pilotman A has checked visually that the first portion has passed the Down branch 'loop clear' marker at Crianlarich, he may then obtain permission for the second portion to proceed towards Upper Tyndrum and then authorise it to proceed.

Up trains to be combined at Crianlarich - Up trains from Upper Tyndrum must be accompanied by Pilotman A between Upper Tyndrum and Crianlarich. On arrival at Crianlarich, Pilotman A must proceed on foot or by road to Crianlarich Lower GF. Up trains from Oban must be accompanied by Pilotman B as far as Crianlarich Lower GF where he must detrain. Pilotman A must then, with the authority of the signaller, conduct the train from Crianlarich Lower GF on to the rear of the front portion at Crianlarich. After both portions have been coupled together, Pilotman A must then obtain permission from the signaller and then authorise the combined trains to proceed to Ardlui (or south thereof).

Dividing and combining trains - In each case, Pilotman A must issue a separate Pilotman's Written Authority to Proceed form to (a) allow the train to proceed as far as Crianlarich and (b) allow the train to proceed beyond Crianlarich. The signaller must record the time at which each train enters or leaves the section as shown in clause 4.1 of the RETB Working by Pilotman instructions for each written authority.

Dated: 02/12/06

SC141 - CRAIGENDORAN JN TO FORT WILLIAM

Fillan TEP

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

Dated: 02/12/06

SC141 - CRAIGENDORAN JN TO FORT WILLIAM

UPPER TYNDRUM TEP

North and South Interlocking - After the driver of a Down direction train has returned his token at the Down loop stop board, he must change his radio channel and co-operate with the 'North' signaller at Banavie signalling centre to enter his radio number in the North interlocking, and then obtain a token to proceed. The radio number will be deleted from the South interlocking without further action by the driver.

After the driver of an Up direction train has returned his token at the Up loop stop board, he must change his radio channel and co-operate with the 'South' signaller at Banavie signalling centre to enter his radio number in the South interlocking, and then obtain a token to proceed. The radio number will be deleted from the North interlocking without further action by the driver.

Shunting - No shunting tokens are available at Upper Tyndrum and all shunting operations including departure from the CE siding for shunting purposes, or access to the CE siding, must be carried out by special authority card. Such authority cards will be dictated only by the 'North' signaller. Drivers requiring to carry out any of the above shunting operations must ensure that they are switched to the appropriate radio channel to communicate with the 'North' signaller. When shunting is complete and the special authority card cancelled, the driver must give the 'North' signaller an assurance that no vehicles have been left on the single line or any place where they could cause an obstruction to trains.

No portion of a Down train must be left on the single line during shunting operations. Before the locomotive of a Down train is uncoupled, the points must be set for the CE siding and remain in that position while shunting operations are in progress. Any portion of a train left on the Down platform line during shunting operations must be properly secured.

Dated: 02/12/06

SC141 - CRAIGENDORAN JN TO FORT WILLIAM

BRIDGE OF ORCHY TEP To RANNOCH TEP

Working by special authority card - If the radio fails in the leading cab of a train requiring to proceed from Bridge of Orchy to Rannoch, or Rannoch to Bridge of Orchy, the rear cab radio must not be used but working by special authority card must be introduced. The issue of a 'Long Section' token between Bridge of Orchy and Rannoch or Rannoch and Bridge of Orchy by special authority card is authorised as shown in Instruction 6 of the '**Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned**'.

Gorton CE siding - Gorton CE siding is to be used only for engineer's trains or machines. In the event of an emergency, the authority of the Area Production Manager, or his nominated representative, who must first obtain the authority of the Engineer, must be obtained before this siding is used for other than engineer's trains or machines.

Drivers of trains or machines using this siding must inform the signaller at Banavie signalling centre if any vehicles or machines are stabled in, or removed from, this siding.

Dated: 02/12/06

SC141 - CRAIGENDORAN JN TO FORT WILLIAM

RANNOCH TEP To TULLOCH TEP

Working by special authority card - If the radio fails in the leading cab of a train requiring to proceed from Rannoch to Tulloch, or Tulloch to Rannoch, the rear cab radio must not be used but working by special authority card must be introduced. The issue of a 'Long Section' token between Rannoch and Tulloch or Tulloch and Rannoch by special authority card is authorised as shown in Instruction 6 of the '**Single Lines Worked by Radio Electronic Token Block - Instructions to Traincrews, Persons carrying out Engineering Work and Others Concerned**'.

Corrour CE siding - Corrour CE siding is to be used only for engineer's trains or machines. In the event of an emergency, the authority of the Area Production Manager, or his nominated representative, who must first obtain the authority of the Engineer, must be obtained before this siding is used for other than engineer's trains or machines.

Drivers of trains or machines using this siding must inform the signaller at Banavie signalling centre if any vehicles or machines are stabled in, or removed from, this siding.

Dated: 02/12/06

SC141 - CRAIGENDORAN JN TO FORT WILLIAM

TULLOCH TEP

Shunting - Any portion of the train left on the Up platform line during shunting operations must be properly secured.

Dated: 02/12/06

SC141 - CRAIGENDORAN JN TO FORT WILLIAM

Fort William Jn SB & TEP

British Aluminium Co's sidings - The level crossing plunger associated with the Open level crossing must not be operated when the hand points are set for L3 siding.

Prior to a movement entering the loading bay, the person in charge of the movement must obtain an assurance from the firm's representative that all staff and other persons within the loading bay have been made aware of the pending movement and are clear of the sidings. When placing a single wagon into the loading bay, the reach wagon must be used.

After working in the sidings, the person in charge of the movement is responsible for ensuring that the trap points situated between the British Aluminium Co's gate and the open level crossing are set for the run off once the train has drawn clear.

Authority for trains from Fort William Jn to proceed - Provided the driver has received the appropriate token, the authority to proceed towards Spean Bridge, or towards Loch Eil or Annat Pulp Mill will be the clearing of the main or branch, as appropriate, section signal, or permission to pass the signal at danger.

Receiving/returning RETB tokens - A driver may enter the RETB system and obtain a token to proceed from Fort William Jn towards Spean Bridge, or towards Loch Eil or Annat Pulp Mill at any place up to, or at, the main or branch, as appropriate, section signal, but this procedure must be carried out when the train is at a stand. A driver proceeding to Fort William Jn from the main or branch line, may surrender his token at any time after coming within the protection of the main or branch, as appropriate, home signal, 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 Fort William Jn during a failure of token equipment is kept in Fort William Jn signal box, and the driver must use the telephone provided in order to communicate with the signaller at Banavie signalling centre for the purpose of completing such a card.

Engineer's Possession - When the driver of an engineer's train or machine requiring to leave a possession between Spean Bridge and Fort William or between Fort William and Loch Eil, has received verbal permission to pass the main or branch, as appropriate, Station Limits board and proceed towards Fort William Jn, he must inform the signaller at Banavie signalling centre when the whole train has passed the appropriate home signal.

Station Limits - Station Limits for the main line is defined as the line between the main line Station Limits board and the main line notice board indicating the limits of Radio Token working.

Station Limits for the branch line is defined as the line between the branch Station Limits board and the branch line notice board indicating the limits of Radio Token Working.

Dated: 02/12/06

SC141 - CRAIGENDORAN JN TO FORT WILLIAM

FORT WILLIAM

T & RSD

Movements to and from the Maintenance Shed - Where reference is made in the following instructions to "designated person" this means the person responsible for protection who is identified by an orange armband bearing the letters "DP" in black.

1. When required to make a movement into the Shed, the driver must stop at the Stop board on No.3 locomotive siding.
2. Movements past the Stop board and movements out of the Shed 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 and the derailer has been moved clear of the rail.
3. When the movement has passed clear, the derailer must be immediately locked in the raised position by the designated person.

Movements to and from Nos.1 and 2 locomotive sidings - The undermoted arrangements need only be observed during the period when maintenance work is taking place within these sidings :-

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

1. Before maintenance work commences in No.1 and / or 2 siding, the designated person must open and padlock the hinged Stop board, positioned facing to movements approaching these sidings, to show "Stop - Await Instructions", and lock the associated derailer in the raised position.
2. Before work commences on any vehicle in No.1 or 2 siding, the provisions of the Rule Book , Module T10 must be applied to all vehicles in Nos.1 and 2 siding, and maintained until all such work has been completed.
3. When all maintenance work and all associated train movements are completed in Nos.1 and 2 sidings, the designated person must close and padlock the hinged Stop board so that nothing is displayed, and unlock and lower the associated derailer.
4. On proceeding towards the depot, drivers must be prepared to stop at the hinged Stop board. If it is displaying "Stop - Await Instructions", further movement must not be made unless specifically authorised by the designated person. If the designated person does not arrive to give the driver instructions within 10 minutes of the train coming to a stand at the Stop board, the driver must contact the maintenance foreman and wait for further instructions. If the Stop board is not displaying any instructions, drivers may proceed into No.1 or 2 siding, (or towards the Stop board on the Maintenance Shed siding).
5. During the period when maintenance work is taking place in Nos.1 and / or 2 sidings, drivers must not commence any movement to, within or from No.1 or 2 siding unless specifically authorised by the designated person.
6. When giving permission for a movement to proceed beyond the hinged Stop board, the designated person must ensure that the derailer is lowered and must advise the driver the line to which the movement will proceed, stating whether the line is occupied or clear, give an assurance that staff working in the area have been advised of the movement and remind drivers to check that any points are correctly set. Drivers must not commence a movement until this advice is received. The provisions of the Rule Book, Module SS2 apply.
7. During any movement to, within or from either of the sidings, the driver must proceed only as far as the line is clear, keeping a good lookout at all times for any persons or obstructions.
8. The designated person must not leave duty without ensuring that the hinged Stop board has been secured in the closed position and the associated derailer lowered unless maintenance work is continuing in No.1 and / or 2 siding, and the designated person is handing over duty to his relief.

Dated: 02/12/06

SC141 - CRAIGENDORAN JN TO FORT WILLIAM

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.

Dated: 02/12/06

SC143 - CRIANLARICH TO OBAN

Lower Crianlarich TEP

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

Dated: 02/12/06

SC143 - CRIANLARICH TO OBAN

DALMALLY TEP To TAYNUILT TEP

Pass of Brander - Automatic stone signals - Between the 51¼ and 56 mile posts in the Pass of Brander, 16 automatic stone signals are erected on the South or loch side, and one near the 54 mile post on the North or hill side of the line, at irregular distances from each other, and at points where the best view can be obtained of them from either direction. All these signal posts carry an Up and a Down arm, with the exception of the one at the East end which carries a Down arm only, and the one at the West end which carries an Up arm only. The signals are connected by a number of wires forming a screen which runs along the top of the railway slope on the hill side of the line, and so long as the screen wires remain intact, the signals remain clear; but in the event of a stone falling from the mountain and one or more wires being broken; Up and Down signals go to danger. Every alternate wire passes the first signal post and is connected with the second signal post, and when a driver sights a signal at danger he must reduce speed and proceed cautiously in accordance with the Rule Book, Module S5, until a second clear signal is reached - as there may be one clear signal between two danger ones - or until the last special signal for the falling stones is passed. He must also inform the signaller at Banavie signalling centre by radio that a stone signal is at danger.

Dated: 02/12/06

SC143 - CRIANLARICH TO OBAN

CONNEL FERRY TEP To OBAN TEP

Single Line Block Section - The Down direction single line block section is defined as the line between the stop board at Connel Ferry and the designated line buffer stop at Oban.

Dated: 02/12/06

SC143 - CRIANLARICH TO OBAN

OBAN TEP

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

Dated: 02/12/06

SC143 - CRIANLARICH TO OBAN

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.

Dated: 02/12/06

SC145 - FORT WILLIAM JN TO MALLAIG

CORPACH

Drivers of Up trains must report, by radio, to Banavie signalling centre departing from, or passing, Corpach station.

Dated: 02/12/06

SC145 - FORT WILLIAM JN TO MALLAIG

Annat Pulp Mill GF

Yard working applies, but only one train must be permitted to be on the Annat Pulp Mill siding line at a time.

Dated: 02/12/06

SC145 - FORT WILLIAM JN TO MALLAIG

ARISAIG TEP To MALLAIG TEP

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

Dated: 02/12/06

SC145 - FORT WILLIAM JN TO MALLAIG

MALLAIG TEP

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

Dated: 02/12/06

SC145 - FORT WILLIAM JN TO MALLAIG

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.

Dated: 02/12/06