

NETWORK RAIL

Scotland Route

SC

Week No.

37

PERIODICAL OPERATING NOTICE

CONTAINING

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS
INCLUDING NATIONAL OPERATING INSTRUCTIONS
MISCELLANEOUS INSTRUCTIONS AND NOTICES

INCORPORATING

SUPPLEMENT NO. 69 TO THE SCOTLAND ROUTE
SECTIONAL APPENDIX

SATURDAY 07 DECEMBER 2024
to
FRIDAY 28 FEBRUARY 2025
inclusive

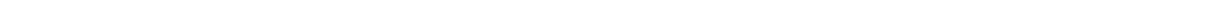
For additional items during the currency of this Notice, see Section D of the
Weekly Operating Notice (WON).

Published quarterly, on the first Saturday of March, June, September and December.

This notice comprises of 34 Pages

<p>For queries regarding the content of this publication contact: PlanningPublications@networkrail.co.uk</p>
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ACKNOWLEDGEMENT SLIP

Please complete the Acknowledgement Slip below (if appropriate), detach it and hand it to your Supervisor/Manager.

I, the undersigned, acknowledge receipt of the Periodical Operating Notice and Supplement No 69 to the Scotland Route Sectional Appendix effective from Saturday 07 December 2024 to Friday 28 February 2025

I undertake to familiarise myself with the contents and observe the instructions there in which apply to me.

Full Name (in capitals): _____

Signature (in full): _____

Location: _____

Date: _____

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Introduction

This Periodical Operating Notice (PON) composed of two sections:-

Part 1 contains items published for the first time in the PON. Items published in this first section that have not been published in the Weekly Operating Notice (WON) are additionally noted by a vertical line in the margin.

Part 2 contains items previously published in the PON that are still valid.

Items marked * * will not appear in future issues of the PON and a note must be taken of them.

Supplement to the Sectional Appendix

Attached to the back of this Notice are updates to the existing Sectional Appendix in the form of a Supplement. This is not part of the PON. It is a document in its own right. It has been physically attached to the PON to:

- ensure its effective distribution to all users
- reduce the amount of raw materials consumed in its generation and distribution
- reduce costs associated with production

The Supplement is identified as Supplement No. 69 and is dated 07 December 2024. In line with current industry standards items published in the Supplement will not appear in future PONs.

**Enquiries concerning amendments to the Sectional Appendix must be e-mailed to the
Planning Publications mailbox
PlanningPublications@networkrail.co.uk**

**Enquiries concerning amendments to the :
NATIONAL OPERATING PUBLICATIONS SHOULD BE ADDRESSED TO
STEVE RAY, NETWORK OPERATIONS.**

**Amendments to the Rule Book and Working Manuals for Railway Staff are produced by Rail Safety &
Standards Board.**

**NETWORK RAIL SCOTLAND ROUTE TAKE NO RESPONSIBILITY FOR ANY ERRORS THAT MAY BE
CONTAINED IN THESE AMENDMENTS**

Enquiries concerning amendments to the Rule Book and Working Manual should be addressed to:

**RSSB
The Helicon
1 South Place
London
EC2M 2RB**

Email: enquirydesk@rssb.co.uk

RECORDING OF CONVERSATIONS

Telephone calls to Network Rail Signal boxes, Electrical Controls and Production Controls may be recorded for the purposes of monitoring the quality of safety related information being exchanged and to assist with investigations into incidents.

This publication is printed and distributed by APS Group

Telephone:

0161 495 4515

E-mail:

nnrons@theapsgroup.com

LATE OR NON-DELIVERY

Please contact APS Group if you have not received your PON by 15.00 hours on the Wednesday prior to the operative Saturday of this publication, thus allowing adequate time to expedite tracking and replacement procedures as necessary.

If you receive this publication from your line manager or a local distribution point arrangement, then please contact them direct and NOT APS Group

Part A - Foreword

A1 Introduction

This document contains new and previously published amendments to National Operations Publications, which are considered too urgent to await a complete reissue of the document concerned.

A2 Scope

This document is primarily used to publish minor changes to National Operations Publications. However, it may also be used to publish material changes that have already been consulted on but do not justify the reissue of a Rule Book module and / or handbook.

A3 Implementation

The publication date of this document is **07 December 2024**.

A4 Technical content

The technical content of this document has been approved by James Webb, Professional Head of Rail Operations, RSSB. Enquiries should be directed to RSSB at <https://customer-portal.rssb.co.uk/>.

A5 Definitions

Material change

Where duty holders are required by a Railway Group Standard to do something physically different.

Minor change

A minor change comprises of one of the following:

- Typographical errors or changes to administrative details such as telephone numbers, or
- Changes for the purpose of clarification, where there is negligible potential for misinterpretation which diminishes safety, or
- Changes to operational documents affecting only one duty holder, provided that the duty holder consents to those changes.

National Operations Publications

These are Railway Group Standards which set out mandatory requirements for direct application in the workplace and which are subject to frequent changes. These include any modules or handbooks forming part of the Rule Book (GERT8000) or its associated information handbooks with references in the RS500 series.

Periodical Operating Notice

An official document for publishing details of changes to National Operations Publications and local operational publications to the railway industry. This is often referred to as the PON.

Part B - Changes since previous issue

Amendment No	Publication and section
Part C - New amendments to National Operations Publications	
01/24	GERT8000-HB9, issue 8, IWA or COSS setting up safe systems of work within possessions, sections 3.3 to 3.5.
02/24	GERT8000-TS1, issue 18.1, General signalling regulations, regulation 12.1.
03/24	Handbook RS524, List of Dangerous Goods and their United Nations numbers, issue 1, table 1.
Amendment No	Publication and section
Part D - Previous amendments to National Operations Publications	
04/23	GERT8000-T3 Possession of a running line for engineering work, issue 11, section 9.1. This amendment is not carried forward as it has been published in the Rule Book.
02/22	Various modules and handbooks. Amendments to Rule Book modules TS9 and TW8 have not been carried forward as they have been published in the Rule Book.

Part C - New amendments to National Operations Publications

GERT8000 Rule Book

Handbook 9 IWA or COSS setting up safe systems of work within possessions

Explanation of change

As a result of the reissue of Handbooks 6 and 7 the cross-references to those handbooks have now been changed. Sections 3.3, 3.4 and 3.5 are amended as shown below to include the new cross-references. There are no changes to any other part of section 3.

3.3 Safe system of work where all lines are blocked (safeguarded)

Before you can treat your safe system of work as safeguarded, you must agree with the ES or SWL that:

- there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

You must make sure that any other line at your site of work that is not inside the work site is blocked as shown in section 4.2 of handbook 6 or 4.3 of handbook 7.

3.4 Safe system of work using a safety barrier (fenced)

Before you can treat your safe system of work as fenced, there must be a safety barrier as described in section 3.3 of handbook 6 or section 6.5 of handbook 7 between your site of work and any open line.

You must also:

- reach a clear understanding with the ES or SWL that there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

3.5 Safe system of work (separated)

Before you can treat your safe system of work as separated, you must carry out the instructions shown in section 6.6 of handbook 7 for any adjacent open line.

You must also:

- reach a clear understanding with the ES or SWL that there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

A person acting as an IWA cannot use a site warden as part of this safe system of work.

GERT8000 Rule Book

Module TS1 General signalling regulations

Explanation of change

The module published in September 2024 incorrectly included a change to regulation 12.1 which it was finally decided would not be progressed. The wording of this regulation will now revert to that previously published, as shown below. There are no changes to any other part of regulation 12.

12.1 When this general signalling regulation must be used

You must carry out this regulation if you are told that a train cannot be signalled normally because a track circuit actuator (TCA) on the train has become defective.

You must pass on the details to the next signaller who is to signal that train.

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

Explanation of change The 2025 RID regulations include a number of changes to the details of UN numbers which are as shown below.

Amend: the following as shown:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
1835	Tetramethylammonium hydroxide aqueous solution	8		II, III
2870	Aluminium borohydride in devices	4.2	4.3	
3165	Aircraft hydraulic power unit fuel tank (containing a mixture of anhydrous hydrazine and methyl hydrazine) (M86 fuel)	3	6.1 8	
3292	Batteries containing metallic sodium or sodium alloy cells, containing metallic sodium or sodium alloy	4.3		
3423	Tetramethylammonium hydroxide solid	6.1	8	I

Add: the following new entries:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
3551	Sodium ion batteries with organic electrolyte	9		
3552	Sodium ion batteries contained in equipment or sodium ion batteries packed with equipment, with organic electrolyte	9		
3553	Disilane	2.1		
3554	Gallium contained in manufactured articles	8		
3555	Trifluoromethylte-trazole-sodium salt in acetone, with not less than 68% acetone, by mass	3		II
3556	Vehicle, lithium ion battery powered	9		
3557	Vehicle, lithium metal battery powered	9		
3558	Vehicle, sodium ion battery powered	9		
3559	Fire suppressant dispersing devices	9		
3560	Tertramethylammonium hydroxide aqueous solution with not less than 25% tetramethylammonium hydroxide	6	8	I

Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

Explanation of change

The 2023 RID regulations include a number of changes to the details of UN numbers which are as shown below.

Delete: the following which ceased to be valid after 30th June 2023:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
1169	Extracts, aromatic, liquid			

Amend: the following as shown:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
1197	Extracts, liquid for flavour or aroma	3		II, III
1345	Rubber scrap or Rubber shoddy, powdered or granulated not exceeding 840 microns and rubber content exceeding 45%	4.1		II
1872	Lead dioxide	5.1		III
1891	Ethyl bromide (Bromoethane)	3	6.1	II
2015	Hydrogen peroxide, stabilized or hydrogen peroxide, aqueous solution, stabilized with more than 70% hydrogen peroxide	5.1	8	I

Add: the following new entry:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
3550	Cobalt dihydroxide powder, containing not less than 10% respirable particles	6.1		I

Changes to various modules and handbooks as a result of the term 'pilotman' being replaced by 'pilot'

Explanation of change

It has been pointed out that the use of the term 'pilotman' in Rule Book modules P1 *Single line working* and P2 *Working single and bi-directional lines by pilotman* suggests that the person carrying out the role must be a man. This is not correct and the term has been changed to 'pilot'.

The modules and handbooks concerned will be reissued over a period. Those listed below will not be reissued in printed format at this stage but were amended as shown from 3 December 2022. Existing copies should be altered in ink to show these changes.

Electronic versions of the modules and handbooks including these changes can be found at www.rssb.co.uk or in the Rule Book App.

Rule Book module or handbook	Section or regulation	Amendment
G1 General safety responsibilities and personal track safety for non-track workers	5.3 5.6	Amend 'pilotman' to 'pilot'
T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided.	7.2	Amend 'pilotman' to 'pilot'
TS3 Absolute block regulations	9.1 9.2.2 9.2.4 9.5	Amend 'pilotman' to 'pilot'
TS4 Electric token block regulations	2.2 8.1.1 8.2.1 8.6.1	Amend title of module P2 to read <i>'Working single and bi-directional lines by pilot'</i> .
TS4 Electric token block regulations	8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.5 8.6.1 8.6.2 8.7 8.8	Amend 'pilotman' to 'pilot'

TS5 Tokenless block regulations	8.1 8.2	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '
TS5 Tokenless block regulations	8 8.1 8.2 8.3 8.4 8.5 8.5.2	Amend 'pilotman' to 'pilot'
TS7 No-signaller token regulations	2.2 8.1.1 8.2.1 8.3.1	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '
TS7 No-signaller token regulations	3.1 8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.3.1 8.3.2 8.4	Amend 'pilotman' to 'pilot'
TS8 One-train working regulations	8.1 8.4.1	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '
TS8 One-train working regulations	3.1 3.2 8 8.1 8.2 8.3 8.4.1 8.4.2	Amend 'pilotman' to 'pilot'
Handbook 5 Handsignalling duties	4 6.1	Amend 'pilotman' to 'pilot'

Changes to various modules and handbooks as a result of the term 'manned level crossing' being replaced by 'manually-controlled level crossing'**Explanation of change**

It has been pointed out that the use of the term 'manned level crossing' in the Rule Book suggests that the person operating the crossing must be a man. This is not correct and the wording has been changed as necessary to refer to these crossings as 'manually-controlled'.

The modules and handbooks concerned will be reissued over a period. Those listed below will not be reissued in printed format at this stage but were amended as shown from 3 December 2022. Existing copies should be altered in ink to show these changes.

Electronic versions of the modules and handbooks including these changes can be found at www.rssb.co.uk or in the Rule Book App.

Rule Book module or handbook	Section or regulation	Amendment
T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided	5.9	Amend 'manned level crossing' to 'manually-controlled level crossing'

Handbook RS523 GSM-R Handbook

8 Broadcast calls

Explanation of change

A GSM-R acknowledged safety broadcast can now be used by a signaller to inform drivers that a warning board or speed indicator for a temporary speed restriction is missing or obscured. Section 8.4 has been amended to include this. (This addition was first published in the December 2017 Periodical Operating Notice).

The '**Poor rail conditions**' section has now been changed to refer to 'reportable' railhead conditions to match the changes that have been made in Rule Book module TW1 'Preparation and movement of trains' to describe rail conditions.

8.4 Acknowledged (safety) broadcast calls

Safety broadcast calls are used to reach a clear understanding by using non verbal acknowledgement.

After listening to the message in its entirety and after the call has been terminated the driver acknowledges their understanding of the message by pressing the **ST** button.

Uses for safety broadcasts

Safety broadcast calls can be used for the following scenarios.

- Poor rail conditions.
- Animals on the line (Not tunnels).
- Defective Emergency Indicators.
- Missing or obscured Temporary Speed Restriction (TSR) board.
- Unusual events (Not Track or Signalling).

Scripts for safety broadcasts

The following scripts set out the content of a pre-recorded safety broadcast:

Poor rail conditions

"This is a safety broadcast from the signaller at _____. There are reportable railhead conditions at/on* the approach to _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate.

Animals on or near the line

"This is a safety broadcast from the signaller at _____. There are animals on or near the line at/between* _____ and* _____, proceed at caution. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate.

Defective Emergency Indicators

"This is a safety broadcast from the signaller at _____. There is a defective emergency indicator for a _____ mph emergency speed restriction at _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

Missing or obscured TSR board

"This is a safety broadcast from the signaller at _____. There is a missing/obscured* warning board or speed indicator* for the _____ mph temporary speed restriction at _____**. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate

** Insert name or location.

Note: If more than one TSR board is missing or obscured for a speed restriction then a GSM-R berth-triggered broadcast message cannot be used for this purpose.

Unusual events

"This is a safety broadcast from the signaller at _____. * _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Insert details of the incident, location and any speed restriction in the main body of the broadcast.

Note: unusual events can include overcrowding on station platforms. The location of the event must be easily identifiable by the signaller and the driver.

Part E - Amendments summary

GERT8000 Rule Book

Module, Issue and Section amended	Number	Published
Handbook RS523 GSM-R Handbook, Issue 1, Section 8.4	02/18	June 2018
Various modules and handbooks	01/22	December 2022
Various modules and handbooks	02/22	December 2022
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/23	March 2023
GERT8000-HB9, issue 8, IWA or COSS setting up safe systems of work within possessions, sections 3.3 to 3.5	01/24	December 2024
GERT8000-TS1, issue 18, General signalling regulations, regulation 12.1	02/24	December 2024
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/24	December 2024

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Miscellaneous Instructions

SIGNAL BOX & GSM-R TELEPHONE NUMBERS – SCOTLAND

Note: GSM-R calls and messages will be diverted to another signal box/panel if:

- the signal box has closed ('switched out') while the line remains open
- the panel/workstation is unstaffed during 'Light Duty Working'.

<u>LOCATION</u>	<u>PABX</u>	<u>EXTERNAL</u>	<u>SIGNAL PREFIX</u>	<u>GSM-R</u>
Aberdeen	04-67560	01224 577560	A	74 0231 01
Aberdeen SB	08563270	03308563270	unchanged	unchanged
Aberdeen SB (Fax)	085 63271	0330 856 3271	unchanged	unchanged
Annan	05-80247	01461 205064	AN	74 0129 01
Annat Gate Box	04-67709	01397 707709		
Arbroath	04-65247	01382 305247	AH	74 0222 01
Auchterarder	04-66394	01738 646394	AR	74 0235 01
Burntisland		03308526160		
Banavie North RETB	04-67703	01397 707703		
Banavie South RETB	04-67711	01397 707711		
Barrhead	04-54261	0141 335 4261	BD	74 1063 01
Barnhill	04-66388	01738 646388		
Barrhill	–	01465 821229	BR	74 0145 01
Blackford	04-66396	01738 646396	BK	74 0234 01
Blair Atholl	04-66378	01738 646378	BA	74 0244 01
Carmont	08563301	01382 305219	CM	74 0228 01
Carnoustie	04-65239	01382 305239	CA	74 0221 01
Cathcart	04-56327	0141 335 6327	C	74 0117 01
Cowdenbeath		03308526163		
Clachnaharry	04-65068	01463 245068		
COWLAIRS SC				
Cowlairs Workstation- Falkirk Tunnel (incl) to Queen Street High Level Greenhill Lower Junction (excl) to Greenhill Upper Junction (incl) Cowlairs West Jn (incl) to Cowlairs North Jn (incl) West Curve Cowlairs North Jn (incl) to Knightswood North Jn (excl) Maryhill Park Jn to Anniesland Bay (incl) Cowlairs South Jn to Sighthill West Jn (incl) Chord line Cowlairs North Jn (incl) to Cowlairs East Jn (incl) East Curve Sighthill West Jn (incl) to Cowlairs West (excl) Cowlairs Workstation-	04-52928	0330 852 6221	CC CE CQ CG GJ	74 0198 01
Cumbernauld Workstation – Greenhill Lower Jn (excl) to Garcosh Jn (incl) Greenhill Upper (excl) via Branch – Plean Larbert Jn to Polmont Jn EPB Carmuir East Jn to Carmuir West Jn Sighthill West Jn (excl) to Garcosh Jn Gartcosh Jn (incl) to Gartsherrie South Jn (excl) Springburn platform lines to Barnhill (incl) Railcare Arrival/Departure lines Garnqueen North Jn to Cowlairs West Jn	04-52435	0330 852 6252	CN CS ECL	74 0198 01

LOCATION	PABX	EXTERNAL	SIGNAL PREFIX	GSM-R
Craigro	04-65294	01382 305294	CO	74 0226 01
Cupar	04-64350	0330 8526159	CP	74 0217 01
Dalwhinnie	04-65125	01463 245125	DW	74 0243 01
Dumfries Station	05-80189	01387 257200	DS , DE	74 0128 01
Redford		03308526166		
Townhill Relay Room Phone		03308526167		
Ladbank Relay Room Phone		03308526168		
Cupar Signal Box Phone Phone		03308526169		
Charlestown Relay Room Phone		03308526170		
Dunblane	04-57211	0141 335 7211	DB	74 0233 01
Dunblane SB	085 30338	0330 853 0338	unchanged	unchanged
Dundee	085 63307	0330 856 3307	unchanged	unchanged
Dundee	085 63306	0330 856 3306	unchanged	unchanged
Dunkeld	04-66374	01738 646374	DK	74 0246 01
Dunragit	–	01581 400684	DR	74 0141 01
Shift Manager	04-62500	0330 852 6579		74 0200 01
Workstation 1 - Monktonhall to Border	04-62501	0330 852 6537	EA, ED, EF, EG EM, EP	74 0201 01
Workstation 2 - Craiglockhart Jn to Niddrie West, Abbeyhill to Monktonhall, Tweedbank to Newcraighall North Junction	04-62502	0330 852 6560	EP, EM, EMB	74 0202 01
Workstation 3 - Edinburgh to Haymarket Stn, Edinburgh to Abbeyhill	04-62503	0330 852 6561	E / EH	74 0203 01
Workstation 4 – Haymarket Stn to Newbridge, Haymarket Stn to Slatefore Jn, Haymarket Stn to South Gyle, Slateford to Cariglockhart Jn, Slateford Jn to Auchengray, Midcalder Jn to Fauldhouse	04-62504	0330 852 6582	EJ / ES EH / EAL	74 0204 01
Workstation 5 - Newbridge – Bathgate/Linlithgow	04-62505	0330 852 6584	EN / EW / EL	74 0205 01
Workstation 5 –Falkirk	04-62505	0330 852 6584	EN	74 0200 01
Tunnel (excl) – Bathgate/Linlithgow		0330 852 6584	EW	
Workstation 6 – South Gyle to Kirkcaldy, North Queensferry to Cowdenbeath	04-62506	0330 852 6602	EC, EO, EU, EV, EY, EAL	74 0206 01
Workstation 7 Kirkcaldy to Cupar (excl). Cowdenbeath to Thornton, Kirkcaldy to Hilton Jn (excl.) Thornton North Jn to Leven	04-62507	0330 852 6603	EB, EK, ER, ET, ETL, EPB, EPJ	74 0207 01
Errol	04-66386	01738 646386	ER	74 0239 01
Fort William	04-67701	01397 707701		
Fouldubs Jn	04-57242	0141 335 7242	FD	74 0258 01
Fouldubs SB	085 30336	0330 853 0336	unchanged	unchanged
Fouldubs SB (Fax)	085 63287	0330 856 3287	unchanged	unchanged
Girvan SB	085 63298	0330 856 3298		
Girvan SB Fax	085 63299	0330 856 3299		
Glenwhilly	–	01581 600332	GW	74 0140 01
Greenloaning	04-66397	01738 646397	GL	74 4242 01
Highland Workstation – Keith Jct (excl) to Nairn Nairn to Inverness (excl) Kingussie (excl) to Kinraig Aviemore, Carrbridge, Slochd, Tomatin, Moy, Berryden Junction to Inverurie	04-65091	01463 245091	HE, HN, HK, HA, HC, HS, HT, HM, HD	74 0260 01
Paisley Signal Centre Telecoms Office Phone		03308526156		
WSSC - Ayr Workstation Phone Line		03308526157		
Barassie RR Telephone		03308526158		

LOCATION	PABX	EXTERNAL	SIGNAL PREFIX	GSM-R
Hilton Jn	04-66391	01738 646391	HJ	74 0236 01
Hollywood	–	01387 720669	HW	74 0130 01
Huntly	04 59810	01466 794864	HT	74 0251 01
Hurlford (when closed/during light duty working calls & messages diverted to Kilmarnock)	04-58729	0141 335 8729	HF	74 0135 01
Insch	04 59808	01464 821352	IH	74 0249 01
Inverkeilor	04-65296	01382 305296	IK	74 0223 01
Inverness	04-65149	01463 245149	I	74 0240 01
Inverness RETB West	04-65103	01463 245103		
Inverness RETB North	04-65162	01463 245162		
Keith	04 59811	01542 886082	KJ	74 0252 01
Kennethmont	04 59809	01464 831664	KN	74 0250 01
Kilkerran	04-58544	01465 811445	KK	74 0137 01
Kilkerran SB	085 63285	0330 856 3285		
Kilmarnock	04-58735	0141 335 8735	K	74 1430 01
Kingussie	04-65053 (or via Control)	01540 661559	KG	74 0242 01
Kirkconnel	–	01659 67702	KC	74 0132 01
Laurencekirk	08563301	01382 305210	LK	74 0227 01
Leuchars	085 63310	0330 856 3310	unchanged	unchanged
Longforgan	085 63311	0330 856 3311	unchanged	unchanged
Longannet	04-64275	03308526164	LG	74 0257 01
Lugton (when closed/light duty working calls & messages diverted to Barrhead)	04-58736	0141 335 8736	LU	74 1510 01
Mauchline	04-58713	0141 335 8713	MM	74 0134 01
Millerhill SB	04-62287	0131 550 2287		
Montrose North	04-65297	01382 305297	MN	74 0224 01
MOTHERWELL SC.				
New Cumnock	04-58742	0141 335 8742	NC	74 0133 01
Perth	04-66270	01738 646270	P	74 0237 01
Polmont	04-57278	0141 335 7278		
Stanley Jn	04-66384	01738 646384	SJ, SJP	74 0247 01
Stirling – Kincardine (Signal prefix SK) (Stirling – Alloa – Longannet)	–	01786 446062		
Stirling Middle	04-57256	0141 335 7256	SM	74 0215 01
Stirling Middle SB	085 30337	0330 853 0337	unchanged	unchanged
Stirling North	04-57207	0141 335 7207	SN	74 0216 01
Stirling North SB	085 30335	0330 853 0335	unchanged	unchanged
Stonehaven	085 63286	0330 856 3286	unchanged	unchanged
Sinclair Town		03308526161		
Stranraer	–	01776 707199		
Tay Bridge South SB	085 63318	0330 856 3318	unchanged	unchanged
Tay Bridge South SB (Fax)	085 63319	0330 856 3319	unchanged	unchanged
Thornhill	–	01848 330873	TH	74 0131 01
Thornton		03308526162		
WSSC Hot Desk 2 Signaller Sitronix		03308526125		
Lochwinnoch TSC Modem		03308526125		
LANGBANK SIG REB		03308526127		
Paisley TSC MODEM		03308526128		
PAISLEY SC S&T MANAGER		03308526129		
PAISLEY SC S&T		03308526130		
Paisley Signal Centre Conference Room		03308526131		
Old Signal Centre Paisley S&T BOTHY PHONE		03308526132		
WSSC - Paisley Workstation Phone Line		03308526133		
Old Signal Centre Paisley MOM Phone		03308526134		
Elderslie RR Phone		03308526135		
Lochwinnoch Station Relay Room Phone		03308526136		
Paisley SC S&T SM		03308526137		
GLENGARNOCK STN RR Telephone		03308526138		

LOCATION	PABX	EXTERNAL	SIGNAL PREFIX	GSM-R
Paisley DC Telecoms TEST PHONE		03308526139		
Old Signal Box Paisley Telecoms Dept		03308526140		
Port Glasgow TSC Phone		03308526141		
Port Glasgow TSC Phone		03308526142		
GLASGOW IBROX SIG REB Phone		03308526143		
Ladyburn Relay Room Phone		03308526144		
DUNROD RR PHONE		03308526145		
WEMYSS BAY RR PHONE		03308526146		
Shift Manager (Glasgow)	04-54537	0141 335 4537	-	74 0111 01
Glasgow Central Workstation - Station area to Gantries B, C & D	04-54513	0141 335 4513	GG	74 0161 01
Bridge Street Workstation - From gantries B, C & D to Eglinton Street Jn and Through Sidings (when closed/during light duty working calls & messages diverted to West of Scotland SC – Glasgow Central workstation)	04-54514	0141 335 4514	GG	74 0112 01
Polmadie Workstation - Eglinton St. Jn & Terminus Jn to Shawfield, Shawfield & Dalmarnock to Rutherglen East Jn	04-54227 or 04-54375	0141 335 4227 or 0141 335 4375	GR	74 0114 01
Cathcart Workstation - Eglinton St. Jn to Crossmyloof including circle lines in Muirhouse area. Busby Jn, East Kilbride branch & Kennishead	04-54519	0141 335 4519	GC	74 0113 01
Shields Workstation - Smithy Lye & Terminus Jn (excl.) To Paisley Canal & Hillington East	04-54415	0141 335 4415	GS	74 0116 01
Paisley Workstation - Hillington West to Gourrock, Wemyss Bay and Dalry (excl)	04-55248	0141 335 5248	GP/GPD/ GPE/GP G /GPL/GP U /GPW	74 0100 01
Ayr Workstation - Dalry (incl.) to Largs, Ardrossan Harbour, Dalrymple Junction Chalmerston, Ayr Harbour and Gatehead.	04-55237 04-55242	0141 335 5237 0141 335 5242.	GPA/ GPB / GPH / GPK	74 0161 01
Shift Manager (Motherwell)	04 56304	0141 335 6304	-	74 0127 01
Newton Workstation - Cambuslang to Uddingston, Haughhead Jn (via Hamilton) to Kirkhill, Uddingston to Bellshill, Larkhall to Haughhead Jn	04-56205	0141 335 6205	GMN	74 0121 01
Whifflet Workstation - Rutherglen to Coatbridge line, Up and Down ML Perth lines to Garnqueen North Jn (excl) & Mossend Area	04-56421 or 04-56296	0141 335 6421 or 0141 335 6296	GMW/ GMY	74 0117 01
Motherwell Workstation - Garriongill to Motherwell (ML), Motherwell – Haughhead Jn, Holytown to Fauldhouse/ Holytown to Law Jn, South of Shieldmuir Jn on WCML up to and including Lanark Jn and Law Jn to Wishaw Central	04-56425 Or 04-56346	0141 335 6425 Or 0141 335 6346	GMM/ GMH/GM L	74 0119 01
Carstairs Workstation WCML from south of Lanark Jn to Auchengray on Cobbinshaw line(s) and up to and including GM862 / GM863 signals on the WCML	04-56430	0141 335 6430	GMC	74 0120 01

<u>LOCATION</u>	<u>PABX</u>	<u>EXTERNAL</u>	<u>SIGNAL PREFIX</u>	<u>GSM-R</u>
WEST OF SCOTLAND				
YOKER SC.				
Shift Manager	04-57552	0141 335 7552	-	74 1953 01
East workstation - Drumgelloch and Duke Street (incl) to Scotstounhill, (excl.), Drumchapel, Milngavie Branch	04-57636	0141 335 7636	YF/YH/Y S	74 1952 01
West workstation - Scotstounhill (incl.) and Drumchapel to Helensburgh and Balloch	04-57638	0141 335 7638	YC/YD/Y Y	74 1951 01
ELDERSLIE RR PHONE		03308526147		
Glengarnock RR Phone		03308526148		
WSSC - Ayrshire Workstation Phone Line		03308526149		
PAISLEY ST. JAMES Signalling REB Phone		03308526150		
Paisley SC Old Signal Box Track Mtce Office Telephone		03308526151		
Paisley SC Old Signal Box Track Mtce Office Telephone		03308526152		
Paisley SC Old Signal Box Track Mtce Office Telephone		03308526153		
Paisley SC Old Signal Box Track Mtce Office Telephone		03308526154		
Paisley SC Old Signal Box Track Mtce Office FAX		03308526155		

**GSM-R - OPERATIONS CONTROL CONTACT NUMBERS –
SCOTLAND**

NETWORK RAIL OPERATIONS CONTROL	GSM-R CONTACT NUMBER
Route Control Manager Scotland	74 3000 02

**GSM-R - ELECTRICAL CONTROL ROOM (ECR) CONTACT NUMBERS –
SCOTLAND**

ELECTRICAL CONTROL ROOM	GSM-R CONTACT NUMBER
ECO Cathcart	74 4000 03

Miscellaneous Instructions

INTEGRATED CONTROL CENTRE TELEPHONE NUMBERS

<u>LOCATION DESK</u>	<u>PABX</u>	<u>EXTERNAL</u>	<u>SIGNAL PREFIX</u>	<u>GSM-R</u>
Incident Support Controller West	085 26220	0330 85 26220		
Incident Support Controller East	085 26225	0330 85 26225		
Route Control Manager	085 26624	0330 85 26224	-	74 3000 02
Incident Controller West: WSSC area of Control, WSSC Motherwell area of control, Yorker SC, G&SW route. Ayr-Stranraer, West Hihgland Line.	085 26271	0330 85 26271	-	-
Incident Controller East Edinburgh SC, E&G to Queen Street, All routes north of Ladybank/Polmont Jn/Greenhill Upper Jn, Perth to Inverness, Kyle, Wick and Thurso and Dundee to Aberdeen.	085 26235	0330 85 26235	-	-
Train Running Controller Endinburgh: E&G, Edinburgh/Polmont, Edinburgh – Ladybank, Winchburgh Jn – Dalmeny Jn, Edinburgh – Slateford, Edinburgh – Portobello Jn, to boundary (ECML), Edinburgh – Newcraighall, all routes north of Ladybank to Aberdeen, Edinburgh- Breich, Drumgelloch- Newbridge Jn.	085 26239	0330 85 26239	-	-
Train Running Controller Queen Street E&G, Queen Street – Polmount – Alloa and Dunblane, all routes north of Dunblane, to Inverness, Kyle, Wick and Thurso.	085 26272	0330 85 26272		
Train Running Controller Central: WSSC Motherwell SC area to the boundary with West of Scotland SC excluding Eglington St Jn, Yorker SC area, West Highland Line, Glasgow Central to Breich, Boundary (WCML).	085 26237	0330 85 26237	-	-
Train Running Controller West: WSSC including Eglington St Jn to boundary with WSSC Motherwell, Cathcart Circle / GB&K, Glasgow Central, Gourrock, Wemyss Bay, Largs and Ayr, Ayr – Stranraer, Kilmarnock – Barassie, Kilmarnock – Barrhead, G&SW south of Kilmarnock, Newton-on-Ayr – Mauchline and Killoch	085 26236	0330 85 26236	-	-
Autumn Controller (manned seasonally)	085 26220	0330 85 26220	-	-

Miscellaneous Instructions

INTEGRATED CONTROL CENTRE TELEPHONE NUMBERS

NETWORK RAIL SCOTLAND ROUTE EMERGENCY AND URGENT CONTACT FACILITIES

All Train Crews are advised that activation of the Emergency Contact Button and use of the "300*" facility in Scotland connects the user to **Network Rail Integrated Control Centre**, West of Scotland Signalling Centre, Cowlares, Glasgow.

All concerned are reminded that this facility is for passing of emergency and urgent messages and **NOT** for customer enquiry purposes. Instances such as those should be directed to the appropriate Train Operating Company.

<u>ELECTRICAL CONTROL ROOM TELEPHONE NUMBERS</u>	<u>PABX</u>	<u>EXTERNAL</u>	<u>GSM-R</u>
Cathcart FOR EMERGENCY USE ONLY : <u>176</u> , or, if using NRN Band III radio, <u>2-176</u>	04 53989 04 53990 04 56399 04 62695	0141-632 3688 0141 632 5724 0141 335 4087 (Emergency Number)	74 4000 03

<u>ScotRail Control</u>	<u>PABX</u>	<u>EXTERNAL</u>
Maintenance Control	04-53590	0141 335 3590
TSDM Network East	04-52234	0141 335 2234
TSDM South Electric	04-52205	0141 335 2205
TSDM South Diesel & ONS	04-52581	0141 335 2581
TSDM Network North	04-53186	0141 335 3186
TSDM North Electric	04-53863	0141 335 3863
TSDM Network West	04 53189	0141 335 3189
Duty Operations Manager	04-52040	0141 335 2040

<u>LOCATION</u>	<u>PABX</u>	<u>EXTERNAL</u>	<u>SIGNAL PREFIX</u>	<u>GSM-R</u>
Portobello Depot S&T Office Phone		03308526569		
Edinburgh Waverley Station Emergency Public Telephone Platform 9E		03308526570		
Edinburgh IECC Local Operations Manager		03308526571		
Miller hill Relay Room Phone		03308526573		
Edinburgh IECC MOM Office Phone		03308526574		
Reston TSC Phone		03308526575		
Drem Relay Room Phone		03308526576		
Craigintenny Panel Room Phone		03308526577		
St Germain's Level Crossing Equipment Room Phone		03308526578		
Edinburgh IECC		03308526579		
East Linton TSC Phone		03308526580		
Grantshouse Relay Room Phone		03308526581		
Edinburgh IECC Work Station 4		03308526582		
Edinburgh IECC Asst Shift Manager Direct Line to Edinburgh Waverley Station Coordinators Office Platform 19		03308526583		
Edinburgh IECC Work Station 5		03308526584		
Longniddry TSC Phone		03308526585		
Edinburgh IECC SSM		03308526586		
Edinburgh IECC Control Technicians		03308526587		
Dunbar Relay Room Phone		03308526588		
Edinburgh Waverley Station Platform 1 & 20 Lift Phone		03308526589		
Edinburgh Waverley Station Platform 10 Lift Phone		03308526590		
Oxwellmains Relay Room Phone		03308526591		
Leith South Level Crossing		03308526592		
Emergency Public Telephone Platform 10/11		03308526593		
Portobello Depot S&T Office Phone		03308526594		
Edinburgh Waverley Station Emergency Public Telephone Main Concourse		03308526595		
Portobello OHL Depot		03308526596		
Edinburgh IECC Assistant Supervisor Panel Phone		03308526597		
Edinburgh Waverley Station Coordinators Office Platform 19 Direct Line to Assist Shift Manager IECC		03308526598		
Edinburgh Waverly Station - OPS Engineering Assistant Room 3 North Block Phone		03308526599		
Edinburgh Waverley Station Emergency Public Telephone - Platform 1		03308526600		
Edinburgh Waverley Station Emergency Public Telephone - Platform 20		03308526601		
Edinburgh IECC Work Station 6		03308526602		
Edinburgh IECC Work Station 7		03308526603		
Glasgow Central Station Managers Office FAX/ Printer	01413354078			03308526604
Barrhead Signal Box FAX	01413354102			03308526605
Glasgow Central Station Platform 12 Buffer End Telephone	01413354105			03308526606
Glasgow CENTRAL STATION HOPE STREET ENTRANCE BOOKING OFFICE COMMS ROOM Phone	01413354107			03308526607
RUTHERGLEN RELAY ROOM Telephone (Back Entrance)	01413354113			03308526608
NEWTON RELAY ROOM TELEPHONE	01413354170			03308526609
Glasgow Central Plat 17 Emergency Platform Telephone	01413354177			03308526610
Glasgow Central Plat 16 Emergency Platform Telephone	01413354178			03308526611
Possibly - Pumping station	01413354416			03308526657

Possibly - Pumping station	01413354420			03308526658
GLASGOW CENTRAL STATION ESCALATOR PLANT ROOM Modem	01413354369			03308526628
GLASGOW CENTRAL STN LOW LEVEL ESCALATORS modem	01413355030			03308526636
Modem	01413355090			03308526637
ARGYLE STREET STATION West End Plat Emergency Platform Telephone	01413354182			03308526612
ARGYLE STREET STATION East End Plat Emergency Platform Telephone	01413354195			03308526613
Apparatus Room Telephone	01413354199			03308526614
Cathcart ECR to York SCR Hotline	01413354208			03308526615
Glasgow New Kinning Park TSC Phone	01413355178			03308526616
WSSC Bridge Street Workstation Panel 2 ETD	01413354514			03308526617
Glasgow Central Station Platform 6 Buffer End Telephone	01413354219			03308526618
WSSC Polmadie Workstation Panel 5 ETD	01413354227			03308526619
Pollokshields East Feeder Station Phone	01413354272			03308526620
Muirhouse Relay Room Telephone	01413354275			03308526621
Glasgow Central Station Platform 8 Buffer End Telephone	01413354316			03308526622
Glasgow Central Station Comms Room Announcers Phone	01413354320			03308526623
Glasgow Central Station (Gents WC) Attendants Telephone	01413354337			03308526624
Glasgow Central Station Platform 10 Buffer End Telephone	01413354340			03308526625
Glasgow Central Station Platform 15 Buffer End Telephone	01413354346			03308526626
Glasgow Central Station - Station Manager Reception	01413354352			03308526627
Glasgow Central Station Platform 2 Buffer End Telephone	01413354400			03308526629
WSSC Shields Workstation Panel 6 ETD	01413354415			03308526630
MUIRHOUSE RELAY ROOM Phone	01413354432			03308526631
Glasgow Salkeld Street Old MOMS Office Phone	01413354502			03308526632
Barrhead Signal Box ETD	01413354261			03308526633
Shields (New) REB Phone	01413354706			03308526634
POLMADIE RELAY ROOM Phone	01413354739			03308526635
Station Middle REB	01413355158			03308526638
Station East REB	01413355159			03308526639
Glasgow Central Station Middle REB	01413355160			03308526640
Eglington Station REB	01413355161			03308526641
Glasgow Sidings North REB	01413355165			03308526642
WSSC Glasgow Central Workstation Panel 1 ETD	01413354513			03308526643
WSSC Polmadie Workstation Panel 5 ETD	01413354375			03308526644
WSSC SSM Workstation ETD	01413354537			03308526645
Shields Electric Traction Depot REB	01413355189			03308526646
GLASGOW SHIELDS WEST SIG REB Phone	01413355190			03308526647
GLASGOW SHIELDS EAST SIG REB Phone	01413355191			03308526648
Glasgow Central Station LIFT PHONE PLATFORM 1	01413354790			03308526649
Glasgow Central Station Announcers Room	01413354212			03308526650
Glasgow Central Station Platform 4 Buffer End Telephone	01413354218			03308526651
WSSC Cathcart Workstation Panel 3 ETD	01413354519			03308526652
Barrhead Signal Box ETD	01413354251			03308526653
BUSBY STN RELAY ROOM Phone	01413354527			03308526654
Glasgow Central Platform 15 to Plat 16 / 17 Lift Phone	01413354610			03308526655
Dial Tone : Can Not Locate	01413354239			03308526656
Possibly - Pumping station Phone	01413354625			03308526659
Possibly - Rutherglen TSC	01413354675			03308526660

TBC - Auto Glasgow Central Signalling Centre	01413355167			03308526661
Glasgow Central Station Manager Phone	0141 33 55131			03308526662
Glasgow Central Shift Station Manager (Lift Alarm)	0141 33 54068			03308526663
Glasgow Central Station Managers Office / Support Assistant	0141 33 54333			03308526664
Cadder HST Depot – Yard co-ordinator	03301092981	07385085115	N/A	N/A

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DIESEL TRACTION PASSING THROUGH GLASGOW QUEEN STREET LOW LEVEL, GLASGOW CENTRAL LOW LEVEL AND ARGYLE STREET STATIONS

Diesel traction must specifically NOT draw power when passing through any of the above stations, from either direction.

Signallers must ensure that, where possible and practicable, these trains are regulated accordingly back at either Partick or Rutherglen such that they can coast through on clear signals.

The Train Running Controller must also remind train crews of this instruction prior to passing through any of the above stations.

The reason for this instruction is to avoid the unnecessary activation of the smoke alarm at the above stations.

Scotland Territory GI - Dated: 19/03/16

DIESEL - TRACTION UNITS

Drivers of Diesel Traction Units must not draw power when passing through Argyle Street low level station.

Scotland Territory GI - Dated: 19/03/16

DRIVER ONLY OPERATED TRAINS

If it is necessary to detach a vehicle from a driver only operated train en route the driver must inform the signaller. On receipt of such information, the signaller must request a competent person to attend.

Scotland Territory GI - Dated: 02/12/06

DRIVING FROM THE LEADING CAB

The instructions in the Rule Book, Module SS2, Section 6, apply except that, when in multiple, locomotives may be driven from the rear cab at the following places :-

Queen Street Station	-	platform to platform movements.
Waverley Station	-	movements between running lines and platforms and between platforms.

Scotland Territory GI - Dated: 27/12/08

Dynamic Risk Assessment

Scotland Route

This notice is to advise that Dynamic Risk Assessment process is authorised for use under trial conditions.

The purpose of DRA is to provide a continuous assessment of risk in the rapidly changing circumstances of an operational incident, in order to implement control measures necessary to make certain of an acceptable level of safety.

Its application should be applied by operational management staff seeking to assess operational system risk, and identify control measures that deliver a safety benefit in rapidly changing operational incidents affecting the normal operation of the railway.

The Scope of DRA is currently restricted for trial purposes to London South Eastern route (Anglia, Kent Sussex), LNW route, Scotland route and Western Route.

DRA can only be facilitated and implemented by those trained to do so.

Scotland Route GI - Dated: 01/02/14

EDDY – Reporting trespassers on the railway

The purpose of this instruction is to introduce and outline the new standardised reporting process for trespass incidents, known by its acronym EDDY.

The launch date is 9th August 2024 with a cascade brief being rolled across Scotland Route from that date onwards.

Although EDDY will not prevent trespass from occurring, it is deemed it could give us the best defence at more safely and efficiently tackling trespass incidents, providing Control and Response staff with the most reliable, accurate information.

Although EDDY will not prevent trespass from occurring, it is deemed it could give us the best defence at more safely and efficiently tackling trespass incidents, providing Control and Response staff with the most reliable, accurate information.

- **Exact Location**
 - Nearest Landmark / track mileage
 - Are they on the track, embankment?
 - What side of the railway (Up / Down)?
 - Are they a danger to trains?
- **Direction of Trespasser travel**
 - What direction they were seen going in?
 - Leaving the infrastructure over a boundary fence, etc?
- **Description of Trespasser**
 - Distinguishing features for example clothing, carrying anything etc?
- **Youth?**
 - How old is the trespasser (Approx. age)?
 - Are they a youth?

EDDY standardises reporting of trespass incidents, with the initial informant structuring their report in alignment to the above. This is then communicated to the local signaller and operations control. Once received by signaller and ops control the EDDY structure is quickly cascaded to all parties with operations control taking the lead on incident response.

Scotland Route GI - Dated: 05/10/2024

ELECTRIC TOKEN BLOCK - EXCHANGE OF TOKENS

Drivers must extinguish the train headlight before token exchange is carried out. The headlight must be switched on again after the exchange has been successfully completed.

Scotland Territory GI - Dated: 02/12/06

ELECTRIC TOKEN BLOCK SYSTEM – MODIFIED WORKING ARRANGEMENTS

Modified working arrangements in accordance with **Rule Book module P2, section 7**, are authorised on the single-line block sections shown below, subject to any further local instructions.

Module SC4

Girvan-Barrhill

Barrhill-Glenwhilly

Glenwhilly-Dunragit

Dunragit-Stranraer Harbour

These arrangements apply for a maximum of two hours from the time the first train is authorised to enter the single-line block section. Any extension to this time limit must be authorised by the operations manager or nominated deputy.

Scotland Territory GI - Dated: 21/10/17

NETWORK RAIL TRACK RECORDING UNIT

1. This unit carries out mobile surveying of track conditions. Except in emergency, it must not be entered or moved without authority of the unit operator's representative.
2. The unit is authorised to work over routes on which CI stock is permitted and the speed and classification is:-

Speed	5 mph below maximum permitted speed for the line concerned up to a maximum of 75 mph
Classification :	Code 2Z08
3. No other train must be allowed to follow the Track Recording Unit on a line where Permissive Working or 'No Block' applies until the line is clear to the next signal.
4. When the Unit is in operation, lights may be seen around the recording bogie, but this does not constitute a reason for having it stopped.

Scotland Territory GI - Dated: 02/12/06

OPENING DROPLIGHT OR QUARTERLIGHT WINDOW

Where vehicles are operating with manually opening droplight or quarterlight windows, the Train Operating Company must have a suitable safe system of work to mitigate the risk of injury associated with persons leaning out of windows

Scotland Route GI - Dated: 16/09/24

OFFICERS SPECIALS

A guard need not be provided when the train is a saloon worked by a locomotive or single power car, but in such circumstances the train must be accompanied by an inspector who must carry out the guard's duties.

Scotland Territory GI - Dated: 02/12/06

PASSENGER STATIONS - WHITELINING OF PLATFORM EDGES

THE UNDERNOTED INSTRUCTIONS APPLY ONLY TO LINES CONTROLLED BY THE RADIO ELECTRONIC TOKEN BLOCK SYSTEM.

The undernoted instructions do not apply where platform lockout protection is available.

1. PRINCIPLE

When work in connection with the whitelining of platform edges has to be undertaken, safety must be maintained. Such work is limited to the lining of the top edge of the platform coping to the top of the platform ramps.

2. DEFINITIONS

2.1 Person in charge

The person in charge is the station rail operator authorised to carry out such work.

3. METHOD

3.1 Protection

The person authorised to carry out such work (who is referred to in this instruction as the person in charge), must agree with the signaller the locations and times of whitelining, which must be selected to minimise interference with train running, and arrange for the line affected to be protected by the "Track Blocked" procedure.

4. BEFORE WHITELINING STARTS

4.1 Arrangements to be made between person in charge and signaller

Before whitelining starts, the person in charge must advise and agree with the signaller :

- a) which line(s) will be affected.
- b) the length of time required, the time when permission may be given for whitelining to start and the time it must be completed.
- c) that the line(s) concerned will be protected by the "Track Blocked" procedure.

4.2 Entries to be made in the Occurrence Book

When "Track Blocked" protection has been given the signaller must make an entry in the Occurrence Book :

"Traffic suspended for platforming whitelining at

Commenced (time) Completed (time)

The person in charge must record the details in the book specially provided.

4.3 Endorsement of Entries in Occurrence Book

Before permitting whitelining to start, the person in charge must ask the signaller to read back the entry and when satisfied that it is correct, he must repeat his name, department, place from where he is speaking and the time. The signaller must endorse the entry accordingly. Staff may then be allowed to commence work.

5. DURING WHITELINING

5.1 Interruption of whitelining

If for any reason it is necessary to stop whitelining before completion, the signaller and person in charge must confer as necessary and come to a clear understanding about the arrangements which apply. The person in charge must ensure staff and equipment are clear of the platform edge and advise the signaller when this has been done.

6. WHEN WHITELINING IS COMPLETED

6.1 Before trains are allowed to enter the line

When whitelining is completed, the person in charge must ensure that all staff and equipment are clear of the platforms, and advise the signaller when this has been done.

The signaller must record the completion time in the Occurrence Book before cancelling the "Track Blocked" arrangements.

Scotland Territory GI - Dated: 27/12/08

Scotland Route Sectional Appendix Module SC1

Station	Platform Number	Line	Direction	Signal Number	Distance Signal from Platform end (Yards)	Suitable Phone on Platform?	GSM-R Radio - Controlling Signal Box	Controlling Signal Box or Panel Phone Number
Scottish Sectional Appendix - Table A - Module SC12 Dundee to Aberdeen - Continued								
Aberdeen	5	Terminal Platform	Up	A84	38	Yes	-	04 - 67560
Aberdeen	6a	Bi-Di (Up)	Up	A82	33	Yes	-	04 - 67560
Aberdeen	7a	Bi-Di (Down)	Up	A78	22	Yes	-	04 - 67560
Carnoustie	1	Down Main	Down	CA3	154	No	Carnoustie	04 65239
Scottish Sectional Appendix - Table A - Module SC13 - Perth to Inverness								
Perth	5	Terminal Platform	Up	P87	12	Yes	-	04 - 66270
Perth	7N	Bi-Di (Down)	Down	P153	132	Yes	-	04 - 66270
Dunkeld & Birnam	1	Down	Down	Dunkeld No.3	29	No	-	04 - 66374
Dunkeld & Birnam	2	Up	Up	Dunkeld No.20	22	No - Signal Box Adjacent to Platform End	-	04 - 66374
Dalwhinnie	1	Bi-Di (Up)	Up	Dalwhinnie No.3	66	No	-	04 - 65125
Dalwhinnie	2	Down	Down	Dalwhinnie No.17	149	No - Signal Box at End of Platform	-	04 - 65125
Kingussie	1	Bi-Di (Down)	Up	Kingussie No4	98	No - Signal Box Adjacent to Platform End	-	04 - 65053
Kingussie	2	Up	Up	Kingussie No.13	103	No - Signal Box at Down End of Platform	-	04 - 65053
Aviemore	1	Highland Single	Down	HA319	197	No	Inverness SC	04 - 65091
Aviemore	2	Highland Loop	Down	HA321	197	No	Inverness SC	04 - 65091
Carrbridge	2	Bi-Di (Up)	Up	HC334	138	Yes	Inverness SC	04 - 65091
Scottish Sectional Appendix - Table A - Module SC14 Aberdeen to Inverness								
Dyce	1	Bi-Di (Up)	Up	DY7214	28	No - Signal Box at Platform End	-	04 - 67597

Scotland Route Sectional Appendix Module SC1

Station	Platform Number	Line	Direction	Signal Number	Distance Signal from Platform end (Yards)	Suitable Phone on Platform?	GSM-R Radio - Controlling Signal Box	Controlling Signal Box or Panel Phone Number
Scottish Sectional Appendix - Table A - Module SC14								
Aberdeen to Inverness - Continued								
Dyce	1	Bi-Di (Up)	Up	HD7214	28	No	-Inverness SC	04 - 65091
Insch	2	Up	Up	Insch No.14	91	No - Signal Box on Platform	-	BT 01464 - 821352
Huntly	1	Bi-Di (Up)	Down	Huntly No.23	27	No	-	BT 01466 - 794864
Huntly	2	Bi-Di (Down)	Down	Huntly No.21	48	No	-	BT 01466 - 794864
Elgin	1	East Single	Down	HE7743	104	Yes	Inverness	04 - 65091
Elgin	2	Elgin Loop	Down	HE7741	89	Yes	Inverness	04 - 65091
Scottish Sectional Appendix – Table A – Module SC031								
Gretna Junction to Glasgow Central (Via Kilmarnock)								
Glasgow Central	12	Platform 12	Up	GG5612	42	Yes	WSSC	04 54513
Glasgow Central	13	Platform 13	Up	GG5613	38	Yes	WSSC	04 54513
Scottish Sectional Appendix – Table A – Module SC059								
Glasgow Central to Stranraer								
Glasgow Central	12	Platform 12	Up	GG5612	42	Yes	WSSC	04 54513
Glasgow Central	13	Platform 13	Up	GG5613	38	Yes	WSSC	04 54513
Scottish Sectional Appendix – Table A – Module SC164								
Tweedbank to Newcraighall North Jn								
Gorebridge	1	Single Bi-di	Down	EM277	75	Yes	Edinburgh	04 62502

Scotland Route GI - Dated: 27/12/2019

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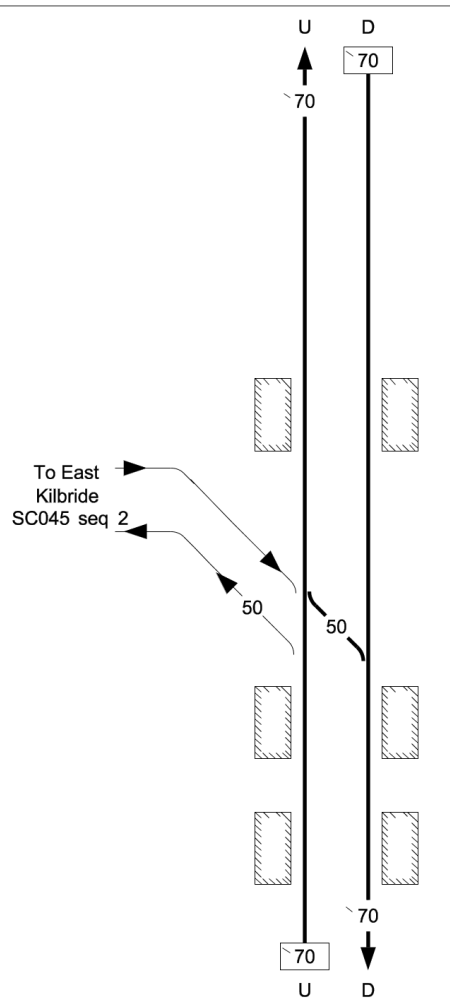

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Scotland Route Sectional Appendix Module SC3

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
SC031	017	Gretna Jn. to Glasgow Central (Via Kilmarnock)			GBK	Scotland	01/10/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
KENNISHEAD		3 70				<div>TCB</div> <div>West of Scotland SC (GB)</div> <div>Cathcart Workstation</div> <div>AC: Cathcart ECR</div> <div>GSM-R</div> 	
Busby Jn		3 18					
POLLOKSHAW WEST		2 60					
CROSSMYLOOF		1 60					

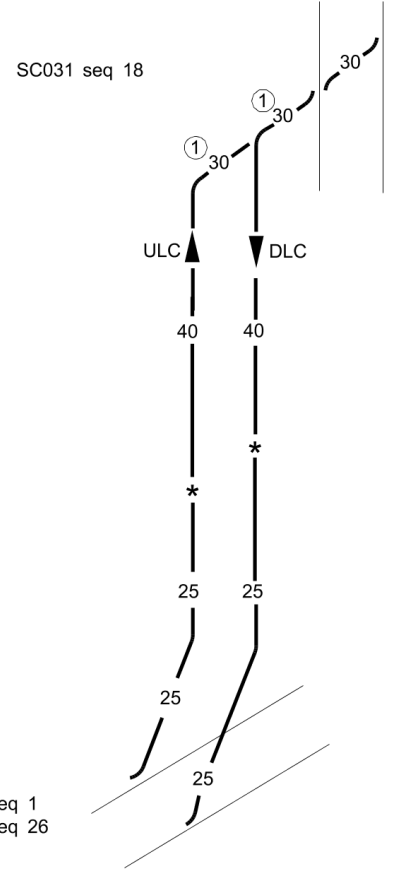

Scotland Route Sectional Appendix Module SC3

LOR	Seq.	Line of Route Description			ELR			Route	Last Updated
SC031	018	Gretna Jn. to Glasgow Central (Via Kilmarnock)			GBK	MEN2	MEN1	Scotland	29/10/2023
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks		
Muirhouse South Jn. (Change of ELR GBK to MEN2)		1 23 *					<div>TCB West of Scotland SC (GB)</div> <div>Cathcart Workstation</div> <div>AC: Cathcart ECR</div> <div>GSM-R </div>		
		1 19							
		0 00 *							
Muirhouse Central Jn. (Change of ELR MEN2 to MEN1)		0 15							
		0 19							

Scotland Route Sectional Appendix Module SC3

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated	
SC045	002	East Kilbride to Busby Jn.			EKE	Scotland	01/10/2024	
Location			Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
BUSBY			4 08 *			<div>TCB West of Scotland SC (GB) Cathcart Workstation</div> <div></div>		
			3 54					
			3 38 *					
			3 36 *					
			CLARKSTON					
			2 69					
GIFFNOCK			1 45					
THORNLIBANK			0 53					
			0 46 *					
Busby Jn			0 40	SC031 seq 17		AC: Cathcart ECR		

Scotland Route Sectional Appendix Module SC3

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
SC047	001	Muirhouse South Jn. to Larkfield Jn.		LFS2	LFS1	Scotland	12/07/2020
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Muirhouse South Jn		1 19	 <p>SC031 seq 18</p> <p>① = Through jn</p> <p>ULC - Up Larkfield Curve DLC - Down Larkfield Curve</p> <p>SC029 seq 1 SC001 seq 26</p>			<div>TCB West of Scotland SC (GB) Cathcart Workstation</div> <div>GSM-R </div> <div>① = Through jn</div> <div>ULC - Up Larkfield Curve DLC - Down Larkfield Curve</div> <div>TCB West of Scotland SC (GB) Polmadie Workstation</div>	
(Change of ELR LFS2 to LFS1)		0 54 * 0 53 *					
Larkfield Jn		101 17 101 01					

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

Haymarket East Jn To Haymarket Central Jn

HAYMARKET T&RSD

Haymarket Depot provides servicing, maintenance and repair to ScotRail operated DMU and HST fleets.

Rail vehicles enter Haymarket Depot via the headshunt controlled by signal EH917 or EH527.

Rail vehicles can also enter Haymarket Depot via the mainline into the carriage sidings as determined by the signalling centre.

Rail vehicles leave Haymarket Depot via signal EH918, EH928 and EH514.

The points and signals to enter and exit the depot are controlled by the signaller.

All rail vehicle movements within the boundary of Haymarket Depot are made under the control of the Yard Coordinator and Depot Operations staff and are recorded on the Depot Radio system. All points within the boundary of Haymarket Depot are manually operated by Depot Operations staff.

The speed limit for all rail vehicle movements within the Depot boundaries is 5mph, and 2mph within the bodywash.

There are 20 Roads within Haymarket Depot Boundary.

Yard

Requests to access rail vehicles stabled outside of the Maintenance Buildings (i.e. in the Yard) must be made via the Designated Person to the Yard Coordinator over the Depot Radio system.

<u>Road/Siding</u>	<u>Use</u>
1 Rd	Underframe Wash
2 Rd	General Maintenance
Slip Fuel Rd	Fuelling / CET
3 Rd	Fuelling / CET
4 Rd	Fuelling / CET
5 Rd	Fuelling / CET
6 Rd	Maintenance Shed
7 Rd	Maintenance Shed
8 Rd	Maintenance Shed
9 Rd	Heavy Maintenance
10 Rd	Heavy Maintenance
A Rd	Maintenance Shed
B Rd	Maintenance Shed
C Rd	Heavy Maintenance Shed
Rounding Rd	Stabling (Carriage Sidings)
Straight Rd	Stabling (Carriage Sidings)
6 Rd (Yard)	Stabling (Carriage Sidings)
7 Rd (Yard)	Stabling (Carriage Sidings)
8 Rd (Yard)	Stabling (Carriage Sidings)
9 Rd (Yard)	Stabling (Carriage Sidings)

Facilities

The person responsible for protection inside the Maintenance Buildings is the Designated Person who is identified by an orange armband bearing the letters 'DP' in black.

Level 1-4 Maintenance Facilities

1. L1-4 work is undertaken in 2Rd, 6 Rd, 7 Rd, 8 Rd, A Rd and B Rd.
2. Persons working on a road within facilities where L1-4 maintenance is undertaken must apply their personal issue padlock to the Depot Protection (DP) Panel for the relevant road.
3. Each road is protected by a DP panel, flashing lights and an automatic derailer. Under normal conditions protection is in place..

Level 5 Maintenance Facilities

- L5 work is undertaken in 9 Rd, 10 Rd and C Rd.
- Persons working on a road within facilities where L5 maintenance is undertaken must apply their personal issue padlock to the Depot Protection Panel for the relevant road.
- Each road is protected by a DP panel, flashing lights and an automatic derailer. Under normal conditions protection is in place.

Fuelling and Servicing Facilities

- Fuelling and Servicing work is undertaken in the Slip Fuel Rd, 3 Rd, 4 Rd and 5 Rd.
- Persons working on a road within Fuelling and Servicing facilities do not automatically have to apply their padlock, the application of protection is dependent on the work being carried out, all detailed in local instructions (MR/1/06/HA)
- Each road is protected by a DP panel, flashing lights and an automatic derailer. Under normal conditions protection is not in place.

Carriage Wash Facilities

- The carriage wash is situated on "The Washplant" Rd.
- No work is undertaken on the exterior of rail vehicles in the carriage wash area.

Underframe Wash Facilities

- Underframe wash work is undertaken in 1 Rd.
- Persons undertaking underframe wash work must apply their personal issue padlock to the DP Panel
- 1 road is protected by a DP panel, flashing lights and an automatic derailer. Under normal conditions protection is not in place.

Overhead Line Equipment (OLE)

- There is no OLE within the boundaries of Haymarket Depot.
- There is 25KV ac railway OLE infrastructure immediately adjacent to the south boundary of the depot.
- There is 750V dc tram OLE infrastructure immediately adjacent to the north boundary of the depot.

Rail Vehicle Movements Into/ Out of Maintenance Buildings

- The following instructions apply to the maintenance facilities on;
 - 1 Rd, 2 Rd, 6 to 10 Rds approaching from the East end
 - 1 Rd, 6 to 8 Rds approaching from the West end.
 - A Rd, B Rd and C Rd approaching from the East end
 - A Rd and B Rd approaching from the West End.
- 1. When required to move vehicles into a Maintenance Building on a depot siding, the driver must stop at the signal situated on the approach to the Maintenance Building doors on the siding concerned.
- 2. The Depot Operator must press 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 or Depot Operator has removed all the protection inside the Maintenance Building, opened the Maintenance Building doors and lowered the derailer, 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 pressed the Maintenance Building doors remain closed and the signal continues to display a stop aspect, the Depot Operator must request the Designated Person to remove the protection. When

Scotland Route Sectional Appendix Module SC6

4. this has been done, the Depot Operator must again press the plunger on the signal to change it to a proceed aspect. The movement may then proceed as far as the line is clear.
5. A movement out of a Maintenance Building must not be started unless the exit signal concerned at the Maintenance Building door is showing a proceed aspect or the conditions detailed in paragraph 7 have been met. A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the train is not within the Maintenance Building in which case the Depot Operator is responsible for advising
6. 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 supervision of the Designated Person.
7. The passing of a red signal will be treated in the same way as a signal passed at danger.
8. If the signals into or out of a Maintenance Building 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 Depot Operator that protection has been removed and the situation is clear for a movement to take place safely and only then a stop aspect signal may be passed.

The following instructions apply to the maintenance facilities on;

- 1 Rd to 10 Rd from outside the Depot Boundaries
9. When required to make a move into the maintenance facility or Fuel Rd, the mainline driver must stop at the Stop Board beside the Shunters bothy and alight the train.
 10. A Depot Operator driving a train back onto the depot into the maintenance facility or Fuel Rd can proceed past the Stop Board only when they have been given permission by the Yard Co to proceed onto the depot.
 11. Movements past a Stop Board, and movements out of the maintenance facility or Fuel Rd, must not be made until the Designated Person has confirmed over the Depot Radio that it is safe for the movement to commence.

The following instructions apply to the maintenance facilities on;

- Slip, 3 Rd, 4 Rd and 5 Rd
12. When required to move vehicles into the servicing roads the Depot Operator is not to proceed until the relevant DP has given them authority to do so.
 13. Protection is not usually in place, however, if maintenance work is being carried out on the train, then protection might be instated depending on local instructions and safety conditions.
 14. When authority has been given, they are to proceed as long as the line is clear into the designated area ensuring their horn is sounded before they enter or exit a shed
 15. If protection is required for the road the DP is to follow procedures as laid down in MR/I/06/HA

Dated: 19/10/2024

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

Cadder Depot

Rail vehicles enter Cadder Depot via the East arrival Signal CD1 or the West arrival Signal CD2

Rail vehicles leave Cadder Depot via CE511 West departure and CG508 East departure

The points and signals to enter and exit the depot are controlled by the signaller.

All rail vehicle movements within the boundary of Cadder Depot are made under the control of the Yard Coordinator and Depot Operations staff and are recorded on the Depot Radio system. All points within the boundary of Cadder Depot are manually operated by Depot Operations staff.

The speed limit for all rail vehicle movements within the Depot boundaries is 5mph except through the Carriage Wash where the speed limit is 3mph.

Rail Vehicle Roads

Cadder Depot has the following Roads.

<u>Road/Siding</u>	<u>Use</u>
No 0	West Head Shunt (200m)
No1 CET/Fuel Rd	CET, Fuelling, Servicing
No2 CET/Fuel Rd	CET, Fuelling, Servicing also contains Carriage Wash Plant Facility
3 Rd	Stabling with platform level access, Train Presentation
4 Rd	Stabling with platform level access, Train Presentation
5 Rd	Stabling with platform level access, Train Presentation
6 Rd	Stabling with platform level access, Train Presentation
7 Rd	Stabling with platform level access, Train Presentation
8 Rd	Stabling with platform level access, Train Presentation

Road Capacities:

No 0	West Head Shunt (200m), for 1 vehicle (6+2 HST)
No 1	CET/Fuelling, for 1 Vehicle (6+2 HST)
No 2	CET/Fuelling (also contains Carriage Wash Plant Facility), for 1 Vehicle (6+2 HST)
No 3	Stabling of rail vehicles (215m), with platform level access, for 8 vehicles (6+2 HST)
No 4	Stabling of rail vehicles (215m), with platform level access, for 8 vehicles (6+2 HST)
No 5	Stabling of rail vehicles (215m), with platform level access, for 8 vehicles (6+2 HST)
No 6	Stabling of rail vehicles (215m), with platform level access, for 8 vehicles (6+2 HST)
No 7	Stabling of rail vehicles (160m), with platform level access, for 7 vehicles (5+2 HST)
No 8	Stabling of rail vehicles (160m), with platform level access, for 7 vehicles (5+2 HST)

Roads 3 to 8 at Cadder Depot have electrical shore supply.

Platforms at Cadder Depot are of differing lengths.

Cadder Depot has authorised walking routes and platforms throughout and are to be used when traversing Cadder Depot.

Facilities

The person responsible for protection for Cadder Depot including the servicing area is the Yard Co-Ordinator.

Servicing area

The Servicing Building is situated on CET/ Fuel roads 1 and 2

Persons working on a rail vehicle must apply their Depot Protection to the NTBM board on the rail vehicle.

Derailers and stop boards are available at the servicing area as part of depot protection.

Carriage Wash

The Carriage Wash is situated to the West of the No 2 CET/Fuel Road.

Yard Coordinators Bothy

The Yard Coordinators Bothy is situated at the North of the depot and is signposted.

Rail Alliance Building

The Rail Alliance Building is situated at the South of the depot outside of the depot boundary fence.

The Rail Alliance Building has offices, meeting rooms, training rooms, messing and hygiene facilities.

Overhead Line Equipment (OLE)

There is no OLE at Cadder Depot but there is on the North boundary of Cadder Depot on the EGIP main line.

Rail Vehicles arriving at Cadder Depot – West Arrival

714 A/B points will show a reverse indication on the Signal Panel. YC will check the roads are not blocked and the depot has the capacity to accommodate the Train formation.

All associated King Points must be set and checked. YC will set up Signal Panel turning switch CD2 to the OFF position. This will operate the Position Light signal which will display a proceed (2 white lights at 45 degrees).

The Unit will arrive via signal CD2. Depot Staff will meet the unit at the Handover Point outside the YC Office.

Once Unit is in clear of Signal CD2, YC will reset Signal Panel turning switch CD2 back to the ON position.

Note: The changeover point ahead of CD2 isn't long enough for the train to clear the track circuits 2087, so leaving it occupied for prolonged periods will stop the acceptance of another train from the West departure.

Rail Vehicles arriving at Cadder Depot – East Arrival

711 A/B points will show a reverse indication on the Signal Panel. The YC will check the roads are not blocked and the depot has the capacity to accommodate the Train formation.

All associated King Points must be set and checked. YC will set up Signal Panel turning switch CD1 to the OFF position. This will operate the Position Light signal which will display a proceed (2 white lights at 45 degrees).

The Unit will arrive via signal CD1. Train will be routed into the Headshunt. The driver will change ends and then contact the YC via the GSM-R or SPT for permission to proceed forward from the Headshunt Stop Board.

Once the King Points have been set and checked the YC will give the driver permission to pass the Stop Board and continue forward with the unit to the Handover Point. Depot Staff will meet the unit at the Handover Point outside the YC Office.

Once Unit is in clear of Signal CD1, YC will reset Signal Panel turning switch CD1 back to the ON position.

The Yard Co will:

The YC shall ensure that under normal circumstances, no formations longer than eight-car rail vehicles enter Cadder Depot at any one time.

Instruction to proceed will be given by the YC and Drivers of rail vehicles entering Cadder Depot must:

obey stringently the YC's instructions

proceed only as far as the line ahead is clear

stop a minimum of 5 metres from buffer stops or other rail vehicles (2 metres for non HST rolling stock).

The changeover point ahead of CD1 is long enough for the train to clear the track circuits 2071, allowing the acceptance of another train from the East departure.

Any train movements that proceed too far into the Headshunt, will activate the train interrupter. The YC will get a warning on the Signal Panel from the buzzer to indicate that this has happened. They will have to report the incident, to allow for the interrupter to be checked, to ensure it is still operational.

Before any rail vehicle movement is undertaken, the YC and / or Depot Operator / Driver must ensure or, as relevant, be assured that:

All points, facing and trailing, are set and checked for the intended rail vehicle movement

Any person not directly involved in the rail vehicle movement is warned to move clear

Any equipment, including rail vehicle(s), that may be foul of the movement is moved clear

The movement will be controlled to ensure that there are no heavy impacts with rail vehicles or buffer stops or collisions at fouling points

Prior to the move commencing, the rail vehicle warning horn will be sounded

All rail vehicles, when stabled, are not foul of other roads and are at the correct position within sidings

Stabled rail vehicles will be positioned to ensure that authorised crossing pathways are not blocked

The YC must ensure that all rail vehicles are stabled in a manner that will allow driver pre-departure preparation duties to be undertaken safely.

Any unplanned Trains arriving from any location, the Signaller and/or Scotrail Control will:

Confirm with the Yard co-ordinator that there is availability within the depot for the unplanned train.

Reach an agreement to prevent conflict for any other planned or unplanned movements.

Any ECS trains departing Cadder Depot.

The YC will be responsible for interposing the headcode of the departing trains into the train describer provided.

The train driver will then press the TRTS at the exit signal to notify the signaller that the train is ready to exit the depot.

The YC will tell the Signaller when an unbooked movement is to depart the depot. Signaller and YC must reach an agreement to prevent conflict for any other planned or unplanned movements.

Rail Vehicles departing from Cadder Depot – West Departure

Once the Driver has requested departure instructions, the YC interposes the headcode into the train describer – the YC will type berth number 0511 followed by the train headcode, then select interpose (berth 0511 is for signal CE511).

To delete headcode, type berth number 0511 followed by the headcode and then select cancel.

Rail Vehicles departing from Cadder Depot – East Departure

Once the Driver has requested departure instructions, the YC interposes the headcode into the train describer - the YC will type berth number 0508 followed by the train headcode, then select interpose (berth 0508 is for signal CG508).

To delete headcode, type berth number 0508 followed by the headcode and then select cancel.

Note: If there is any faults or human error with the operation of the Train Describer, press the RESET button to reboot the system.

Note: When the driver has requested departure instructions from the YC, they must request the Driver to press the TRTS 5 minutes before booked departure time, when departing from West or East.

Entry to CET/Fuel roads

The YC or Depot Operator will control the move.

The Depot Operator will move the unit into the required service point.

The YC will instruct the Depot Operator when a move is required via Depot Radio.

Agreed communication will be by Depot Radio between YC and Depot Operator.

Stopping in Position (numerous positions) for Servicing

Unit will stop as per the Stop Boards situated in the CET/Fuel Road or as requested by Servicer (depending on type of unit requiring servicing).

Whilst unit is stopped the brakes are placed in the full position and engines are shut down

The Servicer shall confirm with the Depot Operator that the unit is the correct position and that servicing is safe to commence.

If unit must be repositioned the Servicer will communicate with the Depot Operator face to face.

Completion of Servicing and Exiting Service Point

The Servicer will communicate with the Depot Operator that servicing is complete and the unit is ready for a move

The Depot Operator will radio YC to advise that the unit is ready to leave the Fuel Shed. The Yard Coordinator will then advise where the unit needs to be stabled.

Miscellaneous Instructions for Cadder Depot

The automatic brake must normally be working on all rail vehicles during rail vehicle movements.

It is forbidden to walk between stabled units / vehicles unless as part of a recognised work activity and all necessary protection is in place. Crossing must be 15m in front of lead vehicle on the road, or behind buffer if applicable, using authorised walking routes / crossing points wherever possible.

Staff must not remain between vehicles during any "ease up" movements.

Loose shunting of vehicles is prohibited.

Rail vehicles that have had brakes isolated for shunting purposes must have the brakes reinstated and / or have scotches applied sufficient to hold the rail vehicles securely before the assisting vehicle is detached.

If it is impossible to through-brake a vehicle which must be shunted (i.e., brake gear missing, damaged braking system, etc.) the YC must be advised before the movement takes place.

Extreme care should be exercised, and movements carried out at walking pace. The Shunter, in the event of a "breakaway", should, from a position of safety, give a series of short sharp blasts on a whistle. The movement of un-braked rail vehicles onto Network Rail controlled infrastructure is strictly prohibited.

Dated: 18/06/2022

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)

Between Edinburgh Park Station and Haymarket Station

EDINBURGH TRAM LINES ADJACENT TO NETWORK RAIL INFRASTRUCTURE

General

Edinburgh tram lines run adjacent to Network Rail infrastructure between Edinburgh Park station and Haymarket Station from 42 miles 14 chains to 46 miles 0 chains. All operations on the tram lines are controlled by the Edinburgh Tram Control Room. There is no physical connection between the Edinburgh tram lines and Network Rail infrastructure. Trams run at a maximum speed of 45kph (approximately 30mph) but are driven on sight – the trams can stop within the distance the driver can see to be clear.

Tram signals, consisting of five white lights displayed horizontally or vertically, may be exhibited on tram lines but these have no meaning for train drivers on Network Rail infrastructure and must be disregarded.

Overhead electrification

The Edinburgh tram lines are electrified by an overhead line system energised at 750 volts DC. The overhead line equipment must be regarded as live and dangerous **at all times**. No part of a person's body, clothing, or any equipment being used or carried, may be allowed to come within 2.75 metres (9 feet) of any part of the overhead line equipment.

Emergency action

If it is necessary to stop the passage of trams due to an obstruction on the tram lines, or if it is necessary to request that the overhead line equipment is switched off in an emergency, the Edinburgh Tram Control Room must be contacted by the quickest means possible.

The Edinburgh Tram Control Room can be contacted on **0131 622 8969**

All persons contacting the Control Room by telephone must follow the normal safety critical communications shown in the railway industry GE/RT8000 Rule Book.

Dated: 14/12/13

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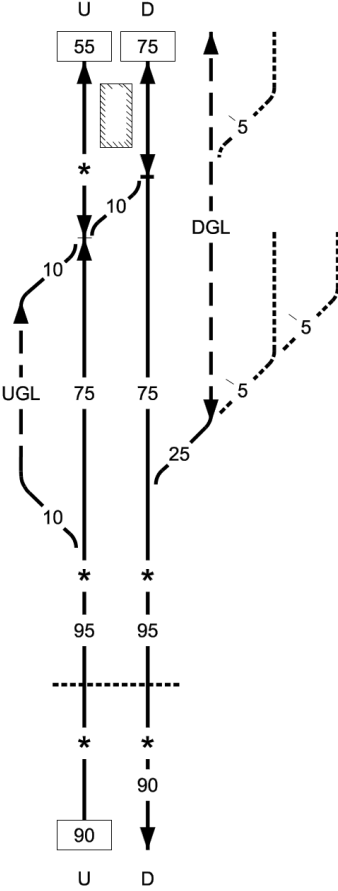

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SC147	001	Berwick to Haymarket West Jn (Via Waverley)			ECM8	Scotland	10/08/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
BERWICK (Scotland)		67 00				<div>TCB Tweedmouth SB (TW) AC:Cathcart ECR</div> <div>GSM-R</div> <div></div>	
		67 06 *				DGL 2436f (742m) (116 SLU's) UGL 1285f (390m) (61 SLU's)	
		67 69 *					
		68 52					
		69 00 *					
No 203 LC (R/G)							

Scotland Route Sectional Appendix Module SC10

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
SC147	002	Berwick to Haymarket West Jn (Via Waverley)			ECM8	Scotland	21/05/2022
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
OHNS Marshall Meadows		69 17				TCB Tweedmouth SB (TW) AC:Cathcart ECR	GSM-R
Territory Boundary		69 67 * 54 50				Edinburgh SC (EG)	
		50 08 *					
		49 09 *					
Reston GSP		47 14					
Reston Station		46 40				Platforms 270 m	
OHNS Reston		46 22					
		45 34 *					

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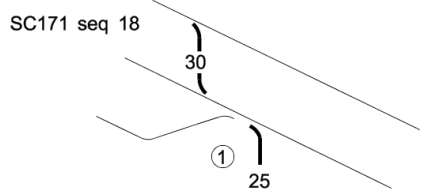

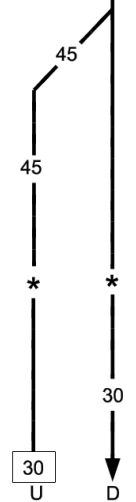
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SC177	001	Thornton North Jn to Leven			MTL1	Scotland	07/01/2024	
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
Thornton North Jn		0 11			<div>TCB Edinburgh SC (ET, ETL)</div> <div>① 25mph over connection between main line and branch</div>			
		0 20 *						
Earlseat Jn		0 72						
		3 46 *						

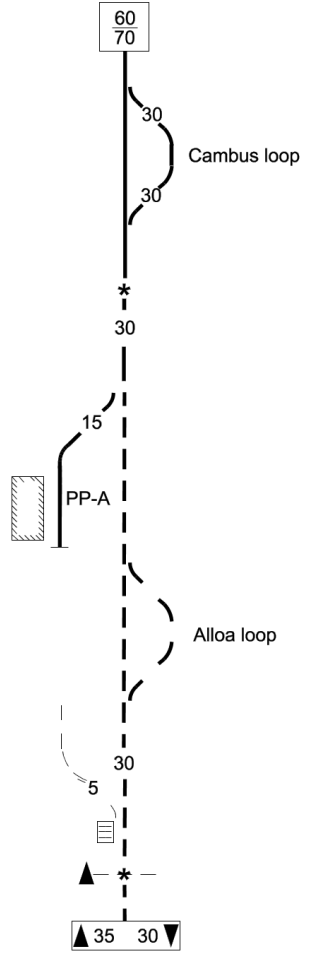

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SC177	002	Thornton North Jn to Leven	MTL1	Scotland	15/06/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
CAMERON BRIDGE		4 04			<div>TCB</div> <div>Edinburgh SC (ETL)</div> <div>GSM-R</div> <div>Platform 1 & 2 = 200m</div>
		4 17 *			
		5 29 *			
Leven West Jn		5 40 *			
		5 29 *			① 45mph in up direction and 40mph in down direction through crossover through crossover
Leven East Jn		5 56 *			
		5 58			
		5 29 *			
		5 61 *			Platform 1 & 2 - PP Platform 1 & 2 = 205m
		5 67 *			
LEVEN		5 76			<div>LOD (T) PLATFORM 1</div> <div>LOD (T) PLATFORM 2</div> <div>See Local Instructions for detail of LOD</div>

Scotland Route Sectional Appendix Module SC11

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
SC183	002	Stirling to Charlestown Jn.			SAA	Scotland	04/11/2018
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
			<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> U 25 * 35 * 35 * 60 * 60 70 60 70 </div> <div style="text-align: center;"> D 25 * 30 35 * 35 * 40 60 35 * 40 60 60 * 60 * 60 70 </div> </div>			<div style="display: flex; justify-content: space-between;"> <div> TCB Stirling Middle SB (SK) SAK Panel AC: Cathcart ECR </div> <div style="text-align: right;"> GSM-R  </div> </div>	
		0 28 *					
		0 47 *					
		0 49 *					
		0 70 *					
Causewayhead Jn		1 05					
Waterside LC (CCTV)		1 46					
		1 60 *					
Manor Neuk LC (UWC)		2 59					
Manor Powis LC (UWC)		2 71					
Blackgrange LC (CCTV)		3 43					
Cambus LC (CCTV)		4 59					

Scotland Route Sectional Appendix Module SC11

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
SC183	003	Stirling to Charlestown Jn			SAA	KNE1	Scotland	08/06/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks		
ALLOA TOWN						TCB Stirling Middle SB (SK) SAK Panel AC: Cathcart ECR GSM-R		
		6 52 *				Cambus loop 2091f (637m) (99 SLU's)		
		6 77				AWS provided on goods line PP-A - Attaching and Detaching only.		
		7 06				Alloa station lockout - See local instructions Limit of OLE - Alloa Stn Buffers		
		8 14 0 00				Alloa loop 2055f (626m) (97 SLU's)		
(Change of ELR SAA to KNE1)								
Kincardine GSP		3 50				See local instructions		
Kincardine LC (R/G)		3 77 *				NRN 068		

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9	05 June 2021
10	05 June 2021
11	04 June 2016
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10	02 March 2024
11	02 March 2019
12	02 March 2019
13	02 March 2019
14	02 March 2019
15	02 March 2019
16	02 March 2019
17	02 March 2019
18	02 March 2019
19	02 March 2019
20	02 March 2019
21	07 December 2024
22	07 December 2024
23	29 August 2020
24	29 August 2020
25	02 March 2019
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28	02 March 2019
29	02 March 2019
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40	02 March 2019
41	02 March 2019
42	02 March 2019
43	29 August 2020
44	29 August 2020
45	04 June 2022
46	04 June 2022
47	04 June 2022
48	04 June 2022
49	02 March 2019
50	02 March 2019
51	03 October 2009
52	03 October 2009
53	07 December 2013
54	07 December 2013
55	03 September 2022
56	03 September 2022
57	03 September 2022
58	03 September 2022
59	05 March 2016
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SC203	015	Inverness to Wick			WCK	Scotland	15/12/2018
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
			15X TRAINS ONLY	OTHER THAN 15X TRAINS		<div> <div>RETB Inverness North</div> <div>Inverness SC (I)</div> <div>RETB North</div> </div>	
			60	50			
		56 08 *		*			
Ardchronie LC (UWC)		56 40	T	T			
Kincardine Mains LC (UWC)		56 75	T	T			
McNicol's LC (UWC)		57 32	T	T			
Sdg GF			⑤	⑤			
ARDGAY TEP		57 70	T	T			
			①	①			
			PP(A) ②	PP(A) ②			
			5	5			
			sdg	sdg			
		58 03 *	①	①			
			*	*			
			70	60			
		58 55 *	*	*			
			60				
		58 56 *	*				
			70	60			

CL 1430f (435m)
(69 SLU's)

① = 15 mph through loop
points, in both directions,
and over loop lines

② = Permissive arrangements in RETB
territory.
PP(A) - detaching, for booked
movements only

Scotland Route Sectional Appendix Module SC15

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
SC203	016	Inverness to Wick			WCK	Scotland	21/10/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
			15X TRAINS ONLY	OTHER THAN 15X TRAINS		<div>RETB Inverness North</div> <div>Inverness SC (I)</div> <div>RETB North</div>	
Balnahinch No 4 LC (UWC)		59 78	T	70	T		
Culrain Smithey LC (UWC)		60 63	T		T		
		60 74 *		*	*		
CULRAIN		61 00		20	20		
		61 10 *					
INVERSHIN		61 34		45	40		
		63 00 *					
		63 05 *		40	30		
		63 29 *		*	*		
		63 43 *			40		
				45	40		

Scotland Route Sectional Appendix Module SC15

LOR	Seq.	Line of Route Description				ELR		Route		Last Updated	
SC203	025	Inverness to Wick				WCK		Scotland		24/11/2021	
Location		Mileage M Ch		Running lines & speed restrictions						Signalling & Remarks	
Oulmsdale Burn LC (UWC)		106 31 *		15X TRAINS ONLY			OTHER THAN 15X TRAINS			<div>RETB Inverness North Inverness SC (I) RETB North</div>	
				<div><div>50</div><div>* ▼</div><div>— —</div><div>65</div><div>* ▼</div><div>— —</div><div>55</div></div>			<div><div>40</div><div>▲ *</div><div>— —</div><div>50 40 ▼</div><div>— —</div></div>				
Kilearnan LC (UWC)		107 74 *		T			T				
				<div><div>— —</div><div>55</div></div>			<div><div>— —</div></div>				
Kildonan LC (ABCL)		110 68 *		▲ 55 * 45 ▼			* 45 ▼				
				<div><div>50</div><div>— — 20 ▼</div></div>			<div><div>50</div><div>— — 10 ▼</div></div>				
Learable LC (UWC)		111 03		▲ 10			▲ 5				
				<div><div><div></div></div></div>			<div><div><div></div></div></div>				
Borrobol LC (UWC)		111 10 *		* 50 ▼			* 50 ▼				
				T			T				
		111 74		— —			— —				
				— —			— —				
		113 20 *		▲ *			▲ *				
				— —			— —				
		114 74		55			▲ 40 45 ▼				

Scotland Route Sectional Appendix Module SC15

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
SC203	026	Inverness to Wick			WCK	Scotland	21/10/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
<div>KINBRACE</div> <div>Kinbrace LC (AOCL + B)</div>			15X TRAINS ONLY	OTHER THAN 15X TRAINS	<div>RETB Inverness North Inverness SC (I) RETB North</div> <div>RETB Inverness North</div>		
	115 62 *	<div>55</div>	<div>▲ 40 45 ▼</div>				
		<div>* </div>	<div>* </div>				
	116 23 *	<div>50 </div>	<div>40 </div>				
		<div>* </div>	<div>▲ * </div>				
	118 08 *	<div>55 </div>	<div>▲ 50 40 ▼</div>				
		<div>* </div>	<div>* </div>				
	118 20	<div>▲ 55 50 ▼</div>	<div>[Hatched Box]</div>				
		<div>* </div>	<div>50 </div>				
	118 24 *	<div>* </div>	<div>50 </div>				
		<div>55 </div>	<div>10 20 ▼</div>				
	118 25	<div>▲ 40 20 ▼</div>	<div>▲ 20 40 ▼</div>				
		<div>* </div>	<div>65 ▼</div>				
118 26 *	<div>50 </div>						
	<div>* </div>						
118 52 *	<div>60 </div>						
	<div>* </div>						
119 18 *	<div>▲ * </div>						
	<div>* </div>						
119 20 *	<div>* </div>						
	<div>55 </div>						
120 25 *	<div>* </div>						
	<div>60</div>	<div>50</div>					

Scotland Route Sectional Appendix Module SC15

LOR	Seq.	Line of Route Description				ELR	Route	Last Updated
SC203	027	Inverness to Wick				WCK	Scotland	21/10/2024
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
			15X TRAINS ONLY		OTHER THAN 15X TRAINS		<div>RETB Inverness North Inverness SC (I) RETB North</div> <div>Plungers are provided at the Helmsdale end of the Down platform under the Down speed restriction board and at the exit from the CE siding for shunting movements and when operated activate the LC lights sequence</div> <div>CL 820f (250m) (40 SLU's)</div> <div>① = 15 mph through loop points, in both directions, and over loop lines</div>	
Lochside LC (UWC)		121 00 *	<div>T</div>	<div>60</div> <div>*</div>	<div>T</div>	<div>50</div> <div>*</div>		
Ballach LC (UWC)		122 30	<div>T</div>	<div>55</div>	<div>T</div>	<div>45</div>		
		123 40 *				<div>*</div>		
		123 71 *				<div>*</div>		
		125 24 *		<div>*</div>		<div>*</div>		
				<div>45</div>		<div>40</div>		
Siding GF			<div>①</div>	<div>CE Sdg</div> <div>5</div>	<div>①</div>	<div>CE Sdg</div> <div>5</div>		
			<div>⑤</div>	<div>10</div>	<div>⑤</div>	<div>10</div>		
Forsinard LC (AOCL + B)		125 67	<div>▲ 10</div>	<div>▼</div>	<div>▲ 10</div>	<div>▼</div>		
			<div>T</div>		<div>T</div>			
FORSINARD TEP		125 69		<div>①</div>	<div>T</div>	<div>①</div>		
				<div>50</div>		<div>40</div>		
		125 78 *		<div>*</div> <div>▼</div>				

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LOR	Seq.	Line of Route Description				ELR	Route	Last Updated
SC203	028	Inverness to Wick				WCK	Scotland	21/10/2024
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
		126 34 * <						

Scotland Route Sectional Appendix Module SC15

LOR	Seq.	Line of Route Description				ELR	Route	Last Updated	
SC203	029	Inverness to Wick				WCK	Scotland	21/10/2024	
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks		
<div>Altnabreac LC (UWC)</div> <div>ALTNABREAC</div> <div>SCOTSCALDER</div> <div>Tongside No 1 LC (UWC)</div> <div>Tongside No 2 LC (UWC)</div>			15X TRAINS ONLY		OTHER THAN 15X TRAINS		<div>RETB Inverness North</div> <div>Inverness SC (I)</div> <div>RETB North</div>		
		133 32 *	<div>90</div> <div>*</div> <div>75</div>		<div>50</div>				
		133 36 *	<div>*</div>						
		133 46	<div>T</div>	<div></div>	<div></div>	<div></div>			
		133 76		<div>90</div>	<div></div>				
		135 00 *		<div>*</div> <div>80</div>	<div>*</div> <div>40</div>				
		135 25 *		<div>*</div>					
		142 71 *			<div>*</div>				
		143 02		<div>70</div> <div></div>	<div>50</div> <div></div>				
		143 30	<div>T</div>	<div></div>	<div></div>				
		143 71	<div>T</div>	<div></div>	<div></div>				
		144 72 *		<div>*</div> <div>50</div>	<div>*</div>				
		145 37 *		<div>*</div> <div>50</div>	<div>*</div> <div>40</div>				

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
SC203	030	Inverness to Wick			WCK	Scotland	21/10/24
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
			<div style="display: flex;"> <div style="flex: 1;"> <p align="center">15X TRAINS ONLY</p> </div> <div style="flex: 1;"> <p align="center">OTHER THAN 15X TRAINS</p> </div> </div>			<div style="border: 1px solid black; padding: 5px;"> RETB Inverness North Inverness SC (I) RETB North </div> <p>① = 15 mph through loop points, in both directions, and over loop lines</p> <p>② Permissive arrangements in RETB territory. PP(C) Up / Down platform - detaching only. See Local Instructions for conditions under which trains may detach CL 800f (240m) (39 SLU's) URS 655f (195m)</p> <p>Plungers are provided on the Up/Down line platform for operating the branch junction points under the instructions of the signaller at Inverness (RETB) SC</p> <p>③ = gf controlled loop points</p>	
Halkirk LC (ABCL)	145 40 *						
Houstry LC (UWC)	145 59						
Sibsterburn LC (UWC)	146 20	T					
	146 47	T					
Halkirk TEP (Down direction only)	146 53	T					
Sibster Buoltor LC (UWC)	147 00	T					
South end loop points	147 09 *						
Up South GF		S	To Thurso SC207 seq 1				
GEORGEMAS JN TEP	147 20	T					
Up North GF		S					
Georgemas No 1 GF	147 34 *	S					
North end loop points	147 37						

Scotland Route Sectional Appendix Module SC15

LOR	Seq.	Line of Route Description				ELR	Route	Last Updated
SC203	031	Inverness to Wick				WCK	Scotland	21/10/2024
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
		<div>Mileage M Ch</div>	15X TRAINS ONLY		OTHER THAN 15X TRAINS		<div>RETB Inverness North</div> <div>Inverness SC (I)</div> <div>RETB North</div>	
			<div>60</div> <div>▲</div>		<div>60</div> <div>▲</div>			
			<div>T</div> <div>—</div> <div>—</div>		<div>T</div> <div>—</div> <div>—</div>			
			<div>148 05 *</div> <div>*</div>					
			<div>148 54</div> <div>T</div> <div>—</div> <div>—</div>		<div>148 54</div> <div>T</div> <div>—</div> <div>—</div>			
			<div>149 00</div> <div>T</div> <div>—</div> <div>—</div>		<div>149 00</div> <div>T</div> <div>—</div> <div>—</div>			
			<div>149 28</div> <div>T</div> <div>—</div> <div>—</div>		<div>149 28</div> <div>T</div> <div>—</div> <div>—</div>			
			<div>149 48</div> <div>T</div> <div>—</div> <div>—</div>		<div>149 48</div> <div>T</div> <div>—</div> <div>—</div>			
			<div>150 20 *</div> <div>*</div>					
			<div>150 40 *</div> <div>60</div>		<div>150 40 *</div> <div>50</div>			
			<div>151 74 *</div> <div>*</div>		<div>151 74 *</div> <div>*</div>			
			<div>153 68</div>		<div>▲ 45</div> <div>—</div> <div>30 ▼</div> <div>60</div>			

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LOR	Seq.	Line of Route Description				ELR	Route	Last Updated
SC203	032	Inverness to Wick				WCK	Scotland	21/10/2024
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
			15X TRAINS ONLY		OTHER THAN 15X TRAINS		<div>RETB Inverness North Inverness SC (I) RETB North</div> <div>① Permissive arrangement in RETB territory PP in Wick Platform</div> <div>② Sidings temporarily taken out of use</div>	
East Watten LC (UWC)	154 61	<div>T</div>	<div>60</div> <div>— —</div>	<div>T</div> <div>60</div> <div>— —</div>				
Bilbster LC (R/G)	156 26	<div>T</div>	<div>— —</div>	<div>T</div> <div>— —</div>				
	156 50 *		<div>*</div>					
West Square LC (UWC)	158 14	<div>T</div>	<div>— —</div>	<div>T</div> <div>— —</div>				
Sibster No. 1 LC (UWC)	158 35	<div>T</div>	<div>— —</div>	<div>T</div> <div>— —</div>				
	159 13 *		<div>75</div> <div>*</div>					
			<div>60</div>					
	159 16 *		<div>*</div>					
			<div>75</div>					
	160 58 *		<div>▲ *</div>	<div>▲ *</div>				
Milton No.3 LC (UWC)	160 68	<div>T</div>	<div>— —</div>	<div>T</div> <div>— —</div>				
			<div>▲ 45 75 ▼</div>	<div>▲ 45 60 ▼</div>				
			<div>5</div>	<div>5</div>				
			<div>2</div>	<div>2</div>				
			<div>5</div>	<div>5</div>				
			<div>PP 15</div>	<div>PP 15</div>				
			<div>OOU</div>	<div>OOU</div>				
WICK TEP	161 35	<div>T</div>		<div>T</div>				

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Scotland Route Sectional Appendix Module SC15

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
SC205	001	Dingwall to Kyle of Lochalsh		KYL	Scotland	08/12/2018
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Dingwall		0 19	<p>15X TRAINS ONLY</p> <p>SC203 seq 4</p>	<p>OTHER THAN 15X TRAINS</p> <p>SC203 seq 4</p>	<div>RETB Inverness West</div> <div>Inverness SC (I)</div> <div>RETB West</div>	
		0 20 *			<p>① = 15 mph through loop points, in both directions, and over loop lines</p>	
Dingwall Canal North LC (UWC)		0 25				
		0 48 *				
Dingwall No 1 LC (AFBCL)		0 57				
Dingwall Middle LC (AFBCL)		0 67				
Dingwall No 2 LC (AOCL+B)		1 05				